

# Draft Environmental Impact Report

SCH No. 2023110588

## Distribution Park Commercial and Industrial Project

(SPA 22-05380, TPM 38730, DPR 22-00037, and  
DPR 22-00038)



Lead Agency:

City of Perris

101 North D Street  
Perris CA, 92570

April 2024

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## ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

<u>Acronym</u>	<u>Definition</u>
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 617	Community Air Protection Program
AB 939	California Solid Waste Integrated Management Act
AB 1493	Pavley Fuel Efficiency Standards
AB 2595	California Clean Air Act
ACOE	Army Corps of Engineers
A.D.	Anno Domini
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
AOZ	Airport Overlay Zone
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
bgs	Below ground surface
bhp	Brake Horsepower
BMPs	Best Management Practices
CA	California
CalEEMod™	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	Title 24 California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan

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CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CFR	Code of Federal Regulations
CH <sub>4</sub>	Methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	Carbon Dioxide Equivalent
CRHR	California Register of Historic Places

dB	Decibel
dBA	A-weighted Decibels
DIF	Development Impact Fee

EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EV	Electric Vehicle

GHG	Greenhouse Gas
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HCP	Habitat Conservation Plan
HDT	Heavy-Duty Trucks
HFCs	Hydrofluorocarbons
HHDT	Heavy-Heavy Duty Trucks

I-215	Interstate 215
ITE	Institute of Transportation Engineers

JPA	Joint Powers Authority
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kg	kilogram
kBTU	kilo-British thermal units

LDA	Light duty autos
Ldn	Day-Night Average Noise Level
LDT	Light duty trucks
Leq	Equivalent Continuous Sound Level

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LHDT	Light-Heavy Duty Trucks
L <sub>max</sub>	Maximum level measured over the time interval
L <sub>min</sub>	Maximum level measures over the time interval
LOS	Level of Service
LSTs	Localized Significance Thresholds
MARB/IPA	March Air Reserve Base/Inland Port Airport
MDT	Medium-Duty Trucks
mg	milligrams
MHDT	medium-heavy duty truck
MLD	Most Likely Descendent
mm	Millimeters
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMTCO <sub>2e</sub>	million metric tons of carbon dioxide equivalent
Mph	Miles per hour
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
MTCO <sub>2e</sub>	Metric Tons of Carbon Dioxide Equivalent
N/A	Not Applicable
NAHC	Native American Heritage Commission
NO <sub>x</sub>	Nitrogen Oxides
N <sub>2</sub> O	Nitrous Oxide
NPRBBD	North Perris Road and Bridge Benefit District
NRHP	National Register of Historic Places
O <sub>3</sub>	Ozone
Ord.	Ordinance
PCR	California Public Resources Code
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
PM <sub>2.5</sub>	Fine Particulate Matter (2.5 microns or smaller)
PM <sub>10</sub>	Fine Particulate Matter (10 microns or smaller)
pp.	pages
ppb	parts per billion
ppm	parts per million
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PV	photovoltaic
PVCCSP	Perris Valley Commerce Center Specific Plan

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RCNM	Roadway Construction Noise Model
ROC	Reactive Organic Compounds
ROG	Reactive Organic Gases
RPA	Register for Professional Archaeologists
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SB 32	Senate Bill 32
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SB 1078	California Renewable Portfolio Standards
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCE	Southern California Edison
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SEL	Single Event Level
SF <sub>6</sub>	Sulfur Hexafluoride
SKR	Stephens' Kangaroo Rat
SO <sub>2</sub>	Sulfur Dioxide
SoCalGas	Southern California Gas Company
STC	Sound Transmission Class
TDM	Transportation Demand Management
TPM	Tentative Parcel Map
TUMF	Transportation Uniform Mitigation Fee
U.S.	United States
VdB	Vibration Decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPH	Vehicles per Hour
Webb Associates	Albert A. Webb Associates
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments



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## 1.0 EXECUTIVE SUMMARY

### 1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and State government agency decision-makers, special districts, and the public with an analysis of potential environmental consequences to support informed decision making.

This EIR has been prepared to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed First March Logistics Project (herein referred to as the “Project”), which is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris.

This EIR has been prepared pursuant to the requirements of the CEQA and the Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines, found at Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.). As discussed in Section 2.2, Type of EIR, and in accordance with CEQA, this EIR is “tiered” from the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse [SCH] No. 2009081086) which was certified by the City of Perris in January 2012. The City of Perris is the lead agency for the Project under CEQA and is responsible for preparing this EIR. The City, as the lead agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Project.

A summary description of the proposed development and actions is provided in Section 1.3 below, and a complete description of the Project is provided in Section 3.0, *Project Description* of this EIR. This EIR focuses on those environmental impacts identified as potentially significant in the Notice of Preparation (NOP) completed for this Project (refer to Section 2.3, Scope of this Draft EIR, and Appendix A of this EIR).

The City of Perris has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports for consistency with City policies and requirements and this EIR reflect its own independent judgment. Preparation of this EIR included reliance on appropriate City technical personnel and a review of all technical subconsultant reports.

This Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the lead agency; and 3) issues to be resolved, including the choice among alternatives and how to mitigate significant effects.

## **1.2 PROJECT LOCATION AND SETTING**

The Project site is located in the eastern portion of the PVCCSP planning area, in the City of Perris, in Riverside County. 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 17.1 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 3-1, *Regional Map* and Figure 3-2, *Vicinity Map*, depicts the regional location and local vicinity of the Project site.

## **1.3 PROJECT DESCRIPTION**

The Project would result in the construction and operation of a new 271,098-square-foot (approximate) non-refrigerated industrial warehouse building for the storage of non-perishable goods, a 107-room hotel and two sit-down restaurants, one 4,000 square feet and the other 5,000 square feet. Of the 271,098 square feet, a total of 5,000 square feet would be dedicated to office space. As planned, the office space would be comprised of two separate areas; one 2,500-square-foot office space would be located at the northwest corner of the building on the ground floor. Another 2,500-square-foot office space would be located in a second-floor area at the southwest corner of the building. The remainder (266,098 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 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 at the time that the warehouse begins operations.

The proposed hotel would be constructed along the southern boundary of the northern parcel generally on the northwestern quadrant of the site. The hotel would be approximately 52,000 square feet and 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 at the time that the hotel opens.

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

5,000-square-foot restaurant and 48 spaces would be provided for the 4,000-square-foot restaurant. 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 at the time that the restaurants open.

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. These improvements would entail relocation of existing curb/gutter and sidewalk improvements construction of a 12-foot-wide acceleration/deceleration lane fronting the project site within the existing right of way. One of the driveways 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 restaurants.

Two points of access would be provided for the 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 is allowed by city staff.

### **1.3.1 PROJECT ALTERNATIVES**

In accordance with Section 15126.6 of the State CEQA Guidelines, Section 5.0 of this EIR addresses alternatives that can eliminate or reduce the potentially significant impacts of the Project. Section 5.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Project, and a discussion of each alternative's ability to meet the Project objectives. Following is a summary description of the alternatives evaluated in this EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to Section 5.0, Alternatives. As required by CEQA, Section 5.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative.

- Alternative 1 – No Project/No Development.
- Alternative 2 – Reduced Intensity
- Alternative 3 – Commercial Development

### **1.4 ISSUES TO BE RESOLVED**

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the Project, the key issues to be resolved include decisions by the City of Perris as lead agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Project.
- Whether the recommended mitigation measures should be modified and/or adopted.

- Whether the Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.
- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

## **1.5 AREAS OF CONTROVERSY**

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from the public and various agencies in response to the NOP and a public scoping meeting with the City of Perris Planning Commission. Written comments received during the NOP and scoping period are contained in Appendix A of this EIR. Environmental issues that have been raised during opportunities for public input on the project are summarized in Section 2.3, Scope of this EIR, and are addressed in each relevant issue area analyzed in Section 4.0 of this EIR.

Based on input received from the public during the scoping process, there are no areas of controversy known to the City at this time. However, concerns have been raised about Project and cumulative air quality and health risks to sensitive receptors from Project operations, including emission from trucks.

## **1.6 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS**

Table 1-1, *Summary of Environmental Impacts for the Project*, presents a summary of the environmental impacts resulting from the proposed Distribution Park Commercial and Industrial Project as addressed in this EIR. Table 1-1 addresses those topical issues and associated thresholds for which it was determined in the NOP that impacts would be potentially significant and Project-level analysis has been provided in this EIR. Topics for which it was determined that no further analysis is required in this EIR are discussed in Section 6.0, *Other CEQA Considerations*, of this EIR, and include: agricultural and forestry resources, hazards and hazardous materials, hydrology/water quality, mineral resources, population and housing, public services (schools, parks, and other public facilities), recreation, utilities and service systems and wildfire.

The environmental issue areas identified for study this EIR are aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, land use and planning, noise, public services (fire and police), transportation, and tribal cultural resources. The potential Project-specific and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0, *Other CEQA Considerations*.

For each environmental topic, this EIR includes the PVCCSP EIR mitigation measures that are applicable to the Project and assumed as part of the analysis for potential impacts. Additional Project-level mitigation

measures are identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in less than significant impacts with the incorporation of PVCCSP EIR mitigation measures and Project-level mitigation measures for the topical issues evaluated in this EIR:

Following implementation of mitigation measures, impacts related to air quality and greenhouse gas emissions would remain significant and unavoidable.

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<b>4.1 AESTHETICS</b>		
<i>Less Than Significant Impacts</i>		
<p><b>Have a substantial adverse effect on a scenic vista.</b></p> <p>Implementation of the Project would change but not adversely affect views of scenic vistas. Impacts would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<p><b>Substantially degrade scenic resources with a State scenic highway.</b></p> <p>The Project site is not within a State scenic highway corridor and does not contain any scenic resources such as trees, rock outcroppings, and historic buildings. Therefore, the Project would not substantially degrade scenic resources in a state scenic highway. Impacts would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<p><b>Substantially degrade the existing visual character of the site.</b></p> <p>The Project would change the visual character of the Project site, which is currently undeveloped. However, the Project would be designed and constructed in compliance with applicable PVCCSP Standards and Guidelines and would comprise an attractive, well-designed development using architectural elements, landscaping, and project design. Impacts would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<b>Potentially Significant Impacts</b>		
<p><b>Light during operation, and glare during construction and operation.</b></p> <p>Nighttime lighting and security lighting is often unshielded and may shine onto adjacent properties and roadways causing a potentially significant impact. Implementation of Project-level mitigation measure MM 1-1 would reduce construction-related lighting impacts to a less than significant level.</p> <p>A shade/shadow analysis was performed for the proposed Project to determine whether the Project would create shade/shadow impacts on neighboring uses. The adjacent Park Place Mobile Home Park and Camper Resorts of America facility would be exposed to some shards in the early morning or late afternoon but they would not be exposed to shade and shadows over a period of three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October). Therefore, they would not be exposed to shade and shadows that would exceed the thresholds of significance used for this analysis.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>Refer to PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5, which address potential hazards to MARB/IPA operations but are also relevant to the analysis of light and glare impacts.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM 1-1</b> Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.</p>	<p>Less than Significant</p>



**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<b>4.2 AIR QUALITY</b>		
<b>Less Than Significant Impacts</b>		
<p><b>Air Quality Management Plan consistency.</b></p> <p>The Project would increase emissions relative to existing conditions; however, changing the land use designation from Commercial to Light Industrial for the warehouse portion of the project would not result in employment growth exceeding the assumptions used to develop the AQMP. Thus, employment growth in the City of Perris resulting from the project, and the related changes in regional emissions, are accounted for in the 2022 AQMP.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<p><b>Result in other emissions (such as those leading to odors).</b></p> <p>The Project's construction odor emissions would be temporary and intermittent in nature. Additionally, construction odor emissions would cease upon completion of construction activities. The Project would not develop any land uses or operations that are associated with emitting objectionable odors. Impacts would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<b>Potentially Significant Impacts</b>		
<p><b>Cumulatively considerable net increase of any criteria pollutant for</b></p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p>	<p>Significant and unavoidable</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><b>which the region is in nonattainment.</b></p> <p>With implementation of applicable PVCCSP EIR mitigation measures, operational emissions resulting from the Project would exceed the regional thresholds for nitrogen oxides (NOx) established by the South Coast AQMD.</p>	<p><b>MM Air 1</b> 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.</p> <p><b>The Project-specific construction-related air quality and LST analyses required by this PVCCSP EIR mitigation measure have been provided in the Air Quality Impact Analysis included in Appendix B of this EIR to comply with this mitigation measure. The URBEMIS model has been replaced by CalEEMod.</b></p> <p><b>MM Air 2</b> 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.</p> <p><b>MM Air 3</b> 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</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

	<p>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,</p> <p><b>MM Air 4</b> Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.</p> <p><b>MM Air 5</b> 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.</p> <p><b>MM Air 6</b> 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.</p> <p><b>MM Air 7</b> 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.</p> <p><b>MM Air 8</b> 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.</p> <p><b>MM Air 9</b> 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.</p>	
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**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p><b>MM Air 10</b> To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project’s CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD’s Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p> <p><b>The Project-specific operational air quality and LST analyses required by this PVCCSP EIR mitigation measure have been provided in the Air Quality Impact Analysis included in Appendix B of this EIR to comply with this mitigation measure. The URBEMIS model has been replaced by CalEEMod.</b></p> <p><b>MM Air 11</b> Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p> <p><b>MM Air 13</b> In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD’s website (<a href="http://www.aqmd.gov">http://www.aqmd.gov</a>). Tenants would be required to use those funds, if awarded.</p> <p><b>MM Air 14</b> Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.</p> <p><b>MM Air 15</b> To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs [Transport Refrigeration Units] 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.</p> <p><b>The Project-specific health risk assessment analyses required by this PVCCSP EIR mitigation measure have been provided in the Operational Health Risk Screening Letter included in Appendix C of this EIR to comply with this mitigation measure.</b></p> <p><b>MM Air 18</b> 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 sites 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 Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.</p> <p><b>Per PVCCSP Figure 3.0-5, a potential route with stop locations are shown along Ramona Expressway proximal to the Project site. The RTA was contacted as part of the scoping process for this EIR. The RTA responded stating they have no comments on the Project. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.</b></p> <p><b>MM Air 19</b> 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.</p> <p><b>MM Air 20</b> Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p><b>Additional Project-Level Mitigation Measures</b></p> <p>None available.</p>	
<p><b>Exposure of sensitive receptors to substantial pollutant concentrations.</b></p> <p>With incorporation of PVCCSP EIR mitigation measures, and Project-specific mitigation measures, Project construction activities would not exceed South Coast AQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant.</p> <p>Project operations would not exceed South Coast AQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant.</p> <p>Project-related diesel particulate matter emissions during construction would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. diesel particulate matter emissions during operation would not result in health risks that exceed the South Coast AQMD thresholds for cancer risk and noncancer risk (Hazard Index). This impact would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>PVCCSP EIR mitigation measures MM Air 2 through MM Air 9 listed above are applicable:</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM AIR-1.</b> The development contractor for the Phase I, III and IV hotel and restaurants shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase and install a minimum of Level 1 Diesel Particulate Filters on equipment used.</p> <p><b>MM AIR-2.</b> The development contractor for the Phase II warehouse shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase.</p>	<p>Less than Significant.</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>The Project would not produce the volume of traffic required to generate a CO “hot spot” and localized air quality impacts related to mobile-source emissions would therefore be less than significant.</p>		
<p><b>4.3 BIOLOGICAL RESOURCES</b></p>		
<p><b>Less than Significant Impacts</b></p>		
<p><b>Have a substantial adverse effect on riparian habitat or other sensitive natural community.</b> The Project site does not contain any riparian habitat; thus, none would be impacted by the Project.</p>	<p><i>Applicable PVCCSP EIR Mitigation Measures</i></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>No Impact</p>
<p><b>Have a substantial adverse effect on federally protected wetlands.</b> The Project site does not contain any federal or state-protected wetlands.</p>	<p><i>Applicable PVCCSP EIR Mitigation Measure</i></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>No Impact</p>
<p><b>Interfere with the movement of wildlife or impede the use of a wildlife nursery.</b> The Project site does not support movement of migratory fish, or wildlife nurseries. Additionally, there are no MSHCP Cores or Linkages adjacent to or within the Project site. Impacts to wildlife movement would be less than significant.</p> <p>The Project would remove vegetation (i.e., immature trees, shrubs, and</p>	<p><i>Applicable PVCCSP EIR Mitigation Measure</i></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>No Impact</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>groundcover) that has the potential to provide roosting and nesting habitat for birds, including migratory and common raptor species. With implementation of the MM BR-1, potential direct impacts to nesting birds protected by the federal MBTA would be reduced to less than significant (see below).</p>		
<p><b>Conflict with local policies or ordinances protecting biological resources.</b> The removal of existing trees onsite, which are not protected, and the planting and maintenance of trees as part of the Project would comply with the City’s Urban Forestry Ordinance, and no impacts would result. The Project would not conflict with policies or ordinances in place to protect biological resources resulting in a less than significant impact.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measure</b></p> <p>None required</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<p><b>Conflict with a Habitat Conservation Plan, Natural Conservation Community Plan.</b> The Project site does not occur within an MSHCP Criteria area nor is it located within any Criteria Cell. As such, the Project is not required to set aside conservation lands pursuant to the MSHCP, and the Project is not subject to the MSHCP’s Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process nor Joint Project Review (JPR). Accordingly, the Project would not conflict with the MSHCP Reserve Assembly requirements.</p> <p>There is no indication of vernal pools or suitable fairy shrimp habitat occurring</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>



**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>within the Project site; therefore, no impact to these resources would occur. The Project site is not located in the designated survey area for Narrow Endemic Plant Species. Based on the results of the field investigation, the Project site and offsite improvement areas do not provide suitable habitat for MSHCP listed Narrow Endemic Plant Species. Therefore, the Project would not conflict with Section 6.1.3 of the MSHCP. No impacts would occur.</p> <p>The Project site and off-site improvement areas are not located within or in proximity of any Criteria Cells or designated conservation areas. Therefore, the Project would not need to comply with the Urban/Wildlands Interface Guidelines. The Project would not conflict with Section 6.1.4 of the MSHCP.</p>		
<b>Potentially Significant Impacts</b>		
<p><b>Have a substantial adverse effect on a candidate, sensitive, or special status species through habitat modification.</b></p> <p>Based on habitat requirements for specific species and the availability and quality of habitat, it was determined that the Project site does not provide suitable habitat for special status plant species. Therefore, the Project would not result in any impacts to special status plants. Mitigation Measure BR-1 would address potential impacts to nesting</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM-BR-1</b> 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.</p> <p>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</p>	<p>Less than Significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>birds protected under the Migratory Bird Treaty Act.</p> <p>Burrowing owls or signs of burrowing owls are not present within the Project site or off-site improvement areas. However, Mitigation Measures BR-2 and BR-3 are provided to ensure potential impacts to burrowing owls would be less than significant.</p> <p>The Project site does not occur in proximity to the MSHCP Conservation Area; therefore, the MSHCP Urban/Wildland Interface Guidelines do not apply to the Project. As such, the Project would result in a less than significant indirect impacts to special-status biological resources.</p>	<p>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:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol> <p>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</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping.</p> <p><b>MM-BR-2</b> 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.</p> <p>If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.</p> <p>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.</p> <p>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.</p> <p>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</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>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.</p> <p><b>MM-BR-3</b> 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.</p>	
<b>4.5 CULTURAL RESOURCES</b>		
<b>Potentially Significant Impacts</b>		
<p><b>Historical resources.</b></p> <p>Based on the lack of historic resources or evidence of previously existing resources at the Project site, no impacts related to historic resources would occur. Incorporation of Project-level mitigation measure MM CR-1, which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City, would reduce potential impacts to any</p>	<p><b>Applicable PVCCSP EIR Mitigation Measure</b></p> <p><b>MM Cultural 1.</b> Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:</p>	<p>No impact</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>known and unknown historical resources that may be found during ground disturbing activities to a less than significant level.</p>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.</li> <li>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.</li> </ol> <p>Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.</li> <li>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.</li> </ol> <p>Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any.</p> <p>Mitigation for historic resources shall be considered in the following order of preference:</p> <ol style="list-style-type: none"> <li>1. Avoidance.</li> <li>2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.</li> </ol>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>3. Relocation of the structure.</p> <p>4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed.</p> <p>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.</p> <p>The Phase I Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project.</p> <p><b>The required Project-specific cultural resources study has been prepared for the Project to comply with this PVCCSP EIR mitigation measure and is included in Appendix D of this EIR.</b></p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM CR-1</b> 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.</p> <p>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 unearthened during ground-disturbing activities and</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.</p> <p>The Project proponent/developer shall also enter into an agreement with the Pechanga Band of Indians, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon Band of Luiseño Indians for a Native American 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 Native American 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 Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American 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.</p> <p>The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• An agreement that artifacts will be reburied on-site and in an area of permanent protection;</li> <li>• Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;</li> <li>• 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</li> <li>• 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.</li> </ul> <p>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.</p> <p>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,</p>	



**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>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.</p> <p>If any Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative will be notified. The designated Native American tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM CR-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>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.</p> <p>Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>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</p>	



**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	Planning Division, the University of California, Riverside, Eastern Information Center and the Native American tribe(s) involved with the Project.	
<p><b>Substantial adverse in the significance of archaeological resources pursuant to Section 15064.5.</b></p> <p>There is a low potential for prehistoric cultural resources to be located within the Project site or off-site improvement areas. If any buried historic or prehistoric resources are unearthed during construction that meet the definition of an archaeological resource cited in State CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to archaeological resources would be potentially significant. Incorporation of Project-level mitigation measure MM CR-1, which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City, would reduce potential impacts to a less than significant level.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measure</b></p> <p>None in addition to MM Cultural 1</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None in addition to MM CR-1</p>	Less than Significant
<p><b>Human remains.</b> The PVCCSP area has been historically used for agricultural use and is, therefore, not expected to contain human remains including those interred outside of formal cemeteries. However, compliance with Section 7050.5 of the <i>California Health and Safety Code</i> and Section 5097.98 of the <i>California Public Resources Code</i> would ensure that impacts to human remains, in the</p>	<p><b>Additional PVCCSP Mitigation Measures</b></p> <p>None required.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM CR-2</b> 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</p>	Less than significant

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>unlikely event they are encountered, would be less than significant. Additionally, Project-level mitigation measure MM CR-2, which implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris, further identifies measures that would be taken in the event of the discovery of human remains, and would be implemented to further reduce this less than significant impact</p>	<p>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).</p> <p>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 5097.98l and 5097.94(k)).</p> <p>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 Eastern Information Center.</p>	
<b>4.5 ENERGY</b>		
<b>Less Than Significant Impacts</b>		
<p><b>Result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources.</b></p> <p>The Project would consume energy during construction and operation, including from construction equipment, construction vendors and workers, transportation during operation, electric vehicle parking, and building operations. Project construction and operations would not result in the inefficient, wasteful or unnecessary</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>MM Air 19 and MM Air 20 identified above.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>consumption of energy. Additionally, the Project would implement PVCCSP EIR mitigation measures MM Air 19 and MM Air 20, which would lessen the Project's energy use.</p>		
<p><b>Conflicts with a State or local plan for renewable energy or energy efficiency.</b></p> <p>The Project would not conflict with State or local plans for renewable energy or energy efficient. The Project would be subject to applicable PVCCSP EIR mitigation measures that would serve to reduce the Project's level of energy consumption and would be implemented in compliance with current California Building Code requirements, including the Title 24 Energy Efficiency Standards. This impact would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>MM Air 19 and MM Air 20 identified above.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<p><b>4.6 GEOLOGY/SOILS</b></p>		
<p><b>Less than Significant Impacts</b></p>		
<p><b>Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</b></p> <p>i. Rupture of a known earthquake fault, as delineated on the most Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p><b>MM Geo 1:</b> 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.</p> <p><b>Additional Project-Level Mitigation Measures</b></p>	<p>No impact.</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>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 <i>Preliminary Geotechnical Investigation and Infiltration Feasibility Testing Report</i> 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</p>	<p>None required.</p>	
<p><b>Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</b></p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b>                      None required.  <b>Additional Project-Level Mitigation Measures</b></p>	<p>Less than significant.</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>ii. Strong seismic ground shaking.</p> <p>Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving strong seismic ground shaking. This impact is less than significant.</p>	<p>None required.</p>	
<p><b>Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</b></p> <p>iii. Seismic-related ground failure, including liquefaction?</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than significant.</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>With adherence to the City’s General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death from seismic-related ground failure, including liquefaction.</p>		
<p><b>Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</b></p> <p>iv. Landslides?</p> <p>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 <i>Preliminary Geotechnical Investigation and Infiltration Feasibility Report</i>, regional geologic maps do not indicate the presence of landslides on the property. Thus, <b>no impacts</b> related to landslides as a result of the proposed project are anticipated.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>No impact</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><b>Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?</b></p> <p>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.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than significant</p>
<p><b>Threshold c: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral</b></p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><b>spreading, subsidence, liquefaction, or collapse?</b></p> <p>Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Furthermore, the City of Perris would conduct a thorough administrative review of future grading permits to ensure that earthwork activities do not result in any conditions that could result in unstable soils. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical Investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to location on an unstable geologic unit or soil would be less than significant.</p>		
<p><b>Threshold d: Would the Project be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</b></p> <p>Consistent with General Plan measures cited above and PVCCSP</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None</p>	<p>Less than significant</p>



**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigations recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to expansive soils would be less than significant.</p>		
<p><b>Threshold e: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</b></p> <p>The Project would connect to existing sewer lines. As stated, lines would be extended east from Painted Canyon Street in both East Dawes Street and Ramona Expressway to serve the site. There would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>No impact</p>
<p><b>Potentially Significant Impacts</b></p>		

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><b>Threshold e: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</b></p> <p>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.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>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.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM GS-1: Paleontological Resource Impact Mitigation Monitoring Program.</b> 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><b>MM GS-2: Worker's Environmental Awareness Program (WEAP).</b> Prior to the start of the proposed project activities, all field personnel shall receive a worker's environmental awareness</p>	<p>Less than significant.</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	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	
<b>4.7 GREENHOUSE GAS EMISSIONS</b>		
<i>Less than Significant Impacts</i>		
<p><b>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</b></p> <p>The Project would not conflict with the 2017 and 2022 CARB Scoping Plan or the City's Climate Action Plan (CAP) and this impact would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>No mitigation is required.</p>	No impact
<i>Potentially Significant Impacts</i>		
<p><b>Generate greenhouse gas emissions.</b></p> <p>The total annual estimated GHG emissions (construction and operation) for the Project would be greater than the threshold of significance used for this analysis, resulting in a cumulatively considerable and significant impact. Even with implementation of the identified mitigation measures, this impact would be significant and unavoidable.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>Refer to previously referenced mitigation measures MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 13, MM 14, MM Air 18, MM Air 19, and MM Air 20 would be implemented.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM GHG-1</b> Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance.</p> <p><b>MM GHG-2</b> All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.</p>	Significant and Unavoidable

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p><b>MM GHG-3</b> Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.</p> <p><b>MM GHG-4</b> Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.</p> <p><b>MM GHG-5</b> Tenants who employ 250 or more full or part-time employees shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program would include, but not be limited to the following:</p> <ul style="list-style-type: none"> <li>• Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees;</li> </ul>	

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>• Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work;</li> <li>• Inform employees of public transit and commuting services available to them (e.g., social media, signage);</li> <li>• Provide on-site transit pass sales and discounted transit passes;</li> <li>• Guarantee a ride home;</li> <li>• Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted;</li> <li>• Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program; and</li> <li>• Implement a commute trip reduction (CTR) program to provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. The CTR program would be a multi-strategy program that could include the following individual measures:                         <ul style="list-style-type: none"> <li>○ Carpooling encouragement;</li> <li>○ Ride-matching assistance;</li> <li>○ Preferential carpool parking;</li> <li>○ Flexible work schedules for carpools;</li> <li>○ Half-time transportation coordinator;</li> <li>○ New employee orientation of trip reduction and alternative travel mode options;</li> <li>○ Vanpool assistance; and</li> <li>○ Bicycle end-trip facilities (parking and lockers).</li> </ul> </li> </ul> <p><b>MM GHG-6</b> Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.</p>	

**Table 1-1 Summary of Environmental Impacts for the Project**

	<p><b>MM GHG-7</b> Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:</p> <ul style="list-style-type: none"> <li>• Building energy efficiency, solid waste reduction, recycling, and water conservation.</li> <li>• Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting;</li> <li>• Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies;</li> <li>• Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling; and</li> <li>• The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.</li> </ul> <p><b>MM GHG-8</b> Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer’s data. Electrical system upgrades that exceed reasonable costs shall not be required.</p> <p><b>MM GHG-9</b> The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Department prior to the issuance of building permits.</p> <ul style="list-style-type: none"> <li>• Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2;</li> <li>• Include solar panels to offset the office energy use that can accommodate at least 15% of the energy demand for the hotel and restaurant buildings and 100% of the warehouse building;</li> </ul>	
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**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> <li>• Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2;</li> <li>• Plant trees in excess of the number required per the PVCCSP landscaping standards for commercial and industrial uses or identify, with assistance from City staff, areas (i.e., parks and open space) within the City of Perris where additional trees could be planted.</li> </ul>	
<b>4.8 LAND USE AND PLANNING</b>		
<b><i>Less than Significant Impacts</i></b>		
<p><b>Physically divide an established community.</b></p> <p>The Project would develop new commercial buildings and one new warehouse building on the project site. The project would require a redesignation of the southern portion of the site from commercial to light industrial to accommodate the warehouse building. The Project would not physically divide an established community and no impact would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p><b>Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</b></p> <p>The Project would be implemented in accordance with requirements of the PVCCSP for Commercial and Light Industrial land uses. The Project would not conflict with any applicable local or regional land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. No impact would result.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<b>4.9 NOISE</b>		
<i>Less than Significant Impacts</i>		
<p><b>Excessive groundborne vibration or groundborne noise levels.</b></p> <p>Project construction and operations would not result in vibration levels that exceed the established thresholds of significance and the impact would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>
<p><b>Exposure to excessive noise levels from airport operations.</b></p> <p>The Project is outside the 70 dBA CNEL noise contour for both the MARP/IPA and Perris Valley Airport. The proposed Project would have a less than significant impact related to the exposure of people to excessive noise levels from airport operations. The Project would not expose people working at the Project site to excessive noise levels from airport operations and this impact would be less than significant. As required by the PVCCSP, notice would be provided to potential purchasers or tenants that the Project is within the MARP/IPA AIA (MM Haz 4).</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>
<i>Potentially Significant Impacts</i>		
<p><b>Substantial temporary or Permanent increase in ambient noise levels in excess of established standards.</b></p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p><b>MM Noise 1</b> 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</p>	<p>Significant and Unavoidable</p>



**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><i>Construction.</i> With implementation of PVCCSP EIR MM Noise 1 through MM Noise 4 and Project-specific mitigation measure MM NOI-1, construction noise levels would not exceed the established noise standards. Therefore, construction noise impacts would be less than significant.</p> <p><i>Off-Site Traffic Noise.</i> Based on the significance criteria for off-site traffic noise, Project-related heavy trucks would cause an adverse noise impact at the camping spaces located adjacent to the north of East Dawes Street within the Camper Resorts of America facility east of the Project site. Implementation of mitigation measure MM NOI-2 would reduce impacts to less than significant. If the property owner does approve of the mitigation, then Project-related traffic noise impacts would remain significant and unavoidable at this location.</p> <p><i>On-Site Operational Noise Sources.</i> Heavy truck parking along the eastern property boundary could cause an exceedance of the stationary noise source standard. Implementation of mitigation measures MM NOI-3 and/or NOI-4 would reduce impacts to less than significant levels.</p>	<p>contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.</p> <p><b>MM Noise 2</b> During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.</p> <p><b>MM Noise 3</b> No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p> <p><b>MM Noise 4</b> Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p><b>MM NOI-1:</b> The Project developer shall install temporary construction noise barriers with a minimum height of 12 feet along both the western and eastern property boundaries during site preparation and grading operation. The barriers shall have a minimum Sound Transmission Classification of 25 which reduce temporary maximum construction equipment noise to measured ambient conditions at both the Parkway Mobile Home Park and Camper Resorts of America. Temporary barriers can be removed after construction of the perimeter screening walls provided the screening walls are constructed prior to the paving phase.</p> <p><b>MM NOI-2.</b> If allowed by the owner of the Camper Resorts of America facility, the Project applicant shall construct a 6-foot-tall concrete masonry unit wall from the southeastern property corner approximately 486 feet along the southern boundary of the Camper Resorts of America facility. The concrete masonry unit wall shall connect to the existing concrete masonry unit wall. The Project applicant shall also increase height of the existing concrete masonry unit wall to 6 feet if feasible or shall replace the existing wall with a new 6-foot-tall concrete masonry unit wall.</p> <p><b>MM NOI-3:</b> Increase the northern section (i.e., from the northern terminus of the 14-foot section) of the eastern perimeter wall height from 8 feet to 12 feet, a distance of approximately 242 feet.</p> <p><b>MM NOI-4.</b> Restrict nighttime (i.e., 10:00 p.m. to 7:00 a.m.) truck back-in parking to the 220-foot section of 14-foot-high perimeter wall.</p>	
<p><b>4.10 Public Services</b></p>		
<p><b>Less than Significant Impacts</b></p>		

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><b>Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</b></p> <p><b>Fire protection and Police protection/</b></p> <p>It is anticipated that implementation of the Project would generate a nominal increase in the demand for services. Mandatory DIF payments would ensure that the Project provides fair share funds for the provision of additional protection services, which may be applied to fire and police facilities and/or equipment, to offset the Project's proposed incremental increase in the demand for fire protection services. Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire protection facilities and would not exceed applicable service ratios or response times for fire and police protection services. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>
<p><b>4.11 TRANSPORTATION</b></p>		
<p><b><i>Less than Significant Impacts</i></b></p>		

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p><b>Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</b> The Project, which incorporates applicable PVCCSP EIR mitigation measures related to transportation and circulation, would not conflict with applicable plans, ordinances or policies addressing the circulation system, including: SCAG’s RTP/SCS (Connect SoCal), the City of Perris General Plan Circulation Element and Active Transportation Plan, and the PVCCSP, and applicable fee mitigation programs. Impacts would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p><b>MM Trans 1</b> - Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.</p> <p><b>MM Trans 2</b> - Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p> <p><b>MM Trans 3</b> - Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project’s fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes 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 buildout level.</p> <p><b>MM Trans 4</b> - Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p> <p><b>The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries as part of the NOP process. The RTA had no comments regarding the project. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.</b></p> <p><b>MM Trans 5</b> - Bike racks shall be installed in all parking lots in compliance with City of Perris standards.</p> <p><b>MM Trans 6</b> - Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.</p>	<p>Less than Significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p><b>MM Trans 8</b> - Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required</p>	
<p><b>Increase hazards due to a design feature.</b> Project-specific construction plans are finalized by the City for each project and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project Applicant would be required to implement measures that would maintain traffic flow and access. Therefore, the Project would have a less than significant impact during construction associated with increased hazards.</p> <p>Roadway, circulation, and access improvements have been designed in compliance with Standards and Guidelines set forth in the PVCCSP. The Project circulation system separates passenger vehicles from trucks such that there would be no conflict for these vehicles within the Project site. Additionally, the Project incorporates PVCCSP EIR mitigation measures MM Trans 1 and MM Trans 2. With the incorporation of these</p>	<p><b>Applicable Project Design Features</b></p> <p><b>PDF 14-1</b> Prior to the issuance of occupancy permits, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall be improved consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval or the proposed Project and applicable City of Perris standards.</p> <p>The two commercial/retail driveways off Ramona Expressway include a separate right-turn deceleration lane due to the higher speeds.</p> <p>The east Project Driveway off Dawes Street for trucks should be widened to 40-feet and have a 45-foot curb radius to accommodate the extra width required for truck turning movements.</p> <p><b>PDF 14-2</b> Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site driveways consistent with the PVCCSP and City design standards for commercial and industrial uses.</p> <p><b>PDF 14-3</b> The eastern truck access driveway to/from East Dawes Street and the industrial/warehouse will incorporate an extended or flaired curb section or similar feature approved by the City of Perris which would restrict access to right in/left out movements only to prevent eastbound entrance and westbound departures via East Dawes Street.</p>	<p>Less than Significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>mitigation measures, this impact would be less than significant.</p> <p>Compliance with circulation improvements required by the PVCCSP is demonstrated through project design features PDF 14-1, PDF 14-2, and PDF 14-3.</p>		
<p><b>Result in inadequate emergency access.</b> Construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures. Site-specific activities such as temporary construction activities are finalized for each project by the City and are required to ensure adequate emergency access.</p> <p>Implementation of the Project would result in roadway improvements that would be incorporated in accordance with the PVCCSP and would improve the ability of emergency vehicles to access the Project site and surrounding properties. Impacts would be less than significant.</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than Significant</p>
<p><b>Potentially Significant Impacts</b></p>		
<p><b>Be inconsistent or conflict with CEQA Guidelines Section 15064.3 subdivision (b).</b> As noted in the City Guidelines, Projects that do not meet screening criteria and are below 2,500 daily vehicle trips are to utilize the City's scoping form to perform a VMT analysis and subsequent VMT mitigation (if required) to reduce the</p>	<p><b>Applicable PVCCSP EIR Mitigation Measures</b></p> <p>None</p> <p><b>Additional Project-Level Mitigation Measures</b></p> <p>None required.</p>	<p>Less than significant</p>

**Table 1-1 Summary of Environmental Impacts for the Project**

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Project's VMT impact below the City's adopted thresholds. The proposed Project would be constructed within a TPA; and thus, VMT impacts would be less than significant.</p>		
<b>4.12 TRIBAL CULTURAL RESOURCES</b>		
<b><i>Less Than Significant Impacts</i></b>		
<p><b>Change the significance of a listed or eligible for listing tribal cultural resources.</b> There are no tribal cultural resources eligible for listing or that are listed on the California Register of Historical Resources within the Project site. No impacts would occur.</p>	None required.	No Impact
<b><i>Potentially Significant Impacts</i></b>		
<p><b>Change the significance of a tribal cultural resource that is significant to a California Native American tribe.</b> No cultural resources, including tribal cultural resources, were observed and no information was obtained through Native American Consultation indicating the presence of tribal cultural resources within the Project site. However, there is a remote possibility for unknown tribal cultural resources to be encountered during construction. The Project would incorporate Project-level mitigation measures MM CR-1 and MM CR-2 to ensure potential impacts to tribal cultural resources would be less than significant.</p>	<p><b><i>Applicable PVCCSP EIR Mitigation Measures</i></b> None</p> <p><b><i>Additional Project-Level Mitigation Measures</i></b> Refer to previously referenced mitigation measures MM CR-1 and MM CR-2 would be implemented.</p>	Less than Significant

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## **2.0 INTRODUCTION**

### **2.1 PURPOSE OF THE EIR**

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the proposed Distribution Park Industrial and Commercial Project (Project). The Project would result in the construction and operation of a new 271,098-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. The Project would require an amendment to the Perris Valley Commerce Center Specific Plan (PVCCSP) to change the land use designation on the southern portion of the parcel, the proposed site of the industrial building, from Commercial to Light-Industrial (LI). 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. The project would be constructed in phases with Phases I, III and IV defined as the hotel and restaurant components with frontage improvements to Ramona Expressway and Phase II defined as the industrial warehouse building and related improvements.

The City of Perris is the lead agency for the Project under the California Environmental Quality Act (CEQA) and is responsible for preparing the EIR. The determination that the City of Perris is the “lead agency” is made in accordance with Sections 15051 and 15367 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project.

This Draft EIR is an informational document prepared by the City of Perris for the following purposes:

- To satisfy the requirements of CEQA (California Public Resources Code, Sections 21000–21178) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 14, Sections 15000–15387).
- To inform the general public, the local community, and responsible and interested public agencies of the scope of the Project and to describe the potential environmental effects, measures to mitigate significant effects, and alternatives to the Project.
- To enable the City to consider environmental consequences when deciding whether to approve the Project.
- To serve as a source document for responsible agencies to issue permits and approvals, as required, for development of the Project.

As described in CEQA and the State CEQA Guidelines, public agencies are charged with the duty of avoiding or substantially lessening significant environmental effects of proposed projects, where feasible. In satisfying this duty, a public agency has an obligation to balance the project’s potentially significant effects on the environment with its benefits, including economic, social, technological, legal, and other benefits. The lead agency is required to consider the information in the EIR, along with any other relevant



information, in making its decisions on the Project. Although the EIR does not determine the ultimate decision that will be made regarding approval of a project, CEQA requires the City to consider the information in the EIR and make findings regarding each significant and unavoidable effect identified in the EIR. The City will review and consider certification of the Final EIR prior to any decision on whether to approve the Project.

This Draft EIR has been prepared utilizing information from City planning and environmental documents, technical studies prepared for the Project, and other publicly available data. As permitted under the State CEQA Guidelines (Section 15084[d–e]), this Draft EIR has been prepared by a consultant under the direction of professional City planning staff. However, prior to certification, the City must independently review the methods and conclusions reached in the Final EIR. The City is undertaking an independent review of this Draft EIR by having City planning staff work with the consultant on the EIR, and by employing a third-party consultant to independently review the EIR. If certified by the City, the information included in and the conclusions reached in the EIR will; therefore, represent the City’s independent judgment regarding the potential environmental impacts of the Project.

## 2.2 TYPE OF EIR

The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284) and has been subsequently amended 14 times prior to the publication of this Draft EIR. The Project site is within the PVCCSP area. The potential environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse [SCH] No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a Program EIR and was prepared in accordance with CEQA and the State CEQA Guidelines. Project specific evaluations in later-tier environmental documents for individual development projects within the PVCCSP area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, the program EIR can “focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the Project presented in this Draft Project EIR is based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 2.4, *Incorporation by Reference*).

Section 15152 of the State CEQA Guidelines states, “Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on issues specific to the later project.” CEQA and the State CEQA Guidelines encourage the use of tiered environmental documents to eliminate repetitive discussions of the same issues.

The PVCCSP EIR analyzes the direct, indirect and cumulative impacts resulting from implementation of the allowed development under the PVCCSP. Section 15152(f) of the State CEQA Guidelines instructs that, when tiering, a later EIR or Negative Declaration shall be prepared when the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. Significant environmental effects are considered to have been “adequately addressed” if the lead agency determines that:

- A. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or,
- B. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Following review of the Project and the analysis presented in the PVCCSP EIR, in addition to project-specific analyses provided in an Initial Study Environmental Checklist and related technical reports, the lead agency has determined that the Project is a “project” under CEQA that was not fully addressed in the PVCCSP EIR. Additional information regarding issues to be further evaluated in this Draft EIR is provided in Section 2.3, *Scope of this EIR*.

### **2.2.1 REVIEW OF AN EIR**

The City of Perris, as lead agency for the Project, and other public agencies (i.e., responsible and trustee agencies) that may use the Final EIR in their decision making or permitting processes will consider the information in the EIR along with other information that may be presented during the CEQA process.

Upon certification of the Final EIR, the City of Perris will consider whether to approve the proposed Distribution Park Commercial and Industrial Project. Where feasible mitigation measures are not available to reduce significant environmental impacts to a less than significant level, impacts are considered significant and unavoidable. Written Findings of Fact will be prepared for each significant adverse environmental effect identified in the Final EIR, as required by Section 15091 of the State CEQA Guidelines. If the City certifies a Final EIR for a project that has significant and unavoidable impacts, the City shall also state, in writing, the specific reasons for approving the project based on the Final EIR and any other information in the public record. This is called a “Statement of Overriding Considerations” and is used to explain the specific reasons that the benefits of a proposed project make its unavoidable environmental effects acceptable. The Statement of Overriding Considerations is adopted after the Final EIR is certified and before the action to approve the proposed project has been taken. Additionally, the City must adopt a Mitigation Monitoring and Reporting Program to ensure compliance with mitigation measures that have been incorporated into the Project to reduce or avoid significant effects on the environment during construction and/or implementation.

The actions that may be involved in implementing the Project are described in Section 3.7, *Summary of Requested Actions*, of this EIR. Other agencies that may have discretionary approval over the Project, or components thereof, including responsible and trustee agencies, are also listed in Section 3.7.

## **2.3 SCOPE OF THIS EIR**

### **2.3.1 SCOPING PROCESS**

In compliance with Section 15201 of the State CEQA Guidelines, the City of Perris has provided opportunities for public participation in the initial environmental review process. A Notice of Preparation was distributed by the City on November 22, 2023, to the State Clearinghouse and Planning Unit of the Governor’s Office of Planning and Research for transmittal to state agencies identified in the State Clearinghouse letter included in Appendix A to this Draft EIR. The City also directly distributed the Notice

of Preparation to federal, state, regional, and local government agencies and interested parties for a 30-day public review period to solicit comments and to inform agencies and the public of the Project. The Notice of Preparation was also posted at the Riverside County Clerk’s office. The Project was described, potential environmental effects associated with Project implementation were identified, and agencies and the public were invited to review and comment on the Notice of Preparation.

The City received 8 responses to the Notice of Preparation. Table 2-1, *Notice of Preparation Comments Received*, provides a summary of the Notice of Preparation responses and issues raised and identifies where the comments are addressed in the Draft EIR. A copy of the Notice of Preparation and responses received are included in Appendix A to this Draft EIR.

**Table 2-1  
 Notice of Preparation Comments Received**

Agency	Date	Comments	Addressed in Section(s)
<b>State Agencies</b>			
Native American Heritage Commission (NAHC)	December 1, 2023	The NAHC summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation.	Section 4.11, Tribal Cultural Resources
California Department of Fish & Wildlife (CDFW)	December 15, 2023	The CDFW provides instruction on the content of the biological resources evaluation provided in the Draft EIR.	Section 4.3, Biological Resource
California State Department of Justice	December 7, 2023	The Department of Justice letter provides comments regarding air emissions and related health effects.	Section 4.2 Air Quality and 4.6, Greenhouse Gas
California State Department of Justice	February 23, 2023	This is a form letter replicating the content summarized above in the December 7, 2023 letter.	Section 4.2 Air Quality and 4.6, Greenhouse Gas
<b>Regional Agencies</b>			
South Coast Air Quality Management District (South Coast AQMD)	December 18, 2023	The South Coast AQMD provides recommendations on the scope of the air quality and health risk analysis for the Project. The South Coast AQMD identifies that the EIR should include feasible mitigation measures to avoid or minimize the Project’s significant air quality impact. The South Coast AQMD requests to be sent copies of the Draft EIR upon its completion and public release, as well as all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emissions calculation,	Section 4.3, Air Quality

**Table 2-1  
 Notice of Preparation Comments Received**

Agency	Date	Comments	Addressed in Section(s)
		spreadsheets, and air quality modeling and health risk assessment input and output files.	
Riverside County Flood Control & Water Conservation District	November 28, 2023	The Riverside County Flood Control & Water Conservation District letter acknowledges that stormwater from the site would be conveyed to the Perris Valley Drain Line A-A. No information regarding the scope of potential hydrology or water quality impacts is provided.	Section 6.1, Effects Determined Not to be Significant
Riverside Transit Agency (RTA)	January 27, 2022	The RTA has reviewed the Project's plans and has no comments at this time.	N/A
<b>Organizations</b>			
Rincon Band of Luiseño Indians	December 20, 2023	The letter states that the Rincon Band of Luiseño Indians has reviewed the supporting documents such as the Cultural Resources Assessment and are in agreement with the measures which include archaeological and Luiseño tribal monitoring, a monitoring report, and protocols for discovery of cultural material and human remains.	Section 4.4, Cultural Resources and Section 4.11, Tribal Cultural Resources
Agua Caliente Band of Cahuilla Indians	November 20, 2023	The letter requests the presence of an approved Cultural Resource monitor(s) as well as the presence of an archaeologist that meets the Secretary of Interior's standards during any ground disturbing activities.	Section 4.4, Cultural Resources and Section 4.11, Tribal Cultural Resources

A Draft EIR public scoping meeting with the City of Perris Planning Commission was held at the Perris City Hall, City Council Chambers on December 20, 2023, at 6:00 PM. City staff described the Project to the Planning Commissioners and provided a conceptual site plan for the Project and architectural elevations. Following a brief explanation of the environmental review process by the EIR consultant, comments from the commissioners and the public were solicited. No organizational representatives were in attendance. No known members of the public were in attendance to speak on the proposed Project. In summary, the Planning Commissioners and members of the public brought up the following environmental topics:

- Ensure adequate lighting is provided and that the architecture of the proposed buildings are visually compatible with the surrounding areas;
- Provide a shade/shadow analysis for the hotel and warehouse buildings;
- Address Project and cumulative air quality and health risk impacts to sensitive receptors from operations, including emissions from trucks;

- Address noise impacts from on-site truck movement associated with warehouse operation; and
- Alternatives to the project that would reduce operational impacts associated with the warehouse operation. The Planning Commissioners specifically requested the evaluation of an alternative with a smaller warehouse building. The Planning Commissioners also requested the evaluation of an all commercial alternative consistent with the existing PVCCSP Commercial land use designation for the site.

### 2.3.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

As identified in the Notice of Preparation included in Appendix A of this Draft EIR, the City of Perris prepared a draft Initial Study/Environmental Checklist that provided substantial evidence the Project would have no impact or a less than significant impact related to agriculture and forest resources, geology/soils, hazards and hazardous materials, hydrology/water quality, hazards and hazardous materials, mineral resources, population and housing, public services (i.e., schools, parks and other services), recreation, utilities and service systems and wildfire, and that no further analysis of these topics is required in the Draft EIR. Refer to Section 6.1, *Effects Determined Not to be Significant*, of this Draft EIR for a discussion of these topical issues.

### 2.3.3 POTENTIALLY SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT ADDRESSED IN THIS DRAFT EIR

The Notice of Preparation and Notice of Preparation comments received were used to establish the scope of the issues addressed in this Draft EIR. The City of Perris identified that additional Project-level analysis was required to evaluate potential impacts associated with the implementation of the Project for the following environmental issue areas. Section 4.0 of this Draft EIR provides the environmental analysis and outlines the mitigation program for each of the following topical issues

- Aesthetics (Section 4.1)
- Air Quality (Section 4.2)
- Biological Resources (Section 4.3)
- Cultural Resources (Section 4.4)
- Energy (Section 4.5)
- Geology/Soils (Section 4.6)
- Greenhouse Gas (Section 4.7)
- Land Use and Planning (Section 4.8)
- Noise (Section 4.9)
- Public Services (Section 4.10)
- Transportation (Section 4.11)
- Tribal Cultural Resources (Section 4.12)

## 2.4 INCORPORATION BY REFERENCE

In accordance with Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document that is a part of public record or is generally available to the public. The previously prepared EIRs and environmental analyses listed below were relied upon or consulted in the preparation of this Draft EIR, and are hereby incorporated by reference:

- *Perris Comprehensive General Plan 2030*, City of Perris, originally approved on April 26, 2005;
- *Perris General Plan 2030 Draft Environmental Impact Report* (SCH No. 2004031135), certified April 26, 2005.

- *Perris Valley Commerce Center Specific Plan*, adopted January 10, 2012 and subsequently amended.
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (SCH No. 2009081086), certified January 10, 2012.

These documents are available for review at the address provided in Section 2.6, below.

## 2.5 PUBLIC REVIEW OF THE DRAFT EIR

This Draft EIR is being circulated for review and comment to the public and other interested parties, agencies, and organizations. The comment period will **begin on April 26, 2024 and end on June 10, 2024**. During the review period, the Draft EIR will be available for review at the Planning Division building located at the address presented below. The Draft EIR will also be available on the City's website at: <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-371>

Written comments on the Draft EIR should be addressed to:

Nathan Perez, Senior Planner  
City of Perris Planning Division  
134 N. D Street  
Perris, California 92570  
NPerez@cityofperris.org  
(951) 943-5003 ext. 279

## 2.6 REFERENCES

City of Perris, 2004. *Draft Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135*. October 2004, certified April 26, 2005. Available at:  
[http://www.cityofperris.org/city-hall/general-plan/General\\_Plan\\_2030.pdf](http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf)

City of Perris, 2005. *Perris Comprehensive General Plan 2030*. Approved April 26, 2005. Available at  
<https://www.cityofperris.org/departments/development-services/general-plan>

Albert A. Webb Associates, 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris. November 2011, certified January 10, 2012. Available at  
<https://www.cityofperris.org/Home/ShowDocument?id=2645>

Albert A. Webb Associates. *Perris Valley Commerce Center Amendment No. 12 Specific Plan*. City of Perris. Adopted January 10, 2012 and subsequently amended and approved January 11, 2022. Available at  
<https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>

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## **3.0 PROJECT DESCRIPTION**

### **3.1 INTRODUCTION**

This section provides a brief background for the proposed Distribution Park Commercial and Industrial Project (Project), followed by a description of the Project and its environmental setting, pursuant to Sections 15124 and 15125, respectively, of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines). This includes a description of the Project location, geographic setting, environmental setting, Project objectives, Project components, and discretionary actions required to implement the Project. The Project description is used as the basis for analyzing the Project's impacts on the existing physical environment in Section 4.0 of this Draft Environmental Impact Report (EIR).

The Project is designed to implement the City's established land use vision, as set forth in the *Perris Valley Commerce Center Specific Plan (PVCCSP)* and incorporates on- and off-site Design Standards and Guidelines, as described herein.

### **3.2 PROJECT BACKGROUND**

On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City 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 Specific Plan Zoning for properties within the PVCCSP area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. With approval of the PVCCSP, the City complied with CEQA by preparing and certifying the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR)* (State Clearinghouse No. 2009081086) (Webb, 2011), which is incorporated by reference in this Draft EIR and is available for public review at the City of Perris Planning Division temporary counter, 101 North D Street, Perris, California 92570, and online at:

<https://www.cityofperris.org/departments/development-services/specific-plans>

The PVCCSP has been subsequently amended 14 times prior to the publication of this Draft EIR.

### **3.3 PROJECT LOCATION**

The Project site is located in the eastern portion of the PVCCSP planning area, in the City of Perris, in Riverside County. 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 Project site is comprised of approximately 17.1 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 3-1, *Regional Map* and Figure 3-2, *Vicinity Map*, depicts the regional location and local vicinity of the Project site.





**Figure 3-1—Regional Map**

**● - Project Site**



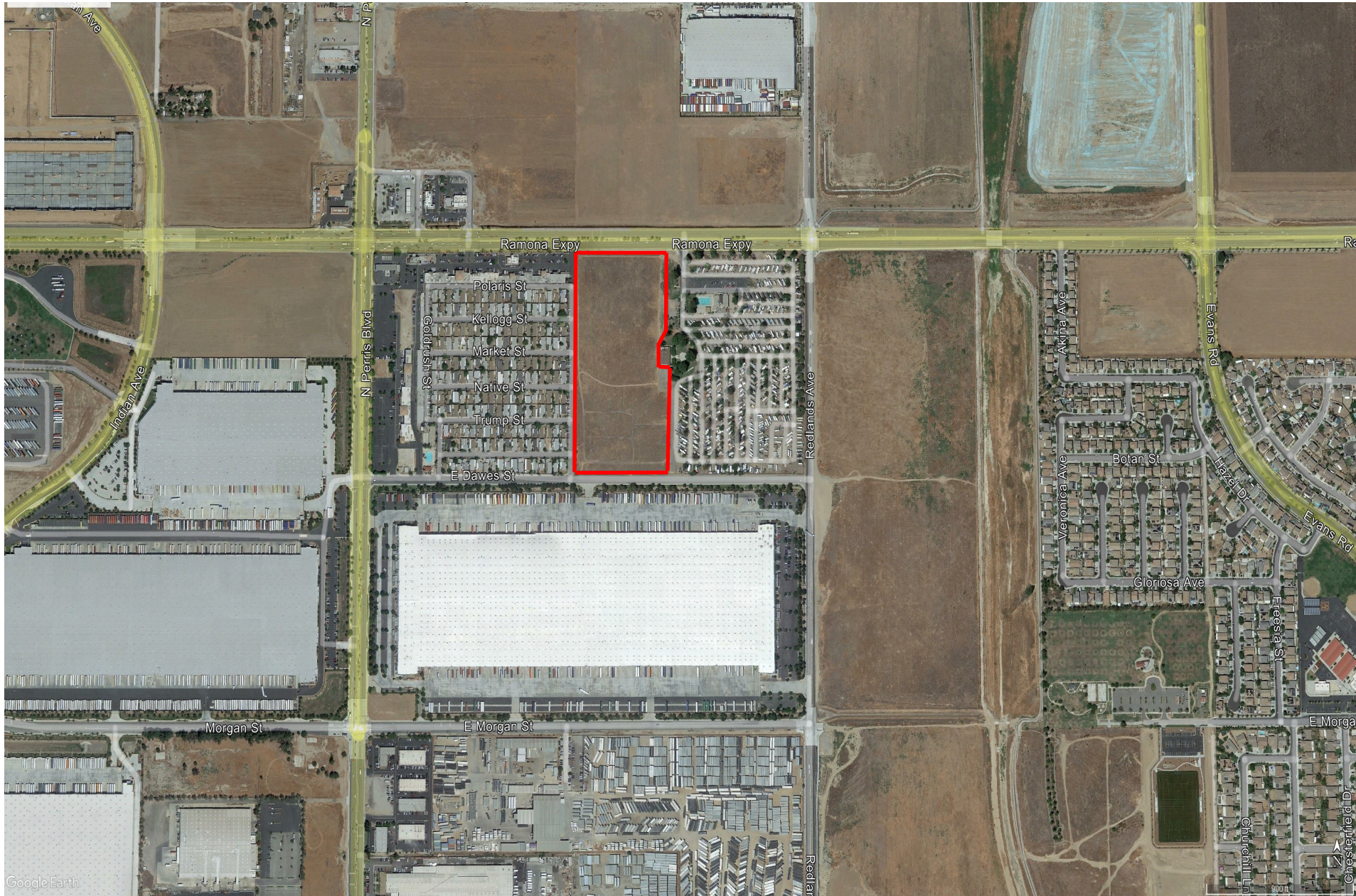


Figure 3-2—Vicinity Map

 - Project Site



### 3.4 ENVIRONMENTAL SETTING

The PVCCSP EIR was certified in January 2012 and provides a description of the environmental and regulatory setting for the entire PVCCSP planning area, which includes the Project site. With the exception of a proposed change in anticipated land use from commercial to industrial on the southern portion of the parcel, construction activities and development anticipated by the PVCCSP, the physical setting for the Project site and adjacent areas, as described in the PVCCSP EIR, has not notably changed since the PVCCSP EIR was prepared and certified.

Below is a brief description of the geographic setting for the area, and environmental setting for the Project site and the surrounding areas. Additional setting information is provided for each topical issue analyzed in Section 4.0 of this Draft EIR. Updates to applicable local and regional regulatory programs have occurred since the PVCCSP EIR was certified and new regulatory programs have been adopted. As applicable, regulatory updates are discussed for each topical issue in Section 4.0 of this Draft EIR.

The City of Perris is in the Perris Block geologic unit, which lies within the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province is characterized by a series of northwesterly trending mountain ranges that extend from the coast of California eastward into the California desert and south to the tip of Baja California, Mexico. The Perris Block is bound on the northeast by the San Jacinto Fault, on the north by the Cucamonga Fault and the San Gabriel Mountains, and on the southwest by the Elsinore Fault and the Santa Ana Mountains. The City of Moreno Valley borders Perris to the north and the City of Menifee borders the City to the south. Unincorporated areas of Riverside County border the City to the east and west.

As shown in the aerial photograph provided in Figure 3-2, *Vicinity Map*, the Project site is vacant and undeveloped. The site is routinely disked for weed abatement and contains evidence of illegal dumping. It is generally characterized as disturbed vacant land. The Project site is generally flat with an elevation of approximately 1,447 feet above mean sea level. The Project site is in an area characterized primarily by existing 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.<sup>1</sup> The Whirlpool Distribution Center is located to the south across East Dawes Street.

The existing General Plan land use designation and zoning for the Project site is PVCC SP – Perris Valley Commerce Center Specific Plan) (Perris, 2013). As shown in Figure 3-3, *Surrounding Land Use*, the Project site is designated for Commercial. 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 “Commercial” designation provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

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<sup>1</sup> The OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project was proposed for the development of this property with a 774,419-square-foot warehouse building and up to 70,000 square feet of retail and restaurant uses but the application for that project was withdrawn on February 13, 2024.





Figure 3-3 - Surrounding Land Use  - Project Site



The Project site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The site 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 (*Athene cunicularia*) were identified on-site and it is unlikely that the site supports this species.

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.

### 3.5 PROJECT OBJECTIVES

Section 15124 of the State CEQA Guidelines establishes the requirement to address Project objectives in an EIR project description. In addition to addressing the underlying project purpose, the objectives are also relevant to the development of the alternatives that are considered in the EIR and in the preparation of findings or a statement of overriding considerations, if necessary, in support of the decision-making action by the City.

The fundamental purpose and goal of the Project is to accomplish the orderly development of a new industrial warehouse building, hotel and two restaurants in the City of Perris and near designated truck routes, to increase employment opportunities and provide services for residents and visitors. This purpose aligns with the Southern California Association of Governments' (SCAG's) Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020) which primarily focuses on accommodating goods movement industries and balancing job and housing opportunities in local areas to reduce long commutes. SCAG identifies the Inland Empire as a housing rich area and coastal communities as job rich areas and is attempting to achieve a better balance. The Project is proposed to help achieve this goal through the following objectives as established by the Project Applicant.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses.
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development.
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris.
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing use.

5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods.
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire area. This will reduce the need for local workers to commute outside the area for employment.
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes.
8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

### 3.6 PROJECT COMPONENTS

It is the intent of the PVCCSP to facilitate development within the Specific Plan boundaries that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in Section 2.0 of the PVCCSP. Development standards, design guidelines, and landscape standards that define the City's expectations for development of the area are included in Sections 4.0 and 5.0 of the PVCCSP. The PVCCSP designates the Project site for Commercial uses. The proposed hotel and two restaurant buildings are allowed outright under this land use designation. The construction and operation of the proposed warehouse building requires a Specific Plan Amendment (SPA) to change the PVCCSP land use designation of the 12.6-acre southern portion of the 17.1-acre site from Commercial to Light Industrial. The warehouse is anticipated to be primarily used for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. The proposed buildings are designed to comply with the standards and guidelines set forth in the PVCCSP including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure. The Project has also been designed to comply with applicable requirements of the 2014 MARB/IPA ALUCP relative to uses within Compatibility Zone D.

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 to change the land use designation of the 12.6-acre southern portion of the 17.1-acre site from commercial to light industrial.

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

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

**Tentative Parcel Map Approval PLN22-05328.** A Tentative Parcel Map 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.

The proposed Project is proposed to be constructed in four phases. Phase I would construct the 4,000 square-foot restaurant and on- and off-site improvements including improvements to Ramona Expressway. Phase II would construct the warehouse and related improvements. Phase III would construct the hotel and related on-site improvements. Phase IV would construct the 5,000 square foot restaurant. The timing of each phase is dependent on tenant demand. Figure 3-4, *Proposed Site Plan*. The project components are described as follows:

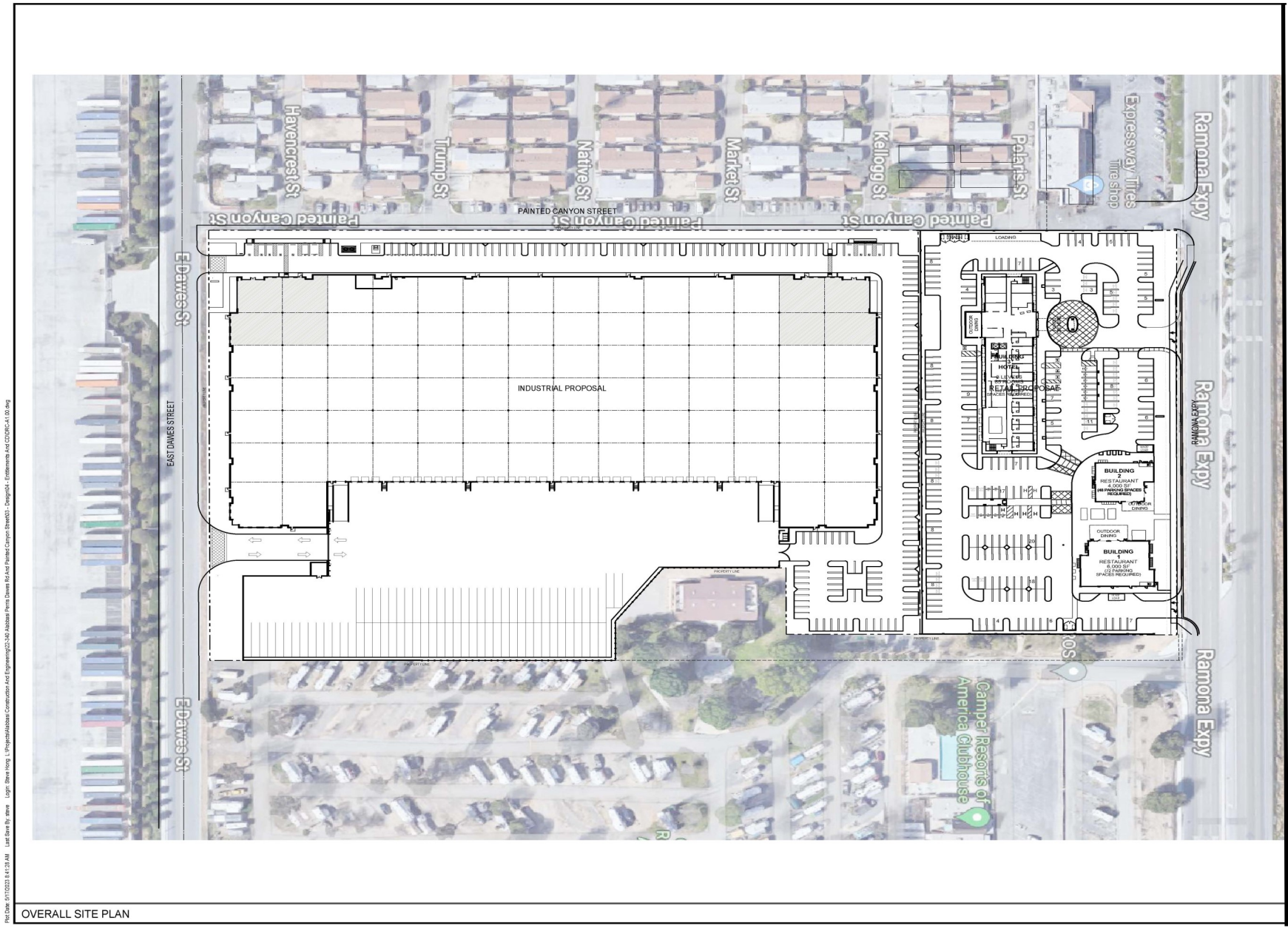
### **3.6.1 PROPOSED HOTEL AND RESTAURANT BUILDINGS**

**Hotel.** The proposed hotel would be constructed along the southern boundary of the northern parcel, generally on the northwestern quadrant of the Project site. The hotel would be approximately 52,000 square feet and 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. 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 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. Like the hotel, consistent with Title 24 Building Efficiency Standards, solar photovoltaic and battery storage infrastructure would be installed in the restaurant buildings. Figure 3-5, *Conceptual Hotel and Restaurant Site Plan* shows the proposed site plan for Phase I, the hotel and restaurant component of the Project.

Conceptual building elevations for the hotel and restaurants are provided in Figure 3-6, *Conceptual Hotel and Restaurant Building Elevations*. The proposed buildings have been designed to comply with applicable standards and guidelines outlined in Section 4.2.3 of the PVCCSP related to architecture (including scale, massing, and building relief, roofs and parapets, design and color and materials). The three buildings would be wood-framed construction using low-reflective finish materials and glass.

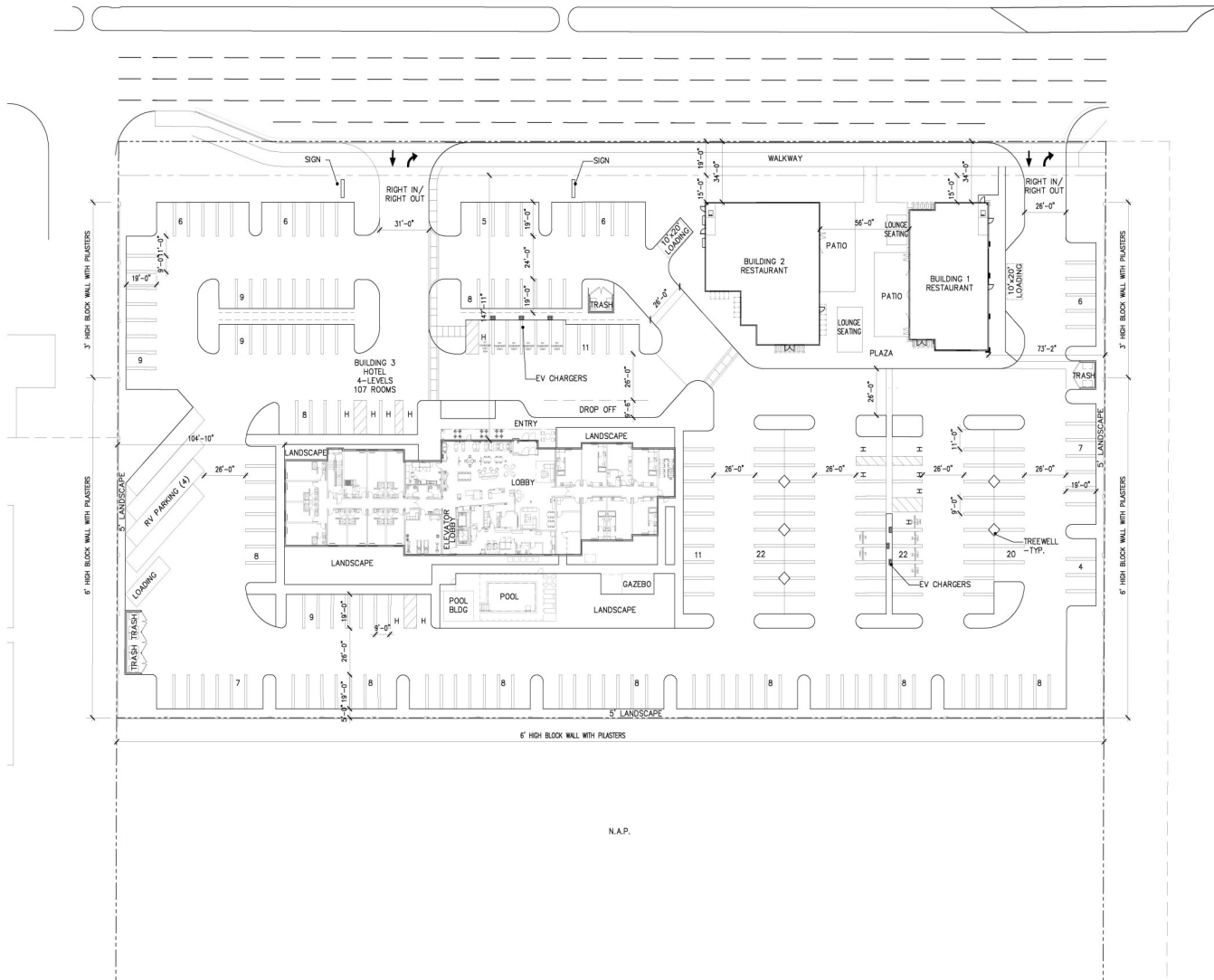




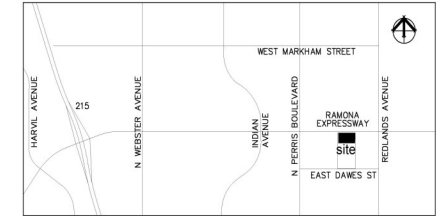
Plot Date: 01/11/2023 8:41:28 AM Last View By: Steve J. L. P:\Projects\Submittals\Construction And Engineering\23-140-Abbeville\Drawings\23-140-Abbeville\Drawings\Site\01-Overall\_Site\_Plan.dwg

Figure 3-4 - Project Site Plan

# RAMONA EXPRESSWAY



## 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
<b>Total</b>	<b>61,008 sf</b>

## 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**  
 Alpacast Construction & Engineering  
 784 Ramona Expressway, Suite C  
 Perris, CA 92371

**Architect**  
 SMS Architects  
 100 Progress, Suite 250  
 Irvine, CA 92618

Figure 3-5—Hotel/Restaurant Site Plan





DISTRIBUTION PARK  
Perris, California

AERIAL VIEW



SMS ARCHITECTS

January 9, 2024 | 1

Figure 3-6 - Hotel and Restaurant Elevations

The exterior color palette would be comprised of various shades of white, gray, and beige with accent colors and black brick veneer façade accent. The proposed hotel building would be four stories in height (i.e., approximately 50 feet) above the exterior finish grade level at the top of parapet, although the roof height would vary based on the building's architectural features.

As shown by the building's elevations, visual relief from building form would be achieved through fenestration, mullions, exterior canopies and trellises as well as variations in height and rooflines, and the use of parapets. The various architectural elements would avoid monotony and repetition in building elevations and would minimize glare. Rooftop equipment would be screened behind parapets and not visible from the street.

### **3.6.2 PROPOSED WAREHOUSE BUILDING**

The Project would result in the construction and operation of a new 271,098-square-foot (approximate) non-refrigerated industrial warehouse building for the storage and distribution of non-perishable goods. Of the 271,098 square feet, a total of 5,000 square feet would be dedicated to office space. As planned, the office space would be comprised of two separate areas; one 2,500-square-foot office space would be located at the northwest corner of the building on the ground floor. Another 2,500-square-foot office space would be located in a second-floor area at the southwest corner of the building. The remainder (266,098 square feet) would be used for the storage of non-perishable goods.

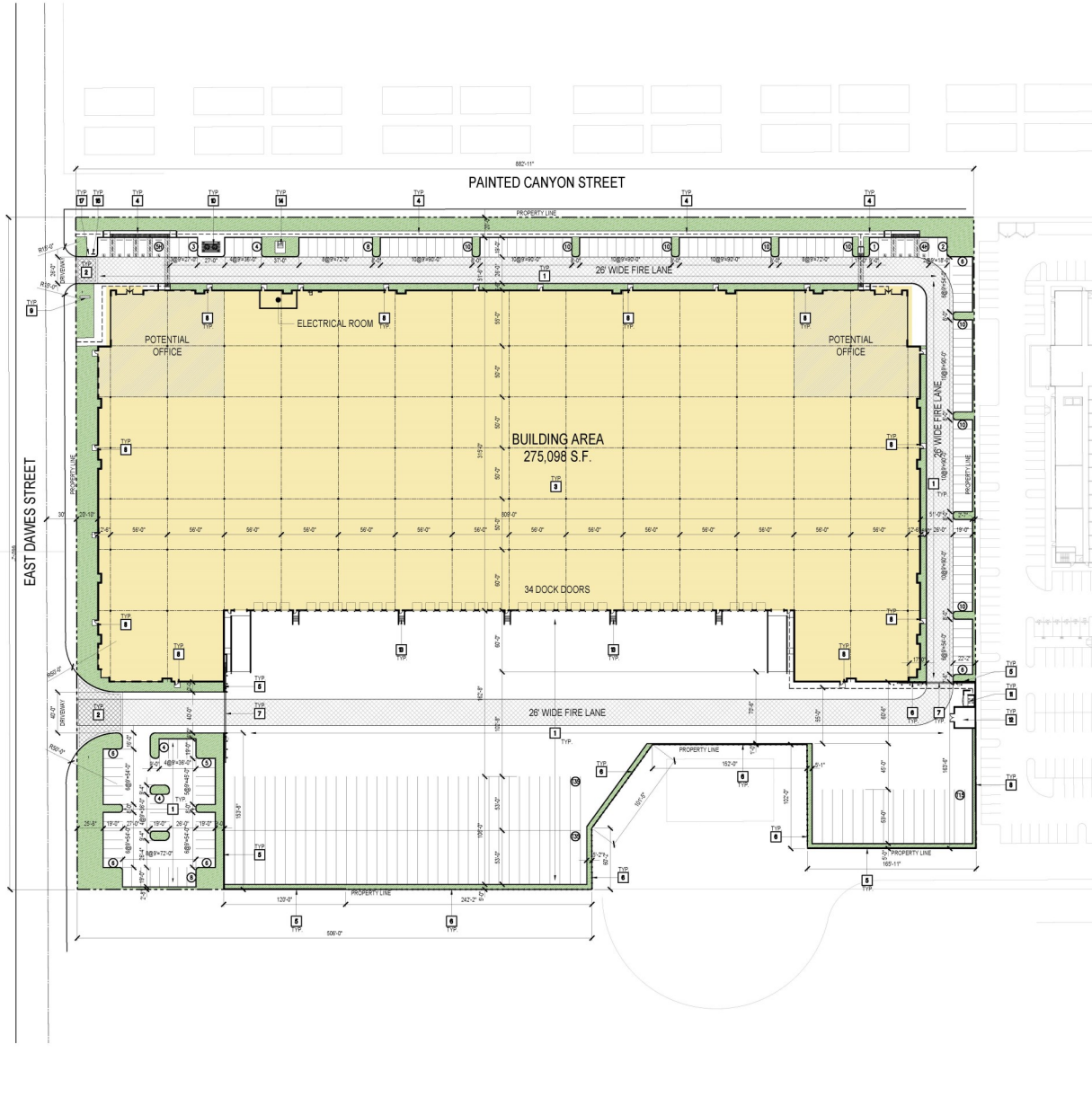
The maximum building height would be 50 feet. Internal improvements may include constructing separate storage spaces within the building to accommodate multiple tenants. A total of 34 truck loading docks and 85 truck parking spaces would be provided on the east side of the building.

Consistent with the *PVCCP Industrial Design Standards and Guidelines (Chapter 8.0)*, 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. Amenities that may include a recreation/exercise room, locker rooms/showers, would be incorporated within the warehouse building.

The proposed warehouse building would be oriented north/south with perimeter fencing and two points of access from East Dawes Street. Concrete screen walls, ranging from 6 feet to 14 feet in height, as well as landscaping would provide a barrier between the warehouse use and the adjacent Camper Resorts of America facility to the east, the hotel to the north, the mobile home park to the west and a portion of East Dawes Street to the south.

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 3-7, *Warehouse Site Plan*, shows the industrial warehouse building site plan.

Plot Date: 10/4/2022 7:40:00 AM Lugh, Steve Hong, LP/Project Manager/Alabbasi Construction & Engineering/275098 Warehouse Site Plan/74401/Alabbasi and Corrine/Architectural Design/04 - Establishments And/CD/25K-AL-01.dwg



OVERALL SITE PLAN

<b>APPLICANT/OWNER</b>	
ALABBASI CONSTRUCTION & ENGINEERING 764 RAMONA EXPRESSWAY SUITE C, PERRIS, CA 92571 ATTN: CORINNE MOSTRO 951-436-9195 / CORINNE@ALABBASI.BIZ	
<b>PROJECT ADDRESS / APN</b>	
ADDRESS: TBD, PERRIS CA 92579 APN: 303-100-012, 303-100-014	
<b>VICINITY MAP</b>	
<b>PROJECT DESCRIPTION</b>	
NEW CONSTRUCTION FOR (1) SPECULATIVE 275,098 SF TYPE III-S-B OCCUPANCY WAREHOUSE WITH ESFR FIRE SPRINKLER SYSTEM. PROPOSED SITE IMPROVEMENTS CONSIST OF 146 CONCRETE TILT-SCREEN WALL TRASH ENCLOSURE, PUMP HOUSE, SITE LIGHTING STANDARDS, 20' WIDE PAINTED CONCRETE FIRE LANE AND LANDSCAPE/LANDSCAPE IMPROVEMENTS PER CITY STANDARDS.	
<b>PROJECT DATA</b>	
<b>SITE AREA</b>	Perris 148,875 SF 1,143 AC
<b>BASEDUAL AREA</b>	WAREHOUSE 347,888 SF
<b>1ST FLOOR OFFICE</b>	4,890 SF
<b>1ST TOTAL</b>	352,778 SF
<b>2ND FLOOR</b>	5,090 SF
<b>TOTAL</b>	357,868 SF
<b>PROJECT FACTS</b>	AAA AAA 0.500 BARRIERS/STAIRS 0.500 C/O&A/CE&I 0.500 C/O&A/CE&I 0.500
<b>FINISH</b>	POSS. COMMERCIAL
<b>FINISH COORDINATE</b>	PROVIDED DRAWING
<b>MAX BUILDING HEIGHT</b>	POCU
<b>NET SABLE</b>	FRONT 50' REAR 50' SIDE 5' REAR 5'
<b>PARKING REQ</b>	ADA PARKING 335 MINIMUM 335 MINIMUM 335 TOTAL 335
<b>PARKING PROVIDED</b>	ADA 335 ADA 335 TOTAL 335
<b>PROJECT PHASES</b>	ADA 335 ADA 335 TOTAL 335
<b>GENERAL NOTES</b>	
1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL - FACE OF CONCRETE CURB OR GRID LINES UNLESS NOTED OTHERWISE. 2. ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH A SMART AUTOMATIC BRIDGEMOUNT SYSTEM. 3. SEE CIVIL DRAWINGS FOR ADDITIONAL INFORMATION REGARDING SITE DRAINAGE, TOPOGRAPHY AND UTILITIES. 4. FOR PAVING SECTIONS, CONCRETE CURBS, SWALES AND GUTTERS SEE CIVIL DRAWINGS. 5. PROPERTY LINE ARE REFERENCE ONLY. REFER TO CIVIL DRAWINGS FOR HORIZONTAL CONTROL. 6. LANDSCAPE AREAS SHALL BE DELINEATED WITH A MIN. 6" CONCRETE CURB.	
<b>KEYNOTES</b>	
[1] SITE PAVING AND SECTION PER CIVIL ENGINEERING [2] DECORATIVE PAVEMENT AT ENTRY - COLORED CONCRETE W/ SAWCUT PATTERN [3] PRIMARY BUILDING [4] PEDESTRIAN CONCRETE WALKWAY WITH MEDIUM BROOM FINISH [5] 4" DECORATIVE CONCRETE TILT T-SCREEN WALL [6] 18" WOODGRAIN 2" X 6" FENCE [7] 2" BLACK PAINTED VEHICULAR ROLLING GATE WITH KNOX PAD LOCK MANUALLY OPERATED. PROVIDE CONDUITS FOR FUTURE OPERATOR 2" X 6" X 8" 4" THICK CONCRETE LANDING PAD AT ALL EXTERIOR MANDOORS WITH MEDIUM BROOM FINISH. [8] FUTURE MONUMENT SIGN WITH ELEC. CONDUITS [9] EMPLOYEE BREAK AREA, TENANT FURNISHED UNLESS NOTED OTHERWISE [10] TRASH ENCLOSURE [11] PUMP HOUSE [12] EXTERIOR CONCRETE STAIR [13] APPROXIMATE LOCATION OF ELEC. TRANSFORMER WITH EROSION CONTROL PROTECTION AND LANDSCAPE SCREENING [14] NOT USED [15] SHORT TERM - BICYCLE RACK 8% OF PARKING STALL [16] DESIGNATED SMOKING AREA - 25' AWAY FROM ANY ENTRY	
<b>LEGEND</b>	
STANDARD PARKING STALL 9' X 18' CLEAN AIR VAPOROL/ EV 9' X 18' ADA PARKING VAN 12' X 18' OR STANDARD 9' X 18' WITH 5' CLR AISLE PROPERTY LINE ACCESSIBLE PATH OF TRAVEL, MAX 5% SLOPE AND MAX 2% CROSS SLOPE WITH 48" MIN. CLEAR, UNLESS NOTED OTHERWISE WITH ADA ACCESSIBLE RAMP LANDSCAPE, SEE LANDSCAPE DRAWINGS	

STEVE K. HONG ARCHITECT  
4290 MACARTHUR BLVD. SUITE 500  
IRVINE, CALIFORNIA 92619  
PROJECT MANAGER: STEVE HONG  
714.822.1171, STEVE@SKHARCHITECT.COM

DESIGNED AND PREPARED BY THE ARCHITECT FOR THE RECORDS AND RECORDS OF THE COUNTY OF CALIFORNIA, COUNTY OF IRVINE, COUNTY OF SAN ANTONIO, COUNTY OF SAN JOSE, COUNTY OF SANTA CLARA, COUNTY OF SANTA CRUZ, COUNTY OF SAN DIEGO, COUNTY OF SAN FRANCISCO, COUNTY OF SAN JOAQUIN, COUNTY OF SANTA BARBARA, COUNTY OF SAN LUIS OBISPO, COUNTY OF SAN MATEO, COUNTY OF SAN RAFAEL, COUNTY OF SUTTER, COUNTY OF YUBA, COUNTY OF YUCATECA, COUNTY OF YUCCA, COUNTY OF YUCLA, COUNTY OF YUCAIPA, COUNTY OF YUCCA, COUNTY OF YUCAIPA, COUNTY OF YUCAIPA.

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**CONSULTANTS**

<b>CIVIL ENGINEER</b>	8811 RESEARCH DRIVE IRVINE, CA 92618 PH: 949-452-5854 ATTN: ERIC ROLES
<b>LANDSCAPE ARCHITECT</b>	HANTEL LANDSCAPE INC. 711 S. FEE AVENUE BLACKSTONE CITY WILLCO@HANTEL.LANDSCAPE.NET ATTN: WILL COOPERMAN

275K SPEC DEVELOPMENT

PERRIS CA 92571

ALABBASI CONSTRUCTION & ENGINEERING  
764 RAMONA EXPRESSWAY SUITE C  
PERRIS, CA 92571

No.	ISSUANCE	DATE
001	NO.	
002	NO.	
003	NO.	
004	NO.	
005	NO.	
006	NO.	
007	NO.	
008	NO.	
009	NO.	
010	NO.	
011	NO.	
012	NO.	
013	NO.	
014	NO.	
015	NO.	
016	NO.	
017	NO.	
018	NO.	
019	NO.	
020	NO.	
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025	NO.	
026	NO.	
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028	NO.	
029	NO.	
030	NO.	
031	NO.	
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033	NO.	
034	NO.	
035	NO.	
036	NO.	
037	NO.	
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039	NO.	
040	NO.	
041	NO.	
042	NO.	
043	NO.	
044	NO.	
045	NO.	
046	NO.	
047	NO.	
048	NO.	
049	NO.	
050	NO.	

DATE: 10/4/2022  
DRAWN: STEVE HONG  
CHECKED: STEVE HONG  
SHEET TITLE: ARCHITECTURAL OVERALL SITE PLAN  
SHEET NUMBER: DRC-A1.01

Figure 3-7 - Warehouse Site Plan



Like the hotel and restaurant building, the proposed warehouse building has been designed to comply with applicable standards and guidelines outlined in Section 4.2.3 of the PVCCSP related to architecture (including scale, massing, and building relief, roofs and parapets, design and color and materials). The building would be a concrete tilt-up structure using low-reflective finish materials and low-reflective glass. The exterior color palette would be comprised of various shades of white, gray, and beige with accent colors and black brick veneer façade accent. The maximum building height would be 50 feet above the exterior finish grade level at the top of parapet, although the roof height would vary based on the building’s architectural features. As shown by the building’s elevations, visual relief from building form would be achieved through fenestration, mullions, exterior canopies and trellises as well as variations in height and rooflines, and the use of parapets. Rooftop equipment would be screened behind parapets and not visible from the street. Conceptual renderings of the proposed warehouse building is shown in Figure 3-8, *Conceptual Warehouse Building Elevations*.

A key objective of the PVCCSP is to promote sustainable development and to encourage the use of “green” technologies. The Project would be constructed in compliance with California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code (CALGreen Code). Additionally, as presented in Section 4.6, *Greenhouse Gas Emissions*, of this Draft EIR, the Project incorporates PVCCSP EIR mitigation measures that serve to reduce greenhouse gas emissions. The Project would pursue the LEED Core & Shell rating program and is expected to reach the equivalent of a LEED “Silver” rating.

In September 2022, the City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Perris Good Neighbor Guidelines is to protect residential areas while allowing for the planned development of new and/or modified industrial facilities. The Perris Good Neighbor Guidelines apply to all new and/or modified warehouse, logistics, and distribution facilities (“industrial uses”). The proposed warehouse is an industrial facility and has the potential to generate impacts to nearby sensitive uses; thus, project consistency with the Perris Good Neighbor Guidelines is evaluated herein.

The proposed warehouse would be required to comply with all applicable policies set forth in the Perris Good Neighbor Guidelines. The building has been 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. The truck entrance/exit would be designed and constructed to facilitate right in and left out truck ingress/egress to prohibit truck traffic from using East Dawes Street west of the site. In addition, the proposed dock doors would be located approximately 230 feet from the property line of the Camping Resorts of America facility to the east and would be screened from offsite view by a 14-foot-high concrete tilt-up wall along the eastern and southern site boundary along East Dawes Avenue.

### **3.6.3 VEHICULAR AND NON-VEHICULAR CIRCULATION AND PARKING**

Section 3.0 of the PVCCSP contains the Infrastructure Plan, including a Circulation Plan, for the Specific Plan area. The Circulation Plan provides standards and guidelines related to vehicular circulation (including passenger vehicles, trucks, and mass transit) and non-vehicular circulation (including pedestrian and bicycle facilities). Additionally, Section 4.2.2.2 of the PVCCSP contains standards and guidelines related to vehicular access and on-site circulation. The Project has been designed to comply with the applicable standards and guidelines related to circulation, as applicable, and as described below.



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

COLORED ELEVATION DESIGN



Figure 3-8 - Warehouse Elevations

### ***Vehicular Circulation***

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. These improvements would entail relocation of existing curb/gutter and sidewalk improvements construction of a 12-foot-wide acceleration/deceleration lane fronting the Project site within the existing right of way. One of the driveways would align with the driveway anticipated for the development proposed for construction to the north of the Project site. This driveway would serve as the primary access point for the hotel and restaurants.

Two points of access would be provided for the warehouse building from East Dawes Street. The 26-foot-wide western most access driveway would serve the office area on the west side of the building. The 40-foot-wide eastern access driveway would be limited to truck ingress/egress as well access for some warehouse employees. The truck access driveway would be gated and security cameras would be installed and monitored to ensure no unauthorized entrance to the loading area. The gate would be located 154 feet west of the eastern property line; and thus, consistent with the Perris Good Neighbor Guidelines which requires a 150-foot minimum distance for truck queuing. The eastern access driveway would be aligned with the Whirlpool warehouse facility driveway to the south. The eastern truck access driveway to/from East Dawes Street and the industrial/warehouse would incorporate an extended or flared curb section or similar feature approved by the City of Perris which would restrict access to right in/left out movements only to prevent eastbound entrance and westbound departures via East Dawes Street.

The Project has been designed to comply with applicable PVCCSP standards and guidelines related to truck routes and driveway spacing to minimize vehicular conflict as well as large truck maneuverability. With the exception of access driveway construction, no other improvements to public roadways would be required to accommodate the Project.

Project truck traffic would be required to use Redlands Avenue and Harley Knox Boulevard to access I-215. Signage would be posted on-site directing truck drivers to use the existing City truck routes. The traffic analysis in this Draft EIR conservatively assumes that all truck traffic would use the Harley Knox Boulevard interchange to access I-215. Internal site circulation would also comply with applicable City and Riverside County emergency access requirements.

### ***Non-Vehicular Circulation***

Section 4.2.2.3 of the PVCCSP contains standards and guidelines related to pedestrian access and onsite circulation and the Project has been designed to comply with applicable standards and guidelines. As stated, the proposed improvements to Ramona Expressway associated with Phase I would include the reconstruction of the existing sidewalk along the Project site's frontage. Additionally, to meet the requirements for bicycle parking, bicycle parking racks would be provided at the primary building entrances. Pedestrian connectivity would be provided between the buildings developed as part of Phase I and within the Phase II development site. No connectivity would be provided between the Phase I and Phase II sites.

### ***Parking***



The Project is designed to comply with Section 4.2.2.4 of the PVCCSP and Chapter 19.69 of the City of Perris Zoning Ordinance related to parking requirements. As shown on the conceptual site plans and discussed herein, Phase I, Phase III and Phase IV improvements would construct 118 parking spaces for the hotel. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 17 EV capable parking spaces would be provided while at least four of these spaces would provide EV chargers at the time that the hotel opens. A total of 60 parking spaces would be provided for the 5,000-square-foot restaurant and 48 spaces would be provided for the 4,000-square-foot restaurant. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 21 EV capable parking spaces would be provided while at least five of these spaces would provide EV chargers at the time that the restaurants open.

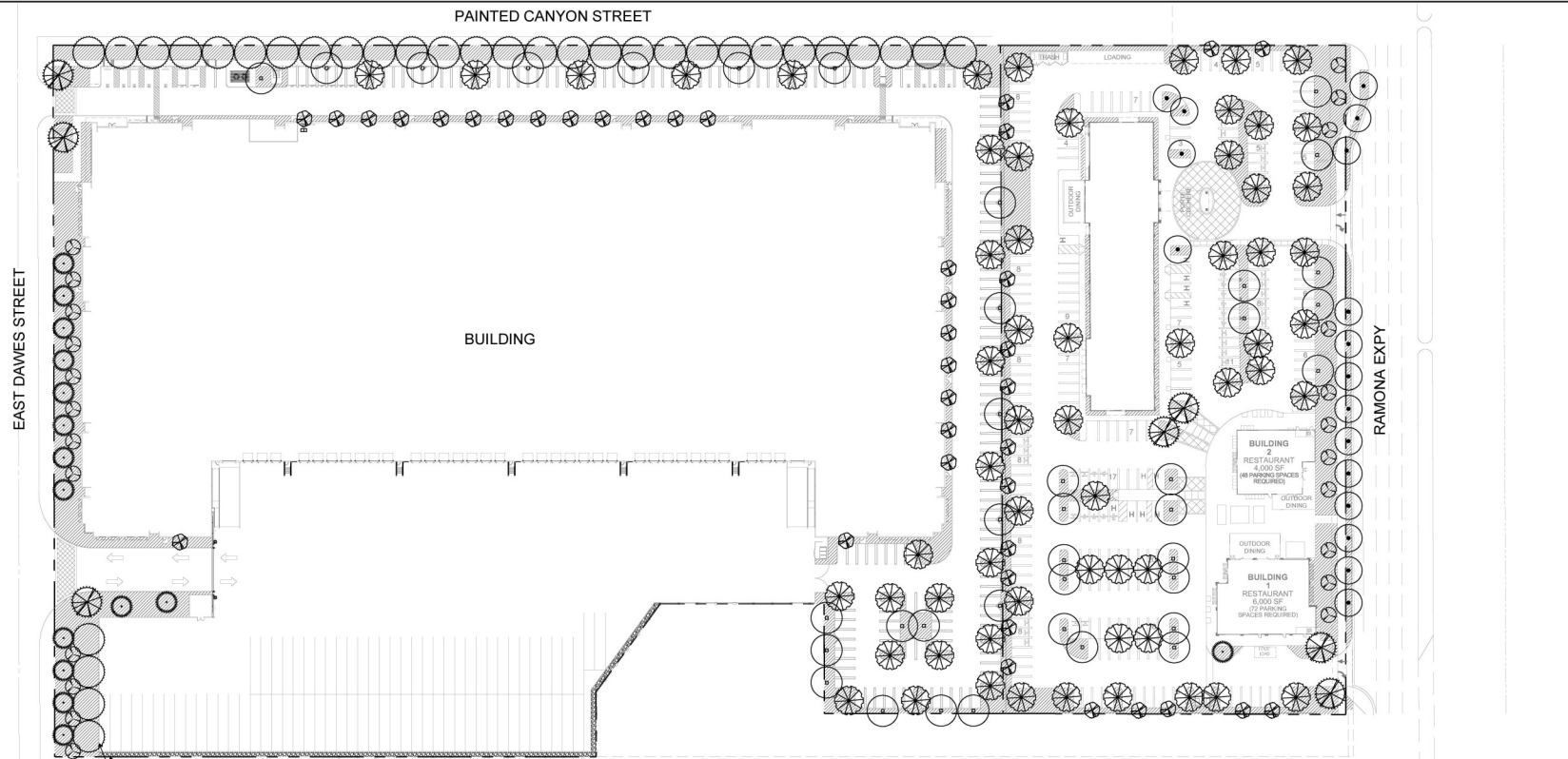
Phase II improvements would provide a total of 34 truck loading docks and 85 truck/trailer parking spaces on the east side of the building. A total of 156 employee vehicle parking spaces (including 9 ADA and 32 clean air vehicle spaces) would be provided along the west and northern site boundaries and at the southeast corner of the site per Perris Municipal Code Section 19.69. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 35 EV capable parking spaces would be provided while at least nine of these spaces would provide EV chargers at the time that the warehouse begins operation.

### **3.6.4 LANDSCAPE, SCREEN WALLS, HARDSCAPE, AND LIGHTING**

#### ***Landscape***

Section 6.0 of the PVCCSP addresses Landscape Standards and Guidelines, including on- and off-site landscape general requirements, planting guidelines, and irrigation and water conservation. In particular, landscaping requirements are provided for building perimeters, at street entries, in parking areas, along screen walls and as part of streetscapes. Section 6.0 of the PVCCSP identifies recommended plant species and provides specific streetscape standards and associated streetscape section figures for the various types of roadways within the PVCCSP area. The PVCCSP also includes a Visual Overlay Zone (refer to Figure 4.0-17 of the PVCCSP) along I-215 and major roadways. Design standards and guidelines are provided to enhance the “visual zone,” which includes the field of vision from the roadway to the buildings. The Project site is located adjacent to Ramona Expressway which is subject to the standards and guidelines outlined in Section 4.2.9.2 Major Roadway Visual Zones, of the PVCCSP. The Project would include installation of the required landscaping and screening along Ramona Expressway and East Dawes Street as well as along the west and east boundaries and boundary between the hotel and restaurant uses and the warehouse portion of the site.

The conceptual landscape plan for the Project is shown on Figure 3-9, *Conceptual Landscape Plan*. The PVCCSP requires a minimum of 10 percent landscape coverage for development within the Commercial zone and a minimum of 12 percent landscape coverage for development within the Light Industrial zone. However, the Perris Good Neighbor Guidelines requires a minimum of 15 percent landscape coverage for industrial development. A total of 19% of the site is proposed for landscaping. Landscape materials would include a variety of trees (e.g., for accent, screening, shade, and street), shrubs (e.g., for accent, groundcover, screening) and planted at a density required to provide the coverage mandated in Section 5.106.12 of the CALGreen Code. Proposed plant materials would have either low or moderate water needs and would be consistent with Section 6.1.3 of the PVCCSP, On-Site Plant Palette, or if approved by the City, plants that are consistent with California Friendly Landscape and that meet all minimum City of Perris Water Conservation Requirements, as defined in Chapter 19.70 of the City’s Zoning Ordinance.



**PLANTING LEGEND**

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
●	Cercidium 'Desert Museum'	24" Box	13	L	Standard
●	Blue Palo Verde	36" Box	4	L	Standard
●	Chilopsis linearis	24" Box	15	L	Mult
●	Desert Willow	24" Box	81	L	Standard
●	Chilopsis leucocarpa	24" Box	81	L	Standard
●	Magnolia s. 'Little Gem'	24" Box	23	M	Standard
●	Magnolia	24" Box	32	L	Standard
●	Pinus edulis	24" Box	32	L	Standard
●	Alphina Pine	30" Box	7	M	Mult
●	Prosopis chilensis	30" Box	7	M	Mult
●	Chilean Mesquite	24" Box	39	L	Standard
●	Rhus lancea	24" Box	39	L	Standard
●	African Sumac	15 Gal	40	M	Standard
●	Trestonia cordata				
●	Brisbane Box				

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
■	Baccharis p. 'Centaur'	5 Gal	127	L	
■	Croyle Bush	5 Gal	73	L	
■	Cassia leptodonta	5 Gal	118	M	
■	Shrubby Cassia	5 Gal	118	M	
■	Heteromeles arborea	5 Gal	118	M	
■	Toyon	5 Gal	118	M	
■	Muhlenbergia rigens	5 Gal	100	L	
■	Herb Grass	5 Gal	282	L	
■	Satureia s. 'Allen Chickadee'	5 Gal	67	L	
■	Allen Chickadee Sage	5 Gal	282	L	
■	Satureia argentea	5 Gal	67	L	
■	Autumn Sage	5 Gal	74	L	
■	Satureia mexicana	5 Gal	20	L	
■	Mexican Sage	5 Gal	100	L	
■	Waxing Indigo	5 Gal	20	L	
■	Coast Rosemary	5 Gal	100	L	
■	Waxing f. 'Grey Box'	5 Gal	100	L	
■	Coast Rosemary				
■	Waxing 'Wymabba Gem'				
■	Wymabba Coast Rosemary				

GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
■	Rosaegonia s. 'Huntington Carpet'	1 Gal	48" O.C.	L	
■	Prostrate Rosemary	1 Gal	48" O.C.	L	
■	Lonicera s. 'Halloran'	1 Gal	48" O.C.	L	
■	HATC Honey suckle	1 Gal	36" O.C.	M	
■	Carex s. 'Green Carpet'	1 Gal	36" O.C.	M	
■	Prostrate Nuttall Plum	1 Gal	36" O.C.	L	
■	Laranga 'Gold Mound'	1 Gal	24" O.C.	M	
■	Yellow Lantana				
■	Trachelospermum jasminoides				
■	Star Jasmine				

Gravel  
 SITE AREA: 548,875 SF  
 % LANDSCAPE REQUIRED: 19%  
 AREA LANDSCAPING PROVIDED (NOT INCLUDING ROW): 103,855 SF  
 % LANDSCAPE PROVIDED: 19%



E. Dawes St & Painted Canyon Rd

22-129  
 12.15.22  
 03.08.23  
 03.23.23

Perris, California



**HUNTER LANDSCAPE**  
 711 FEE ANA STREET PLACENTIA, CA 92870  
 714.986.2400 FAX 714.986.2408

Figure 3-9 - Landscape Plan

### **Screen Walls/Hardscape**

A combination of screen walls and fencing would be provided on the Project site for screening, privacy, noise control, and security. A 6-foot-high concrete block wall would be located along the southern, western and eastern boundaries of the northern portion of the site (Phase I, III and IV improvement area).

Phase II improvements would include a 14-foot-high concrete screen wall along a 220-foot section of the eastern site boundary, starting at the southeast corner of the Project site. This wall would transition to 8-foot and wrap around the parcel join the 6-foot-high wall along the southern boundary of the Phase I site referenced above to provide a visual screen and noise abatement between the truck parking area and property to the east. An 8-foot-high concrete screening wall would be constructed along the western property boundary from the southwest corner of the Project site north to the southern boundary wall for the Phase I site. A 14-foot-high decorative screen wall would be located along the southern site boundary and wrap around the truck entrance thus, creating a secure perimeter for the truck court and warehouse building. The 14-foot-high decorative screen wall would continue west to the western site entrance and then join the 8-foot high wall along the western site boundary. Wrought iron fencing (8 feet high) would be provided along the west and southern perimeters of the Project site, with the exception of the access driveway locations. Interior fencing would also be installed to prevent pedestrian access between the public access parking lot on the west side of the site and the truck court on the east side.

The Project would also include various hardscape elements throughout the Project site. Paving would consist of concrete and asphalt for the parking areas, and decorative concrete paving (colored) at the access driveways.

### **Lighting**

Section 4.2.4 of the PVCCSP addresses lighting standards and guidelines, including general lighting, decorative lighting standards, and parking lot lighting. The Project would comply with applicable lighting standards and guidelines and with lighting standards established by the City of Perris, the CALGreen Code, and the Title 24 Energy Efficiency Standards. Consistent with the PVCCSP, the Project would include various lighting elements to ensure safety and security of the facilities. New sources of light would primarily include parking lot lighting, and outdoor security lighting for the proposed buildings. Pursuant to the PVCCSP and the City's Municipal Code Section 19.02.110, all lighting would be low-pressure sodium and fully shielded and directed away from adjoining properties and the public right-of-way.

### **3.6.5 UTILITIES AND INFRASTRUCTURE**

Section 4.2.7, *Utilities*, of the PVCCSP requires that utility connections be coordinated with development of project sites. On-site utility infrastructure would be provided, as necessary, to serve the proposed buildings and connect to the existing infrastructure or extend infrastructure to the site as needed. The conceptual utility infrastructure plans are depicted on the site plans provided on Figure 3-5 and Figure 3-7 and are subject to refinements during final design including specifications required by the utility provider.

The Project includes the extension of sewer, water, storm drain, electricity and telephone/data lines to the Project site from existing lines fronting the site to the proposed buildings. All utility work would be underground within trenches anticipated to be a maximum of 10-15 feet in depth. Southern California Edison provides electrical service to the City of Perris and would serve the site. The Southern California

Gas Company provides natural gas service to the City of Perris. Communication services in the City of Perris, including digital cable and high-speed internet services, 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.

- **Domestic Water.** Potable water would be provided by the Eastern Municipal Water District (EMWD) via new meters. Phase I is expected to extend the 12-inch existing water main within Painted Canyon Road west of the site. New connections for the hotel and restaurants would be provided via new laterals. Water for fire service would be provided via a looped system with a detector check and connection to the water main north of the northwest corner of the hotel building. An irrigation line would connect to the water main at the northwest corner of the northern improvement area.

Phase II would require the extension of an existing 12-inch potable water distribution line located in Painted Canyon Road east along the project frontage in East Dawes Street. An irrigation connection would be located at the southwest corner of the warehouse property. Water for fire service would be provided via a looped system with a detector check and connection to the water main at the southwest corner of the property.

- **Sewer.** Phase I sewer would be conveyed by the EMWD to the Perris Valley Regional Water Reclamation Facility in Perris via the extension of an existing 8-inch sewer line from Painted Canyon Road east to new laterals serving the hotel and restaurants. Phase II would connect to an existing 8-inch sewer main in East Dawes Street.
- **Storm Water and Water Quality.** The majority of the Project site would be impervious with the site design mimicking the existing drainage patterns which convey flows 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 would be designed to overflow water during large storm events and discharge overland.

### **3.6.6 OPERATING CHARACTERISTICS**

At the time this Draft EIR was prepared, the future occupants of the proposed buildings have not been specified. However, for the purpose of this review, the hotel would be staffed 24 hours per day, the restaurants would be open from 7:00 a.m. to 10:00 p.m. and the warehouse would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The buildings are designed such that business operations would primarily be conducted within the enclosed buildings. The hotel outdoor pool would be located on the south side of the building. However,

it would be screened from neighboring properties. Traffic movement, parking, and the loading and unloading of truck trailers at designated loading bays would occur outdoors. The warehouse infrastructure would be installed so that outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) can be non-diesel powered per contemporary industry standards. As a practical matter, dock doors on warehouse buildings are not occupied by a truck all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies; thus, trucks dock at the position closest to where the goods carried by the truck are stored inside the warehouse. Further, the proposed warehouse building is designed to screen the truck court and loading dock area from the north, south and west. The concrete wall would screen the truck court and parking area from the property to the east.

Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board.

During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the Project is conservatively estimated to generate approximately 1,820 new vehicle trips associated with the hotel and restaurants, and 870 daily passenger vehicle trips and 470 daily truck trips associated with the proposed warehouse.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP planning area. As this relates to industrial uses, 1 employee per 1,030 square feet is estimated for Light Industrial floor space. Assuming the employment generation for the proposed warehouse would be consistent with Table 4.8-E of the PVCCSP EIR, the warehouse component of the Project could employ approximately 269 new warehouse employees. The hotel and restaurant employment will vary based on the type of hotel and restaurant that leases the space.

### **3.6.7 CONSTRUCTION ACTIVITIES**

As stated, the Project would be constructed in four phases: 1) 4,000 square foot restaurant and on- and off-site improvements; 2) 271,098-square-foot warehouse building and related improvements; 3) hotel and related on-site improvements; and 4) 5,000 square foot restaurant. Phase I would be constructed first beginning in late 2024 with completion anticipated in 2025. Phase II construction would begin in 2025 and be completed in 2026. The remaining phases would be constructed based on tenant demand. The estimated construction durations for Phases I and II, which are also used for purposes of analysis in this Draft EIR, are summarized in Table 3-1, *Estimated Construction Duration*. Similar durations are assumed for Phases III and IV.

**Table 3-1  
 Estimated Construction Duration**

Phase	Construction Phase/Activity	Estimated Number of Days
Phase 1	Demolition	20
	Site Preparation	10
	Grading	20
	Building Construction	230
	Paving	20
	Architectural Coating	45
Phase 2	Demolition	20
	Site Preparation	10
	Grading	20
	Building Construction	230
	Paving	20
	Architectural Coating	45

It is estimated that the Project cut and fill quantities would be balanced on the Project site and no import or export would be required. Although the exact calendar dates of each construction phase are subject to change, dates are analyzed herein for purposes of presenting a specific and reasonably foreseeable construction schedule.

As further discussed in Section 4.8, *Noise*, of this Draft EIR, the City of Perris Municipal Code, Section 7.34.060, allows construction activities during daytime hours between the hours of 7:00 AM and 7:00 PM Monday through Saturday, except legal holidays. Construction equipment is expected to operate at the Project site eight hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 AM to 4:00 PM, and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction workday. Thus, eight hours of daily use per piece of equipment is a reasonable assumption, and likely overstates the actual amount of time that each piece of construction equipment would operate daily.

Should construction activities need to occur outside of the hours permitted by the Municipal Code, the Project Applicant would be required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 2:00 A.M. and 8:00 A.M.

In addition to on-site construction activities, the Project would involve the construction of access driveways and frontage improvements along Ramona Expressway. Water and sewer lines would be extended from the Painted Canyon Street east to the site in both Ramona Expressway and East Dawes

Street. Construction staging would occur within the Project impact limits and would be located the farthest distance feasible from existing residential uses located west of the site.

Lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. This type of temporary security lighting is often unshielded and may shine onto adjacent properties and roadways. Further, if construction-related activities occur during nighttime hours in 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. The site-specific construction fleet may vary due to specific needs at the time of construction; however, a summary of construction equipment assumptions by construction phase used for purposes of analysis in this EIR is provided in Table 3-2, *Construction Equipment Assumptions*. Additional information about the construction equipment assumptions is provided in Section 4.3, *Air Quality*.

**Table 3-2  
 Construction Equipment Assumptions**

Phase	Activity	Equipment	Amount	Hours Per Day
Phase 1	Demolition	Concrete Saw	1	8
		Rubber Tired Dozers	3	8
		Excavators	2	8
	Site Preparation	Crawler Tractors	4	8
		Rubber Tired Dozers	3	8
	Grading	Crawler Tractors	3	8
		Excavators	1	8
		Graders	1	8
		Rubber Tired Dozers	1	8
	Building Construction	Scrapers	2	8
		Cranes	1	7
		Crawler Tractors	3	7
		Forklifts	3	8
		Generator Sets	1	8
	Paving	Welders	1	8
		Pavers	2	8
		Paving Equipment	2	8
Architectural Coating	Rollers	2	8	
	Air Compressors	1	6	
Phase 2	Demolition	Concrete Saw	1	8
		Rubber Tired Dozers	3	8
		Excavators	2	8
	Site Preparation	Crawler Tractors	4	8
		Rubber Tired Dozers	3	8

**Table 3-2  
 Construction Equipment Assumptions**

Phase	Activity	Equipment	Amount	Hours Per Day
	Grading	Crawler Tractors	3	8
		Excavators	1	8
		Graders	1	8
		Rubber Tired Dozers	1	8
	Building Construction	Cranes	1	7
		Crawler Tractors	3	7
		Forklifts	1	8
		Generator Sets	1	8
		Welders	2	8
	Paving	Pavers	2	8
		Paving Equipment	2	8
		Rollers	2	8
	Architectural Coating	Air Compressors	1	6

**3.7 SUMMARY OF REQUESTED ACTIONS**

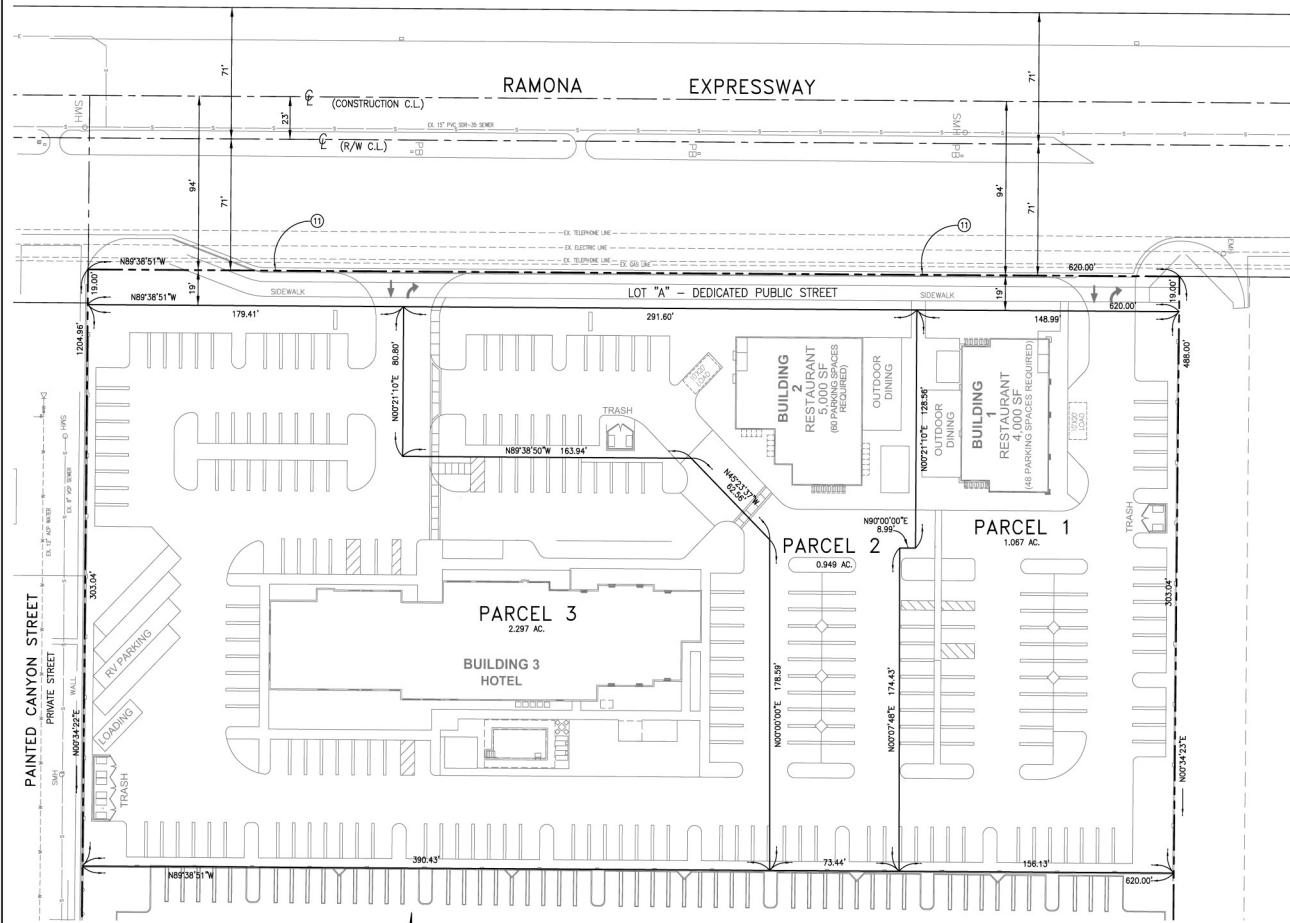
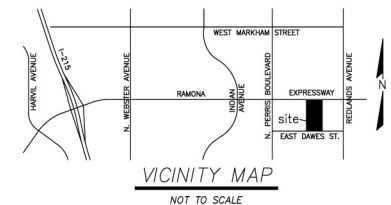
The City of Perris has primary approval responsibility for the Project. Thus, the City serves as the Lead Agency for this EIR pursuant to State CEQA Guidelines Section 15050. Pursuant to Section 13.0, Implementation and Administrative Process, of the PVCCSP, the City Council is the decision-making authority for the Project Applicant’s requested discretionary applications (Specific Plan Amendment, Tentative Parcel Map, and Development Plan Review,). The proposed Tentative Parcel Map is provided for review as Figure 3-10, *Tentative Parcel Map*. The Planning Commission will provide a recommendation to the City Council regarding whether the Final EIR should be certified, and whether to approve, approve with changes, or deny the Project. In the event of approval of the Project and certification of the Final EIR, the City would subsequently conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

The EIR informs State, regional, and local government approvals needed for construction and/or operation of the Project, whether or not such actions are known or are explicitly listed. A list of the anticipated actions under City of Perris jurisdiction is provided in Table 3-3, *Project Approvals/Permits*. In addition, additional actions may be necessary from other government agencies to fully implement the Project. Table 3-3 also lists the government agencies that may be required to use the Project’s EIR during their consultation and review of the Project and its implementing actions and provides a summary of the anticipated subsequent actions associated with the Project.



# TENTATIVE PARCEL MAP NO. 38730

## IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

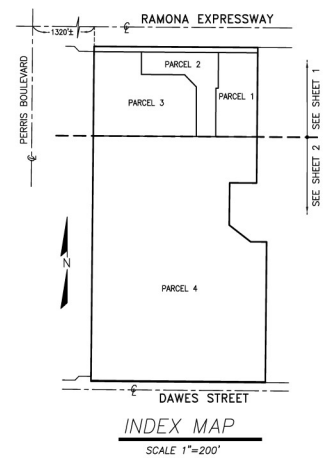


**LEGAL DESCRIPTION**

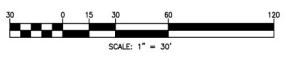
PARCELS 1 AND 2 AS SHOWN ON CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT #012-87 AS EVIDENCED BY DOCUMENT RECORDED SEPTEMBER 17, 1987 AS INSTRUMENT NO. 1987-270637 OF OFFICIAL RECORDS.

**EASEMENT NOTES**

- INDICATES EASEMENT PLOTTED HEREON.
- EASEMENT NUMBERS CORRESPOND TO EXCEPTION NUMBERS OF PRELIMINARY REPORT NO. NCS-1119554-ONT1, DATED MARCH 14, 2022, PREPARED BY FIRST AMERICAN TITLE COMPANY.
- 11 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET OR HIGHWAY KNOWN AS RAMONA EXPRESSWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED NOVEMBER 7, 1958 AS BOOK 2360, PAGE 501, AS INSTRUMENT NO. 80353 OF OFFICIAL RECORDS. THIS PRIVATE RIGHT TO ACCESS WAS INCREASED TO 20.00 FEET IN WIDTH BY INSTRUMENT RECORDED: DECEMBER 23, 1958 IN BOOK 2386, PAGE 9, AS INSTRUMENT NO. 92892 OF OFFICIAL RECORDS
- 12 AN OFFER OF DEDICATION FOR PUBLIC ROAD AND PUBLIC UTILITY AND PUBLIC SERVICE USES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 15, 1977 AS INSTRUMENT NO. 1977-181600 OF OFFICIAL RECORDS.
- 13. AN EASEMENT FOR ITS FACILITIES, CONSISTING OF UNDERGROUND CONDUITS, MANHOLES, FEEDTHRU, CABLES, WIRES AND APPURTENANCES AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 9, 1977 AS INSTRUMENT NO. 1977- 224096 OF OFFICIAL RECORDS. IN FAVOR OF: GENERAL TELEPHONE COMPANY OF CALIFORNIA, A CORPORATION AFFECTS: AS DESCRIBED THEREIN THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.



Owner  
Altabasi Construction & Engineering  
784 Ramona Expressway, Suite C  
Perris, CA 92571



SEE SHEET 2

PREPARED UNDER THE SUPERVISION OF:  
*Kent Cooper*  
KENT COOPER P.L.S. 9322

PROFESSIONAL LAND SURVEYOR  
KENT COOPER  
NO. 9322  
STATE OF CALIFORNIA

DATE	DESCRIPTION
3/20/23	REVISED PL
5/24/23	ADDED PARCEL 4
6/05/23	REVISED SITE PLAN
8/22/23	REVISED SITE PLAN
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**raSmith**  
CREATIVITY BEYOND ENGINEERING

8911 Research Drive  
Irvine, CA 92618-4237  
(949) 872-2378  
rasmith.com

**TENTATIVE PARCEL MAP  
NO. 38730**

VACANT LAND - APN 303-100-012  
PERRIS, CALIFORNIA

DATE:	8/22/2023
SCALE:	30
JOB NO.	3220220
PROJECT MANAGER:	ERIC ROBLES
DESIGNED BY:	TFW
CHECKED BY:	KEC
SHEET	1 OF 2

**Figure 3-10 - Tentative Parcel Map**

**Table 3-3  
 Project Approvals/Permits**

Public Agency	Approvals and Decisions
<b><i>Proposed Project – City of Perris Discretionary Approvals</i></b>	
City of Perris City Council	<p>Certification of the Final EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA.</p> <p>Approval of Specific Plan Amendment 22-05380 authorizing a change in the land use designation on the 12.6-acre southern portion of the site from Commercial to Light Industrial.</p> <p>Approval of Tentative Parcel Map No. 38730 (case number PLN22-05328) allowing the creation of four separate parcels for the proposed light industrial, hotel and two restaurants.</p> <p>Approval of Development Plan Review 22-00037 for construction and operation of the two restaurant buildings and a hotel.</p> <p>Approval of Development Plan Review 22-00038 for construction and operation of the proposed industrial/warehouse building.</p>
<b><i>Subsequent City of Perris Non-discretionary Approvals</i></b>	
City of Perris	<p>Review and approval of off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;</p> <p>Review all on-site plans, including grading and on-site utilities; and</p> <p>Approval of the Water Quality Management Plan (WQMP) to address post-construction storm flows.</p>
<b><i>Other Agencies – Subsequent Approvals and Permits</i></b>	
Regional Water Quality Board (RWQCB)	<p>Issuance of a Construction Activity General Construction Permit.</p> <p>Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.</p>
Eastern Municipal Water District (EMWD)	Approval of water and sewer improvement plans.
South Coast Air Quality Management District (AQMD)	Permits to construct and/or permits to install and operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units and diesel fire water pumps.

**Table 3-3  
Project Approvals/Permits**

<b>Public Agency</b>	<b>Approvals and Decisions</b>
California Department of Transportation	Approval of driveway connections and Ramona Expressway improvements
Riverside County Airport Land Use Commission	Approval of a Specific Plan Amendment Compatibility Determination for the March Air Reserve/Inland Port Airport Land Use Compatibility Plan.
Other Utility Agencies	Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

### 3.8 REFERENCES

Albert A. Webb Associates, 2011. Perris Valley Commerce Center Specific Plan Final Environmental *Impact Report*. City of Perris. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>

Birdseye Planning Group, 2023. *Distribution Park Industrial and Commercial Project Initial Study*, September 2023. Available at [https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-405#docan1206\\_1313\\_479](https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-405#docan1206_1313_479)

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## **4.0 ENVIRONMENTAL IMPACT ANALYSIS**

### **4.0.1 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS**

Sections 4.1 through 4.11 of this Draft Environmental Impact Report (EIR) provide analysis of impacts for those environmental topics where it was determined in the Notice of Preparation that the Project could result in “potentially significant impacts.” Each topical section includes the following information:

- A description of the existing setting including a discussion of the regulatory framework, if applicable.
- Identification of thresholds of significance.
- Identification of applicable Perris Valley Commerce Center Specific Plan (PVCCSP) Standards and Guidelines and PVCCSP EIR mitigation measures if applicable.
- Identification of Project Design Features that have been incorporated into the Project to prevent the occurrence of or to reduce the significance of potential environmental impacts from the Project.
- Analysis of potential Project effects.
- Identification of additional Project-specific mitigation measures, if required, to reduce the identified Project impacts.
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.
- Evaluation of potential cumulative impacts.

As discussed in Section 2.0, *Introduction*, this EIR is tiered from the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086) (Webb, 2011). The California Environmental Quality Act (CEQA) and the State CEQA Guidelines encourage the use of tiered environmental documents to eliminate repetitive discussions of the same issues. The PVCCSP EIR provides a broad analysis of the environmental effects of implementing the planned development, as outlined in the PVCCSP. Based on the Notice of Preparation included in Appendix A of this Draft EIR, the City of Perris determined that the Project required a Project-level tiered EIR. While some impacts of the Project (which incorporates applicable PVCCSP Standards and Guidelines and mitigation measures required by the PVCCSP Final EIR) were determined to be less than significant, other Project-specific impacts require additional project-specific analysis.

As described in Section 3.0, *Project Description*, the Project includes two primary components: one 107-room hotel and two sit-down restaurants (one 4,000 square feet and one 5,000 square feet) and a 271,098 square foot industrial warehouse building and associated improvements. Off-site improvements are comprised of adjacent roadway and infrastructure improvements. These Project components collectively encompass approximately 17.1 acres. Unless otherwise noted, the analysis presented in Section 4.1 through 4.12 of this EIR addresses the entire Project.

## 4.0.2 MITIGATION AND MONITORING PROGRAM

The mitigation program identified for each topical issue to reduce potential Project impacts consists of applicable PVCCSP EIR mitigation measures and additional Project-specific mitigation measures. The components of the mitigation program are described below; each component will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project. The MMRP will be prepared as part of the Final EIR.

- **PVCCSP EIR Mitigation Measures.** Projects implementing the PVCCSP are required to comply with identified Standards and Guidelines and applicable mitigation measures from the PVCCSP EIR. Applicable PVCCSP EIR mitigation measures that are incorporated as part of the Project and are assumed in the analysis are identified in this section.
- **Project-Level Mitigation Measures.** Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PVCCSP EIR mitigation measures, Project-level mitigation measures have been recommended in accordance with CEQA.

If the Project proponent requests a modification, substitution, or change in timing for a mitigation measure because the mitigation measure in current form proves to be impracticable or unworkable, the City may modify, substitute, or change the timing for the mitigation measure as long as: (1) the modification, substitution, or change in timing would achieve the same or greater reduction in potential impacts of the Project as the original mitigation measure; (2) the modification, substitution, or change would not cause any impacts that were not otherwise analyzed in this EIR; (3) the City publicly provides a legitimate reason for making the modification, substitution, or change in timing and supports the reason with substantial evidence. The City of Perris Planning Division, in conjunction with any appropriate agencies or City departments, will determine the adequacy of any proposed modification, substitution, or change in timing and may refer its determination to the Planning Commission. The Project proponent will bear any costs associated with providing information that any department or decision-making body for the City requires to make the determination.

## 4.0.3 CUMULATIVE IMPACTS

Section 15130 of the State CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. Section 15130 of the State CEQA Guidelines further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the Project alone. Section 15355 of the State CEQA Guidelines defines cumulative impacts as “. . . two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15130(a) of the State CEQA Guidelines states that “cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.” Section 15355(b) of the State CEQA Guidelines states that “cumulative impacts represent the change in the environment caused by the incremental impact of a project when added to other closely related past, present, and reasonably foreseeable probable future projects in the vicinity.” Section 15130(b)(1) of the State CEQA Guidelines further states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

1. A list of past, present, and probable future projects producing related cumulative impacts, including if necessary, those projects outside the control of the agency, or
2. A summary of projections contained in an adopted local, regional, or Statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.

This EIR is tiered from the PVCCSP EIR; thus, in instances where projects are consistent with the PVCCSP land use designation, no further cumulative impact analysis is required. The PVCCSP EIR primarily utilized the “summary of projections” approach (see Item No. 2 above) in the cumulative analysis, which is based on information contained in the City of Perris General Plan 2030 (Perris General Plan) and City of Perris General Plan 2030 Draft Environmental Impact Report (Perris General Plan EIR) (SCH No. 2004031135), which was certified by the City of Perris City Council in April 2005 (City of Perris, 2004). These documents are utilized because the geographic area addressed in the two documents encompasses the PVCCSP area and all portions of the City surrounding the PVCCSP area that could be potentially impacted by the contribution to cumulative impacts from implementation of the PVCCSP. Both documents are incorporated by reference in the PVCCSP EIR and this EIR.

As discussed in Section 3.6, *Project Components*, of this EIR, the Project requires a PVCCSP amendment to change the land use on the southern portion of the site from Commercial to Light Industrial to accommodate the industrial warehouse component of the project. Thus, the industrial warehouse component is not consistent with the PVCCSP. While the cumulative area for each topical issue is the same, the cumulative effects evaluation is based on the current list of past, present and probable future projects (see Item 1 above).

The cumulative analysis provided in this Draft Project EIR is based on a list of future projects provided by the City of Perris Planning Division. A comprehensive cumulative project list was compiled for the Traffic Impact Analysis prepared for the Project based on information provided by the City of Perris Planning Division. Projects within a 3-mile radius of the site are shown in Table 4.0-1, *Cumulative Projects*, and depicted in Figure 4.0-1, *Cumulative Development Location Map*.



Table 4.0-1  
 Cumulative Projects

Project	Scope	Location	
City of Perris			
P1	Burge Industrial 1	18.000 ksf	E. of Perris Blvd. & N of Commerce Drive
P2	Burge Industrial 2	43.354 ksf	E. Perris Blvd. and S of Commerce Drive
P3	Duke @ Perry (Rak Logistics)	144.000 ksf	SE Corner of Perry and Barrett
P4	Pulliam Industrial	16.000 ksf	Lots 10 & 12 on Commerce Dr, E of Perris
P5	Rider 2	805.567 ksf	NE corner of Rider & Redlands
P6	Rider 4	548.019 ksf	SE corner of Redlands and Morgan
P7	Walnut Industrial	205.000 ksf	N. Side Walnut St, btw Indian & Barnett
P8	Wilson Industrial (New Age)	303.000 ksf	E. Side of Wilson S. of Rider St
P9	First Industrial (Goodwin)	338.000 ksf	SE Corner of Rider and Redlands
P10	Canyon Steel (CS)	25.000 ksf	NWC of Patterson and California
P11	Truck Terminal	9.500 acres	N. side of Markham & E of Perris Blvd
P12	Calvio Industrial	43.000 ksf	NE corner of Perris and Rider
P13	Calvio Industrial 2	30.000 ksf	NW Rider and Johnson
P14	Wilson Industrial 2	155.000 ksf	E. side of Wilson S. south of Rider St
P15	Pheland Industrial	109.000 ksf	SW Webster and Nance
P16	Oleander Cultivation	12.985 ksf	1261 Oleander Ave
P17	Integra - Expansion (IT-E)	273.000 ksf	NE corner of Markham and Webster
P18	Holistic Inc. - Cultivation	5.000 ksf	872 Washington Ave
P19	Marijuana Manufacturing (MM)	1.000 ksf	NW corner of Webster and Washington
P20	Harley Knox 25k	25.000 ksf	S of Harley Knox btw Patterson & Nevada
P21	Patriot Industrial	286.000 ksf	SW Perris and Morgan
P22	Park Industrial	31.000 ksf	SE Patterson and Markham
P23	First Harley Knox Industrial	154.250 ksf	NW Harley Knox and Redlands
P24	Kwasizur Industrial	138.000 ksf	SE corner of Indian and Harley Knox
P25	Nance Industrial	156.000 ksf	25264 E Nance Street, S. side of Harley Knox Nance Street, E of Las Palmas
P26	Seefried Industrial	165.000 ksf	SW Ramona and Brennan
P27	Expressway Industrial	347.000 ksf	SW corner of Ramona and Perris
P28	Natwar Industrial	420.000 ksf	W. Side of Natwar 300' N. of Nandina
P29	Serrao Industrial	3.500 ksf	N. Side of Nance Street 660' E. of Webster
P30	Lakecreek East	256.000 ksf	E. Side of Redlands S. of Rider St
P31	Lakecreek West	300.000 ksf	W. Side of Reldands S. of Rider St
P32	Chartwell Ind	141.000 ksf	SW corner of Redlands and Rider
P33	SE Corner of Perris & Harley Knox	345.000 ksf	SE corner of Perris & Harley Knox
P34	March Plaza PDO	66.686 ksf	NW corner of Perris & Harley Knox
P35	Michael Goodwin Industrial Realty Trust	345.316 ksf	657 Harley Knox Blvd.
P36	Proficiency Capital LLC (Matt Englhard)	143.913 ksf	25264 E. Nance Street
P37	Duke @ Patterson and Nance	769.000 ksf	NE corner of Patterson and Nance
P38	Lakecreek at Harley Knox	143.000 ksf	
P39	McKay Industrial	232.000 ksf	NE of Ramona and Indian
P40	Ramona Gateway Industrial	850.000 ksf	S Ramaona btw Nevada and Webster

Table 4.0-1  
 Cumulative Projects

Project	Scope	Location	
P41	Ramona Gateway Commercial	35.000 ksf	
P42	OLC 3	879.000 ksf	SW Perris and Markham
P43	RG Industrial	263.000 ksf	
P44	Oakmont Industrial	202.000 ksf	S. Side of Nance 800' W. Redlands
P45	First Industrial	354.000 ksf	NW Harley Knox and Indian
P46	Markham Industrial	89.000 ksf	S. Side of Markham; 800-ft E of Patterson
P47	First Sinclair	423.224 ksf	Sinclair St and Perris Blvd
P48	Redlands Industrial	121.100 ksf	
P49	March Plaza	47.253 ksf	NW corner of Perris Blvd & Harley Knox
P50	Commercial Retail - Spectrum	7.400 ksf	W of Perris Blvd north of Orange
P51	Walmart Fueling	8 fueling positions	SW corner of Perris & Citrus
P52	In-N-Out	4.000 ksf	Old Nuevo Rd
P53	Gas Station	8 fueling positions	NE Perris & Harley Knox
P54	7-Eleven Car Wash	4.100 ksf	SW Perris and Rider
P55	Tommy's Carwash & QSR	8.500 ksf	E. side of Perris Blvd
P56	Gas Station/Carwash	10.000 ksf	4th St and Navajo Rd
P57	Hotel	50 rooms	NW Perris and Placentia
P58	Jack in the Box	3.202 ksf	SW Perris and Harley Knox
P59	Panera	3.586 ksf	Perris De Plaza
P60	Ramona Gateway Retail	37.215 ksf	S of Ramona Exp; W of Webster Ave; E of Nevada Ave
P61	DR Horton Citrus & Evans	161 dwelling units	
P62	DR Horton Citrus & Dunlap	122 dwelling units	
P63	Pacific Avenue	131 dwelling units	
P64	Stratford Ranch	270 dwelling units	
P65	Barrett Apartment	228 dwelling units	
P66	DR Horton Nuevo & Evans	75 dwelling units	
P67	Sterling Villas	429 dwelling units	
P68	Stratford Ranch Evans & Ramona	90 dwelling units	
P69	Nova Homes	76 dwelling units	
P70	Citrus Court	111 dwelling units	
P71	Stratford Ranch	192 dwelling units	
P72	May Ranch	308 dwelling units	
P73	Westport Properties	99.000 ksf	

Table 4.0-1 Cumulative Projects		
Project	Scope	Location
City of Moreno Valley		
MV1	PEN19-0188 PI Properties No 67 LLC	66 dwelling units
MV2	PEN18-0042 Ada Deturcios	2 dwelling units
MV3	PEN21-0021/0215/0216 Perris at Pentecostal	426 dwelling units
MV4	PEN21-0179/0180/0188/0189 TTM 38242	52 dwelling units
County of Riverside		
R1	TTM 33978	139 dwelling units
R2	Nuevo Distribution Center	1,586.645 ksf
R3	Majestic Freeway Business Center SP	2,264.920/816.142 ksf

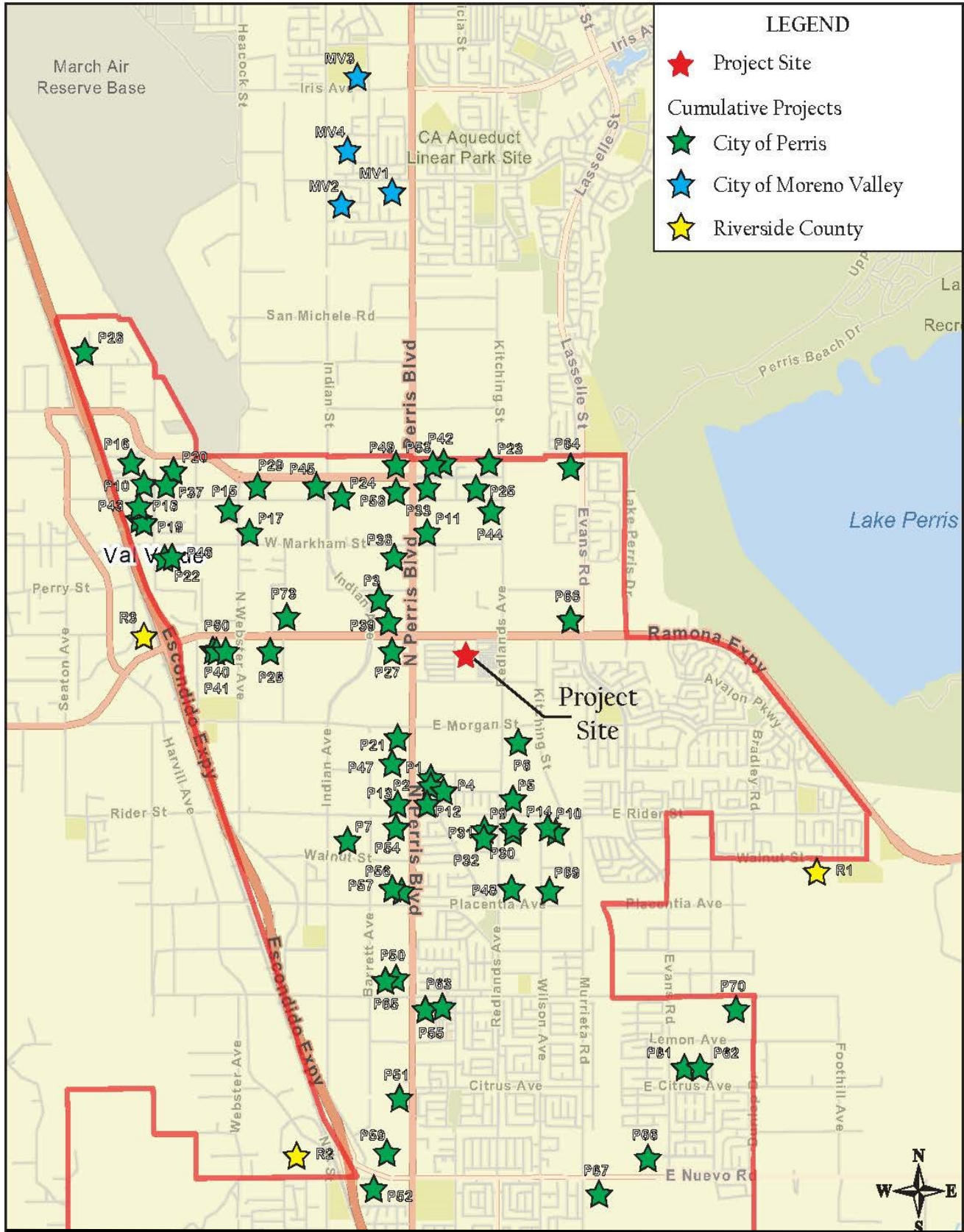


Figure 4.0-1—Cumulative Project

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## 4.1 AESTHETICS

This section describes the existing aesthetic condition of the Project site and surrounding area. It also analyzes the visual character of the Project (i.e., building design and architecture, landscaping, and light and glare generation) and consistency with development standards and guidelines as outlined in the Perris Valley Commerce Center Specific Plan (PVCCSP). Descriptions of existing visual characteristics, both on-site and in the vicinity of the Project site, are provided to assess the changes in visual character resulting from the Project. Information presented in this section is primarily based on existing site conditions and Project design information prepared for the Project application and included in Section 3.0, *Project Description*, of this Draft EIR.

There were no comments received on the Notice of Preparation regarding aesthetics. At the December 20, 2023, Draft EIR public scoping meeting, the Planning Commissioners requested that the Draft EIR evaluate potential lighting impacts on the adjacent uses and potential shade and shadow impacts on the adjacent uses.

### 4.1.1 EXISTING SETTING

#### Project Site and Surrounding Area

The Project site is in the northern portion of the City of Perris and generally located east of Interstate 215 (I- 215), south of Ramona Expressway (SR-74), north of East Dawes Street and west of Redlands Avenue. The visual character of the Project site and surrounding area is typical of areas transitioning from an undeveloped area to commercial, industrial and other urban uses, consistent with development standards established through the PVCCSP. The Project site is vacant and undeveloped. Vegetation is limited to ruderal species and disturbed land. Evidence of trash dumping is present on-site. As previously shown in Figure 3-2, *Vicinity Map*, of this Draft EIR, the Project site is bordered by Painted Canyon Street and the Park Place Mobile Home Park to the west, vacant land to the north that is the proposed site of the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project, the Camper Resorts of America campground to the east, and the Whirlpool distribution warehouse to the south.

Under existing conditions, the Project site is vacant and does not contain any sources of artificial light. Existing sources of light from the surrounding land uses primarily include security lighting associated with the residential, commercial, and light industrial uses to the west, east and south. Headlights from trucks and passenger vehicles contribute minimal lighting to existing conditions. There are no existing buildings or man-made features on-site or near the Project site that are constructed of materials that cause shade or glare.

#### Topographic/Vegetation Features

The Project site is situated in the Perris Valley between the San Jacinto and Santa Ana Mountains. The Project site is flat and 1,447 feet above mean sea level. Under existing conditions, the Project site consists of ruderal vegetation and disturbed land. There are no rock outcroppings, trees or other vegetation types on the Project site that are prominent visual features.



## **Views**

Figure 4.1-1, *Representative Views*, shows site photographs that depict the existing visual character of the Project site and the surrounding area. These photographs were taken from ground level public vantage points on the Project site and are representative of views from Ramona Expressway adjacent to and north of the site. Because of the flat topography, views of the site from distant vantage points are also limited. The foreground view shown on each photograph is of the Project site and demonstrates that the Project site is currently undeveloped.

View 1 is from the northeast corner of the site looking west. The view is dominated by ruderal vegetation and modern trash. The Park Place Mobile Home Park, western site boundary fence and mature trees located within the mobile park site are visible in the distance. View 2 is from the northern site boundary looking south. Again, the view is dominated by ruderal species and trash on the site. The Whirlpool distribution warehouse is visible in the distance.

## **Light and Glare**

There are no sources of light originating from the Project site. As stated, existing sources of light in the Project vicinity are exterior lights from adjacent residential and commercial uses and vehicle headlights along existing roadways. There are no existing buildings or other man-made features on-site or near the Project site that are constructed of materials that cause substantial glare.

### **4.1.2 EXISTING POLICIES AND REGULATIONS**

Following is a discussion of relevant policies and regulations applicable to development in the City of Perris, including the Project site. Development of the Project is also required to comply with the PVCCSP's Design Standards and Guidelines related to aesthetics and visual character, which are identified in Section 4.1.4, below.

## **Regional**

### **County of Riverside Ordinance No. 655**

On June 7, 1988, the County of Riverside Board of Supervisors adopted Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research. This ordinance establishes two zones in which different lamp types are allowed or prohibited: Zone A is the area within a 15-mile radius of Palomar Observatory and Zone B is the area that extends from the outer limit of Zone A to 45 miles from Palomar Observatory. The Project site is located within Zone B. Riverside County Ordinance No. 655 also provides a list of general prohibitions that apply to both zones. (Riverside County, 1988)



**Figure 4.1-1— Representative Views**

## **Local**

### **PVCCSP Standards and Guidelines and Mitigation Measures**

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. Specifically, the Project would be required to comply with *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 component. These above referenced PVCCSP design standards are incorporated herein by reference.

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 March Air Reserve Base /Inland Port Airport (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.

### **City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities**

The City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many policies

address the potential visual effects of industrial facilities and would be applicable to the proposed warehouse component of the Project. The relevant policies are listed below:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

2. Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.
3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
5. All lighting used in conjunction with a warehouse/ distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.
12. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
13. No parking shall be permitted in the landscape setback area.
15. Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
20. The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.

Goal #4: Provide Buffers between Warehouses and Sensitive Receptors.

1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
3. Percentage of landscaping for projects in the General Industrial (GI) and Light Industrial Zones shall be increased from 10 and 14 to 15 percent.
4. Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
5. The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.

6. Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48-inch box in size and range in height between 14 and 25 feet. Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
7. All landscaping shall be irrigated for the life of the facility.
8. An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
9. Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.

#### **4.1.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on aesthetic/visual character and lighting if it will:

- Have a substantial adverse effect on a scenic vista;
- Substantially degrade scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site (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; and
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

#### **4.1.4 ENVIRONMENTAL IMPACTS**

##### **Impact Analysis**

**Threshold a: Would the project have a substantial adverse effect on a scenic vista?**

The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the PVCCSP planning area is not located within a scenic vista, nor will the development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concludes that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will

meet the City's development standards, further reducing the potential for visual impacts. (City of Perris, 2009)

As identified in the PVCCSP EIR Initial Study, scenic vistas are defined as the view of an area that is visually or aesthetically pleasing. From various vantage points within the City, there are views of Lake Perris Dam to the northeast; the Bernasconi Hills to the east; Gavilan Hills and the Motte-Rimrock Reserve to the west; and MARB/IPA to the north. Development projects can potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista, or (2) by blocking the view corridors or "vistas" of scenic resources. The City of Perris is located within the Perris Valley, and the terrain is generally flat. According to the City's General Plan EIR (Section 6.1, Aesthetics) (City of Perris, 2004):

...[B]ecause the bulk of developable land within the City of Perris is located on the flat, broad basin, virtually all future building construction consistent with land use and development standards set forth in the General Plan will obstruct views to the foothills from at least some vantage points. The criterion, however, relates to a scenic vista more narrowly defined as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. To this end, the east-west and north-south oriented roadway network and streetscapes that define them will frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills. Owing to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills.

As previously described and shown in the site photographs presented in Figure 4.1-1, the site is vacant and undeveloped. The Project site is relatively flat and is located within the PVCCSP planning area. As stated above, the PVCCSP EIR Initial Study determined the planning area is not within a scenic area nor would the development allowed by the PVCCSP adversely impact a scenic vista.

The Project would be developed in compliance with the PVCCSP Standards and Guidelines referenced above and identified in the PVCCSP to address visual character. The Project would construct and operate a new hotel, two new restaurants and a new warehouse building. All new development would require the implementation of landscaping as defined in the PVCCSP; specifically, within landscape setbacks along Ramona Expressway and East Dawes Street as well as along the west and east site boundaries. The implementation of the Project would not result in a substantial adverse effect on a scenic vista. Project impacts would be less than significant.

#### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

#### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP EIR Initial Study.

**Threshold b: Would the project substantially degrade scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

The PVCCSP EIR Initial Study (Section 13, *Aesthetics*) states that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries and that the PVCCSP area is not located within a state scenic highway corridor (City of Perris, 2009). Consistent with the findings in the PVCCSP EIR Initial Study, the Project site is not located within the vicinity of scenic highways and no scenic resources are located on the Project site. 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 no officially designated State Scenic Highways within the City of Perris. Thus, implementation of the Project would not have the potential to substantially degrade scenic resources within a state scenic highway. No impacts to scenic resources within a State highway would occur.

***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

***Level of Significance After Mitigation***

The Project would result in no impacts. This is consistent with the conclusion of the PVCCSP Initial Study.

**Threshold c: Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site (Public views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

The PVCCSP EIR Initial Study (Section 13, *Aesthetics*) identifies that the development of future projects in the PVCCSP planning area would change the visual character of the PVCCSP planning area from residential, commercial, industrial, and agricultural uses to a modern commerce and industrial center. The PVCCSP EIR Initial Study concludes that projects developed in compliance with the Design Standards and Guidelines of the PVCCSP would not substantially degrade the existing visual character or quality of the area or surrounding properties; thus, a less than significant impact would occur under this threshold of significance (City of Perris, 2009). In summary, Chapter 4.0; *Commercial Standards and Guidelines*, addresses design requirements for the hotel and restaurant component. The *Industrial Standards and Guidelines* contained in Chapter 8.0 for industrial buildings addresses design requirements for the warehouse component of the Project. Collectively, these design standards and guidelines identify methods and minimum standards for achieving the level of design quality that the City desires in new development within the PVCCSP planning area. The project design is subject to review and approval by the City of Perris to ensure the applicable design standards and guidelines are met.



The following analysis addresses the visual change resulting from the Project and determines whether the Project would substantially degrade the existing visual character or quality of public views of the site. Further, the analysis addresses Project compliance with the relevant PVCCSP Standards and Guidelines identified above, which are in place to ensure that future developments contribute to an aesthetic cohesiveness that improves the visual character within the PVCCSP area.

Due to the relatively flat topography of the Project site and surrounding area, and existing development surrounding the Project site, views of the Project site are largely limited to vantage points adjacent to the site. The photographs presented in Figure 4.1-1 above depict the existing visual character of the Project site and surrounding area. These photographs were taken from public vantage points adjacent to the Project site and are representative of public views from the adjacent roadways. Implementation of the Project would result in a permanent and obvious change in the visual character of the site from its current condition.

Project-related construction activities would be temporary and all construction equipment would be removed from the Project site following completion of the Project's construction activities. Temporary construction-related changes to local visual character would not substantially degrade the visual quality or character of the area; construction activity is common throughout developing areas of the City of Perris.

The proposed buildings are designed to comply with PVCCSP requirements referenced above which address scale, massing, and building relief; architectural elevations and details, roofs and parapets, and color and materials. Figures 3-6 and 3.8 in Section 3.0, *Project Description*, show the conceptual building elevations for the Project. While the Project's final design may differ slightly from the conceptual elevations provided in these figures, they are sufficient to assess the effect that the Project's development may have on the aesthetic character of the Project site and its surrounding area.

The primary form of the proposed warehouse building would be painted concrete tilt-up panels. The hotel and restaurants would be wood-framed buildings. The finish of all buildings would have low reflectance characteristics. The exterior color palette would be comprised of various shades of white, gray, and beige with accent colors and black brick veneer façade accent. The buildings are designed with multiple areas of geometric form to provide variation in building plane. As shown in the building elevations, visual relief would be achieved through the incorporation of windows, mullions, exterior canopies at the office entries, and through variations in height and rooflines, and the use of parapets. These architectural elements would reduce repetition in building elevations; thus, creating a more visually appealing facade. Rooftop equipment would be screened behind the parapet and would not be visible from adjacent streets.

With respect to Perris Good Neighbor Guidelines referenced above, the driveways, loading docks and internal circulation routes are located near the center of the site away from adjacent receptors to the east, all lighting would be directed down into the interior of the site and not spill over onto adjacent properties, all commercial truck and employee parking would be provided on-site. A 154-foot-long truck queuing area would be provided along East Dawes Street between the truck access gate and eastern property line, parking would not be allowed in the landscape setback area, no off-site employee or truck parking would be allowed and landscaping requirements would meet CALGreen Code standards as noted in section 3.0, *Project Description*. Further landscaping would cover 19% of the site which would exceed the 15% standard for General Industrial (GI) and Light Industrial zones; the loading areas on the east side of the warehouse would be screened with a 14-foot-high concrete wall along the eastern and southern boundary, and as described above, the building exterior would have various shades of white, gray, and

beige with accent colors and black brick veneer façade accent. The southern landscaped area would include irrigated 24-inch box Afghan pine and southern willow trees planted to provide screening from East Dawes Street. Further, the loading dock doors would be recessed between wing walls constructed perpendicular to the loading dock areas to attenuate noise and screen parked trucks and the loading area from East Dawes Street and the commercial uses to the north.

The conceptual landscape plan for the proposed buildings is shown in Figure 3-9, in Section 3.0, *Project Description*, of this Draft EIR. As shown, and previously described in Section 3.6.4 of this Draft EIR, the Project would include installation of the required landscaping and screening along Ramona Expressway and East Dawes Street as well as along the west and east boundaries and boundary between the Phase I, II and IV development area and the Phase II portion of the site.

Landscaping would consist of various species of trees, shrubs, and/or groundcover that would cover a total of 19% of the site. Native trees would include Afghan pine, desert willow and Chilean mequite. Shrubs would include coyote bush, sage and rosemary. Groundcover would include prostrate rosemary, Hall's honeysuckle and yellow lantana, Figure 3-9 provides the complete plant palette. In addition to screening views into the Project site, the landscaping has also been designed to accent the architectural design of the buildings. A concrete tilt-up screen wall 14 feet in height would be constructed along eastern boundary of the warehouse site. The wall height would transition to 8 feet near the northern boundary of the warehouse site and then to 6 feet to match the height of the northern boundary wall. The wall heights would be 6 feet along the western and eastern boundaries of the commercial site. The screening wall would be 14 feet high along the southern boundary of the warehouse site and would frame the truck entrance while also providing screening from East Dawes Street. The southern boundary wall would transition to 8 feet to match the western boundary wall. Decorative pilasters would be provided along the perimeter walls approximately every 100 feet.

Although the visual character of the Project site would change, the Project would be designed and constructed in compliance with applicable PVCCSP standards and Perris Good Neighbor Guidelines policies. Views of the site would change but not degrade the visual character or quality of public views of the Project site and its surroundings. The Project would result in a change from existing conditions; however, overall, impacts under this threshold would be less than significant.

#### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

#### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP EIR Initial Study.

<b>Threshold d: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?</b>
---

The PVCCSP EIR Initial Study (Section 13, *Aesthetics*) concluded that development of the PVCCSP land uses would introduce new sources of nighttime light and glare into the area from street lighting and from

outdoor lighting from the planned uses, but that compliance with applicable lighting regulations and use of lighting shield and other design features on light fixtures within the PVCCSP area would ensure that impacts associated with light and glare are less than significant (City of Perris, 2009).

To avoid conflicts with aircraft operations at MARB/IPA, all lighting and building materials would comply with the requirements outlined in PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5 (identified above). This would include use of hooded or shielded light fixtures to prevent either the light spillover or reflection into the sky. Lights that direct a steady light or flashing light or cause sunlight to be reflected towards an aircraft during takeoff or final approach for landing are prohibited.

## **Light**

### *Construction-Related*

Project-related construction activities would comply with applicable provisions of the City's Municipal Code. Notably, Section 7.34.060 (Construction Noise) of the City's Municipal Code prohibits construction activity that may result in "disturbing, excessive, or offensive noise levels between the hours of 7:00 PM and 7:00 AM". While most construction activities are not expected to occur during these hours, nighttime lighting may be needed depending on the time of year and stage of construction. Additionally, nighttime lighting of construction staging areas would be needed to provide security for construction equipment and materials. This type of temporary lighting is often unshielded and may shine onto adjacent properties and roadways. To avoid temporary lighting impacts, Project level mitigation measure MM AES-1 would be implemented. Mitigation measure MM AES-1 requires that temporary nighttime lighting installed for security purposes be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent residential properties. With the implementation of Project-level mitigation measure MM AES-1, this impact would be reduced to less than significant.

### *Operational Lighting*

As described in Section 3.0, *Project Description*, development of the Project with commercial and industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Lighting in loading areas would consist of building-mounted lighting. Exterior lighting would be similar to that provided for the surrounding commercial and industrial buildings and other similar uses in the PVCCSP area.

All development in the PVCCSP area, which includes light generated from industrial buildings and parking lots, is required to adhere to lighting requirements contained in the PVCCSP. The PVCCSP requires compliance with Riverside County Ordinance No. 655 and the City of Perris Municipal Code Section 19.02.110. Riverside County Ordinance No. 655 establishes two nighttime lighting zones that create a radius around the Mount Palomar Observatory. While not located in unincorporated Riverside County, astronomical observations at the Mount Palomar Observatory would be affected by cumulative increases in lighting sources. The nighttime lighting zones were created to ensure that the astronomical observations at the Mount Palomar Observatory would not be affected by light pollution coming from urban development. Zone A encompasses a 15-mile radius centered on the Mount Palomar Observatory, while Zone B encompasses a larger area with a 45-mile radius and extends from the outer limit of Zone A to the end of the 45-mile radius area. Mount Palomar Observatory is located approximately 40 miles

southeast of the Project site; thus, the Project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area. Ordinance No. 655 restricts permitted use of certain light fixtures which may have a detrimental effect on astronomical observation and research at the Mt. Palomar Observatory. As stated in Section 5(A) of Ordinance No. 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other types of lighting systems are permitted in parking areas if they do not exceed 4,050 lumens. Lighting “allowed” under Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties (Riverside County, 1988).

The Project would be required to comply with lighting requirements outlined in Section 4.2.4, Lighting, of the PVCCSP, which identifies that any illumination, including security lighting, shall utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. The PVCCSP also requires that parking area lighting associated with the Project be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way.

These lighting requirements are uniformly applied to all development in the PVCCSP area. Thus, compliance with lighting requirements would be mandatory and enforceable through the review and approval of the project plans. Further, compliance with the PVCCSP lighting standards would ensure that the Project’s lighting would not significantly affect adjacent uses. Thus, operational lighting would be less than significant and no mitigation would be required.

### **Glare**

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 AES-1.

### Shade and Shadows

Related to the issue of light and glare is the lack of light – also referred to as shade and shadows. Shading refers to the effect of shadows cast upon adjacent areas by proposed structures. Consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative, such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadow effects are dependent upon several factors, including the local topography, the height and bulk of the project's structural elements, sensitivity of adjacent land uses, season, and the duration of shadow projection. Facilities and operations that are generally sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to function, physical comfort, or commerce.

During the Draft EIR scoping meeting, the City of Perris Planning commission requested an evaluation of potential shade and shadow impacts on the adjacent Park Place Mobile Home Park. These shadows could affect the growth of plants within the residential area and could also affect the mental well-being of the residents. Shadows could affect the amount of light at the homes in the morning which could affect how the residents react to the morning light.

For shade and shadows, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact and this is the first time that this has been identified as an issue of concern in Perris. The City has researched how other agencies have addressed this issue. For the purpose of this EIR, the City is basing the evaluation of Project shade and shadow impacts on the threshold of significance adopted and utilized by the City of Los Angeles. The issue of shade and shadows has been an issue in Los Angeles due to the development of multi-story developments adjacent to existing uses that are sensitive to the effects of shading. The threshold of significance adopted by the City of Los Angeles states that a project impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October).

The industry standard methodology for the evaluation of shade and shadows uses architectural design software with a shade/shadow analysis feature. Using the building massing in the design software, the shade/shadow simulation illustrates the effects at specific addresses input into the model. In this case, the Park Place Mobile Home Park west of the site and the Camper Resorts of America facility east of the site were evaluated at three times per day (i.e., 9:00 a.m., 12:00 p.m. and 4:00 p.m.) on March 21, June 21 and December 21 per industry standard. As shown in Figure 4.1-2, the proposed warehouse building would cast a shadow over some of the western-most camping spaces in the Camper Resorts of America facility at 4:00 p.m. on December 21. This is the time of year and day when the sun is low in the sky just prior to sunset. The proposed Project would have no shade//shadow effect at the Park Place Mobile Home Park during the hours evaluated under this scenario.

A shade/shadow analysis was also performed for the 7:00 a.m. hour for the March 21, June 21 and December 21 (see Figure 4.1-3). As shown, the proposed warehouse building would shade the eastern most street and the eastern half of the mobile home structures closest to and west of the warehouse building in the Park Place Mobile Home Park during the 7:00 a.m. hour on March.21 The proposed Project would have no effect in June and would shade much of the mobile home park on December 21 when the sun is low in the sky to the east. Under this scenario, the maximum shade effect on the Park Place Mobile Home Park would occur during an approximately two-hour time-period between 7:00 a.m. and 9:00 a.m. during the winter with the peak shade effect occurring on December 21, the shortest day of the year. It is important to note that at that time of year and day when the sun is low in the sky to the east, any building over approximately 21 feet in height would cast a shadow on the mobile home park.

Based on this information, the adjacent Park Place Mobile Home Park and Camper Resorts of America facility would be exposed to some shards in the early morning or late afternoon but they would not be exposed to shade and shadows over a period of hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time (between early April and late October). Therefore, they would not be exposed to shade and shadows that would exceed the thresholds of significance used for this analysis. The impact of the Project would be less than significant.

### ***Additional Project-Level Mitigation Measures***

**MM AES-1** Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. The specifications shall also require the Contractor notify the City Building Division if nighttime lighting will be used and identify the duration of use. Compliance with this measure shall be verified by the City of Perris' Building Division during construction to satisfy mitigation reporting requirements.

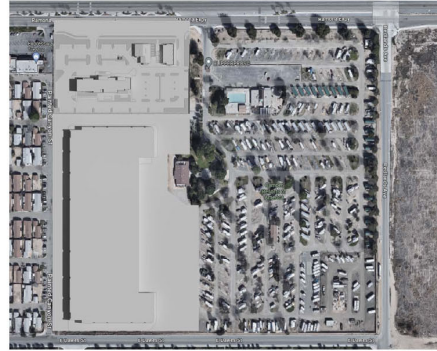
### ***Level of Significance After Mitigation***

With the implementation of the Project-level mitigation measure identified above (MM AES-1), this impact would be less than significant. This is consistent with the conclusions of the PVCCSP EIR Initial Study.





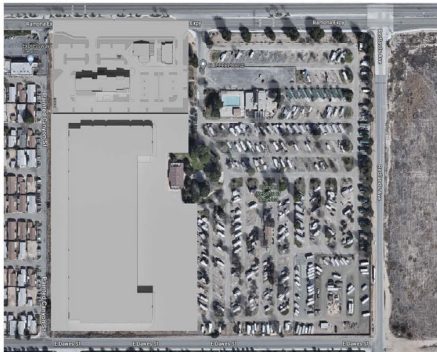
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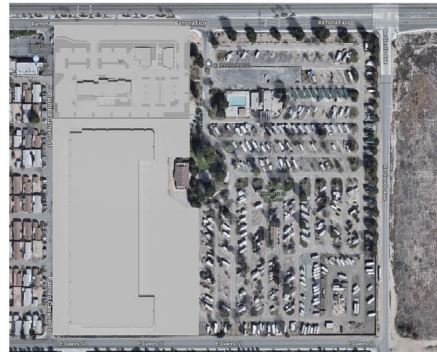
June 21, 9 AM



December 21, 9 AM



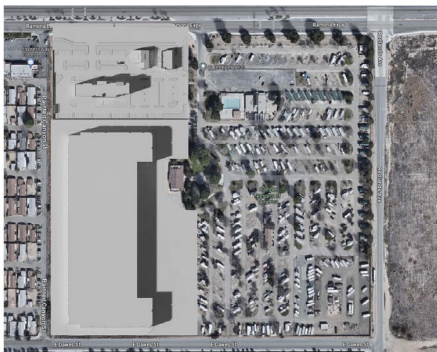
March 21, 12 PM



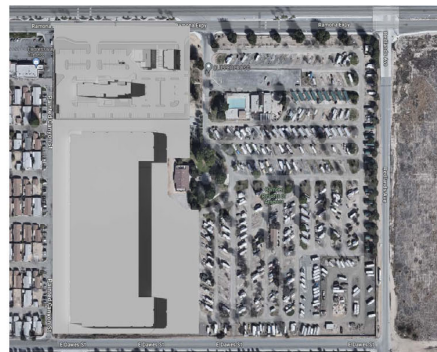
June 21, 12 PM



December 21, 12 PM



March 21, 4 PM



June 21, 4 PM



December 21, 4 PM

DISTRIBUTION PARK  
Perris, California

SUN STUDIES

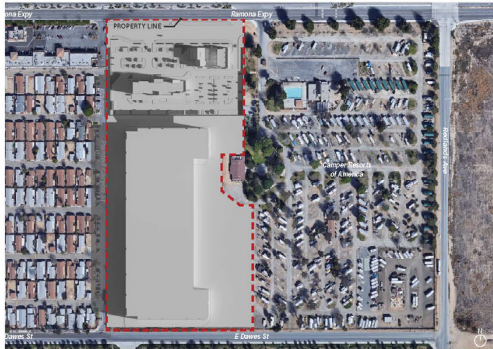


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January 9, 2024 | 1

Figure 4.1-2 - Shade/Shadow Effect 9:00 a.m.





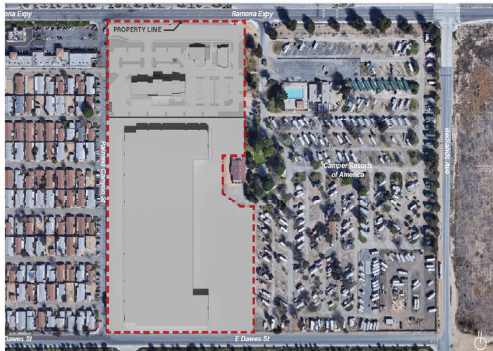
March 21, 7 AM



June 21, 7 AM



December 21, 7 AM



March 21, 12 PM



June 21, 12 PM



December 21, 12 PM



March 21, 4 PM



June 21, 4 PM



December 21, 4 PM

DISTRIBUTION PARK  
Perris, California

SUN STUDIES



SMS ARCHITECTS

January 9, 2024 | 1

Figure 4.1-3 - Shade/Shadow Effect 7:00 a.m.

#### **4.1.5 CUMULATIVE IMPACTS**

Development within the City of Perris, including development within the PVCCSP area have and will continue to result in the cumulative conversion of land that is currently undeveloped to a more urbanized land use. This trend has been anticipated in the City's General Plan and approved Specific Plan areas.

Cumulative projects in the same viewshed as the Project would result in a cumulative aesthetic change. Because the Project site and surrounding areas are within the PVCCSP, future development, which would contribute to a cumulative visual change along with the Project, would be subject to subsequent CEQA analysis and be required to comply with the standards and guidelines identified in the respective Specific Plans, and with applicable City regulations. The PVCCSP EIR concluded that the development of the land uses identified in the PVCCSP, including the development of the Project site, would not result in cumulative aesthetic impacts.

The PVCCSP area, which includes the Project site, is not located within a scenic vista. The City' General Plan EIR acknowledges that east-west and north-south roads and streetscapes preserve scenic vistas in developed areas. The Project would have a less than significant impact on scenic vistas and would not result in a cumulatively considerable contribution to a significant aesthetic impact related to scenic vistas. The Project site and surrounding areas are not located within proximity to any State scenic highways or eligible State scenic highways. Additionally, the Project site does not contain any scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings and would have no impact on such resources. Therefore, the Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to scenic resources within a scenic highway.

Because development in the same viewshed as the Project would be required to comply with the applicable standards and guidelines set forth in the PVCCSP, including requirements related to architectural design and landscaping, nighttime lighting or similar design requirements outlined in other Specific Plans or City regulations, these projects would also conform to the overall visual theme of the area. The Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to substantial degradation of the existing visual character or quality of public views of the site.

As with existing development in the area, light and glare impacts from the Project and future development in the City, including the development allowed by approved Specific Plans, including the PVCCSP, would be minimized by adhering to applicable lighting standards established in the respective Specific Plans and through City regulations; applicable PVCCSP and City regulations are outlined in this section. Implementation of Project-level mitigation measure MM AES-1 would ensure that construction-related lighting impacts from the Project are also less than significant. The Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to light and glare.

#### **4.1.6 REFERENCES**

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## 4.2 AIR QUALITY

In compliance with the requirements of the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR), this section provides Project-specific analysis of air quality and related health risk impacts during construction and operation based on a Project-specific Air Quality and Greenhouse Gas Report (Appendix B) and Operational Health Risk Screening Letter (Appendix C). All references used in this Section are listed in Section 4.2.7, *References*.

- Birdseye Planning Group, March 2024, *Distribution Park Air Quality and Greenhouse Gas Report*, Included in Appendix B of this EIR.
- Ldn Consulting, Inc., March 2024, *Perris Mixed Use Operational Health Risk Screening Letter*. Included in Appendix C of this EIR.

Comments relating to the issue of air quality were raised in response to the Notice of Preparation for this EIR. Specifically, in its Notice of Preparation comment letter, the South Coast Air Quality Management District (AQMD) provided recommendations for the scope of the Project's air quality and health risk analyses. The South Coast AQMD also identifies that the EIR should include feasible mitigation measures to avoid or minimize the Project's significant air quality impact and requests to be sent copies of the Draft EIR upon its completion and public release, as well as all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emissions calculation, spreadsheets, and air quality modeling and health risk assessment input and output files. The Center for Community Action and Environmental Justice also commented on the Project's Notice of Preparation, and expresses concern on air quality and requests that mitigations be provided to reduce air quality impacts.

At the December 20, 2023 Draft EIR public scoping meeting, the Planning Commissioners, organizations' representatives, and members of the public requested that the Draft EIR address Project and cumulative air quality and health risk impacts to sensitive receptors (e.g., residents and schools) from operations, including emissions from trucks, and to identify mitigation measures for impacts. They also requested compliance with the Air Quality Management Plan and the City's Climate Action Plan. An analysis of the Project's consistency with the CAP is provided in Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR.

### 4.3.1 EXISTING SETTING

Section 4.2, Air Quality, of the PVCCSP EIR includes a detailed discussion of the environmental setting, which includes the following topics related to air quality: setting for the PVCCSP area, physical setting of the South Coast Air Basin, regional and local climate, precipitation and temperature, winds, stationary and mobile emission sources, air pollution constituents (criteria pollutants, toxic air contaminants, and diesel emissions), monitored air quality, and existing air quality emissions. The following discussion focuses on information that is either particularly relevant to the Project or information that is new or has been updated since the PVCCSP EIR was prepared.



## **Criteria Pollutants**

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in California. Federal and state standards have been established for six criteria pollutants, including ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulates less than 10 and 2.5 microns in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Table 4.2-1 lists the current federal and state standards for each of these pollutants. Standards have been set at levels intended to be protective of public health. California standards are more restrictive than federal standards for each of these pollutants except lead and the eight-hour average for CO. The federal, state and location regulations that pertain to air pollutants are summarized below.

### **Description of Criteria Pollutants**

**Ozone.** Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG)<sup>1</sup>. Nitrogen oxides are formed during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

**Carbon Monoxide.** Carbon monoxide is a local pollutant that is found in high concentrations only near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

**Nitrogen Dioxide.** Nitrogen dioxide (NO<sub>2</sub>) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but nitric oxide reacts rapidly to form nitric dioxide, creating the mixture of nitric oxide and nitric dioxide commonly called nitrogen oxides (NO<sub>x</sub>). Nitrogen dioxide is an acute irritant. A relationship between nitric dioxide and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM<sub>10</sub> and acid rain.

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<sup>1</sup> Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, from an air quality perspective two groups are important: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC).

**TABLE 4.2-1 AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards	National Standards
Ozone (O <sub>3</sub> )	1 hour	0.09 ppm	--
	8 hours	0.070 ppm	0.070 ppm
Carbon Monoxide (CO)	8 hours	9.0 ppm	9 ppm
	1 hour	20 ppm	35 ppm
Nitrogen Dioxide (NO <sub>2</sub> )	Annual Average	0.030 ppm	0.053 ppm
	1 hour	0.18 ppm	100 ppb
Sulfur Dioxide (SO <sub>2</sub> )	Annual Average	--	0.03 ppm
	24 hours	0.04 ppm	0.14 ppm
	1 hour	0.25 ppm	75 ppb
Respirable Particulate Matter (PM <sub>10</sub> )	24 hours	50 mg/m <sup>3</sup>	150 mg/m <sup>3</sup>
	Annual Arithmetic Mean	20 mg/m <sup>3</sup>	--
Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 mg/m <sup>3</sup>	12 mg/m <sup>3</sup>
	24 hours	--	35 mg/m <sup>3</sup>
Sulfates	24 hours	25 mg/m <sup>3</sup>	--
Lead	30-day Average	1.5 mg/m <sup>3</sup>	--
	Calendar Quarter	--	1.5 mg/m <sup>3</sup>
	3-month Rolling Average	--	0.15 mg/m <sup>3</sup>
Hydrogen Sulfide	1 hour	0.03 ppm	--
Vinyl Chloride	24 hours	0.010 ppm	--

Notes:

ppm = parts per million

ppb – parts per billion

mg/m<sup>3</sup> = micrograms per cubic meter

mg/m<sup>3</sup> = milligrams per cubic meter

Source: California Air Resources Board 2016

Suspended Particulates. PM<sub>10</sub> is particulate matter measuring no more than 10 microns in diameter, while PM<sub>2.5</sub> is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Both PM<sub>10</sub> and PM<sub>2.5</sub> are by-products of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates (PM<sub>2.5</sub>) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the



atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Toxic Air Contaminants/Diesel Particulate Matter. Hazardous air pollutants, also known as toxic air contaminants or air toxics, are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Examples of toxic air pollutants include:

- benzene, which is found in gasoline;
- perchloroethylene, which is emitted from some dry-cleaning facilities; and
- methylene chloride, which is used as a solvent.

Transportation related emissions are focused on particulate matter constituents within diesel exhaust and toxic air contaminant constituents that comprise a portion of total organic gas emissions from both diesel and gasoline fueled vehicles. Diesel engine emissions are comprised of exhaust particulate matter and total organic gases which are collectively defined for the purpose of a health risk assessment, as diesel particulate matter. Diesel particulate matter and total organic gas emissions from both diesel and gasoline fueled vehicles is typically composed of carbon particles and carcinogenic substances including polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including volatile organic compounds and oxides of nitrogen (NO<sub>x</sub>). This issue is addressed in detail in the Health Risk Screening Letter prepared for the project and summarized in this EIR section.

## **Monitored Air Quality**

### ***Regional Climate and Local Air Quality***

**South Coast Air Basin.** The combination of topography, low mean mixing height, abundant sunshine, and emissions from the second largest urban area in the United States gives the South Coast Air Basin the worst air pollution problem in the nation. The climate of the South Coast Air Basin is determined by its terrain and geographical location. The South Coast Air Basin consists of a coastal plain with connecting broad valleys and low hills. The Pacific Ocean forms the southwestern border, and high mountains surround the rest of the South Coast Air Basin. The South Coast Air Basin lies in the semi-permanent high-pressure zone of the eastern Pacific. The resulting climate is mild and tempered by cool ocean breezes. This climatological pattern is rarely interrupted. However, periods of extremely hot weather, winter storms, or easterly Santa Ana wind conditions can occur.

Annual average temperatures vary little throughout the South Coast Air Basin, ranging from the low-to-middle 60s, measured in degrees Fahrenheit. With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The majority of annual rainfall in the South Coast Air Basin occurs between October and March. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the South Coast Air Basin and along the coastal side of the mountains. Average temperatures in winter months in the project area range from a low of 34 degrees F to a high of 68

degrees F. In the summer, average temperatures range from a low of 59 degrees F to a high of 98 degrees F. During an average year, the greatest amount of precipitation, 2.86 inches, occurs in February.

The South Coast AQMD operates a network of 36 ambient air monitoring stations throughout the South Coast Air Basin. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California and federal standards. The air quality monitoring station located nearest to the project site was the Perris station, located approximately 3.5 miles southwest of the project site although the South Coast AQMD stopped monitoring ambient air quality levels of PM<sub>10</sub> in Perris in 2021 and ozone in 2022. As referenced in Table 2, data were also obtained from the Lake Elsinore monitoring station located on West Flint approximately 11 miles southwest of the project site. Table 2 provides a summary of monitoring data at the Perris station for ozone and PM<sub>10</sub> from 2019 through 2021. Nitrogen dioxide data from the Lake Elsinore West Flint Street monitoring station are also provided.

As shown, both the federal and state ozone standards were exceeded at the Perris monitoring station during each of the last three years. No exceedances of the Nitrogen Dioxide standards were recorded. No recorded exceedances of the PM<sub>10</sub> standard occurred in 2019 or 2020. There is insufficient data to determine whether the PM<sub>10</sub> standard was exceeded in 2021 or whether exceedances of the PM<sub>2.5</sub> standard occurred.

### **Sensitive Receptors**

Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to air pollutants. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare as well that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. Nearby sensitive receptors are mobile home residences located adjacent to and west of the site. A Camper Resorts of America recreational facility is located adjacent to and east of the site. While it is a commercial facility, because people stay for extended periods, it is considered a sensitive receptor. The proposed hotel would also be a sensitive receiver.

## **4.2.2 EXISTING POLICIES AND REGULATIONS**

Section 4.2 of the PVCCSP EIR and the Air Quality and Greenhouse Gas Report included in Appendix B of this EIR, provides a complete discussion of the regulatory framework for the analysis of air quality impacts. Regulatory information for air quality that is particularly relevant to the Project is presented below.

### **Federal Regulations**

The EPA regulates emissions sources such as aircraft, ships, and certain locomotives. The EPA's air quality mandates are drawn primarily from the Clean Air Act, which was first enacted in 1955 and subsequently amended; Congress's most recent major amendments were in 1990. The Clean Air Act established National Ambient Air Quality Standards. These standards identify air quality levels for criteria pollutants that are considered the maximum levels of ambient (background) air pollutants considered

safe (with an adequate margin of safety) to protect the public health and welfare. As part of its enforcement responsibilities, the EPA requires each State with federal nonattainment areas to prepare and submit a State Implementation Plan that includes pollution control measures that demonstrate how the standards will be met.

**TABLE 4.2-2  
 AMBIENT AIR QUALITY DATA**

<b>Pollutant</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
Ozone, ppm – Maximum 8-Hour Concentration	0.095	0.106	0.094
Ozone, ppm – Maximum 1-Hour Concentration	0.118	0.125	0.117
Number of days of above the national and State 8-Hour standard (>0.070 ppm)	64	74	55
Number of days of above the State 1-Hour standard (>0.09 ppm)	26	34	25
Nitrogen Dioxide, ppb – Maximum 1-Hour Concentration	38.0	43.6	43.7
Days above the State standard (>0.18 ppm)	0	0	0
Days above the national standard (>100 ppb)	0	0	0
PM <sub>10</sub> , µg/m <sup>3</sup> – Maximum 24-Hour Concentration	97	77	ND
Number of days above the national 24-hour standard (>150 µg/m <sup>3</sup> )	0	0	ND
Number of days above the State standard (>50 µg/m <sup>3</sup> )	4	6	ND

Perris – 237 ½ North D Street Monitoring Station

Note – Nitrogen Dioxide data from Lake Elsinore West Flint Street monitoring station

\*Data insufficient to determine the value

ND – No Data

ppm – parts per million

ppb – parts per billion

µg/m<sup>3</sup> – micrograms per cubic meter

Source: South Coast Air Quality Management District, 2019, 2020, 2021 Air Quality Data Summaries available at <http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year>.

The 1990 amendments to the Clean Air Act that identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standards require a demonstration of reasonable further progress toward attaining and incorporating additional sanctions for failure to attain or meet interim milestones. The Clean Air Act sections most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the National Ambient Air Quality Standards for the following criteria pollutants ozone, nitrogen dioxide, sulfur dioxide, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and lead. The National Ambient Air Quality Standards were amended in July 1997 to include an additional standard for ozone and to adopt a National Ambient Air Quality Standard for PM<sub>2.5</sub>.

## **State Regulations**

### ***California Environmental Protection Agency***

The mission of the California Environmental Protection Agency (CalEPA) is to restore, protect, and enhance the environment, to ensure public health, environmental quality, and economic vitality. This is accomplished by developing, implementing, and enforcing environmental laws that regulate air, water, and soil quality, pesticide use, and waste recycling and reduction. Relevant to air quality, CalEPA consists of the CARB and the Office Environmental Health Hazard Assessment. In 2012, the State Legislature passed Senate Bill (SB) 535, which targets disadvantaged communities in California for the investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. SB 535 directed that 25% of the Greenhouse Gas Reduction Fund's proceeds go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying those communities. In 2016, the Legislature passed Assembly Bill (AB) 1550, which now requires that 25% of proceeds from the fund be spent on projects located in disadvantaged communities. CalEPA has prepared a list of disadvantaged communities for the purpose of SB 535 and CalEnviroScreen is a general mapping tool developed by the Office Environmental Health Hazard Assessment to help identify California communities that are most affected by sources of pollution.

### ***California Air Resources Board***

CARB, a part of the CalEPA, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal Clean Air Act, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates the achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards for all pollutants for which the federal government has adopted National Ambient Air Quality Standards and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations within the South Coast Air Basin because they are not considered to be a regional air quality problem. Generally, the California Ambient Air Quality Standards are more stringent than the National Ambient Air Quality Standards (as shown in Table 4.2-1).

### ***Community Air Protection Program***

In response to AB 617 (2017), which addresses criteria air pollutants and toxic air contaminants from sources other than vehicles, CARB established the Community Air Protection Program. The Community Air Protection Program's focus is to reduce exposure in communities most impacted by air pollution. This Statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities and grants to support community participation in the Community Air Protection Program process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to

enhance air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians.

### ***Title 24 Building Energy Efficiency Standards***

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. On August 11, 2021, the California Energy Commission adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multi-family residences, hotels and motels, tenant spaces, offices (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Newly constructed commercial buildings would also be required to have a solar photovoltaic array and an energy storage system installed. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

### **Regional Regulations**

#### ***Southern California Association of Governments***

On September 3, 2020, Regional Council of the Southern California Association of Governments (SCAG) unanimously voted to approve and fully adopt Connect SoCal – The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), and the addendum to the Connect SoCal Program Environmental Impact Report.

Connect SoCal 2020 is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern California residents within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

#### ***South Coast Air Quality Management District***

The project site is within the South Coast Air Basin, where the South Coast AQMD is the agency principally responsible for comprehensive air pollution control. As a regional agency, the South Coast AQMD works directly with SCAG, county transportation commissions, and local governments and cooperates actively with all applicable federal and State government agencies. The South Coast AQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects

emissions sources, and enforces such measures through educational programs or fines when necessary. The South Coast AQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of air quality management plans.

### ***Air Quality Management Plan***

The National and State ambient air quality standards presented in Table 4.2-1 establish the context for the local air quality management plans (AQMPs) and for determining the significance of a project's contribution to local or regional pollutant concentrations. The National and State ambient air quality standards represent the level of air quality considered safe, with an adequate safety margin, to protect public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise.

The South Coast AQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and State air quality standards. Currently, the National and State ambient air quality standards are exceeded in most parts of the South Coast Air Basin. In response, the South Coast AQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP was adopted by the South Coast AQMD Governing Board on December 2, 2022. The AQMP control measures and related emission reduction estimates are based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

### ***South Coast AQMD Rules***

There are numerous requirements that development and redevelopment projects must comply with by law. They were put in place by federal, State, and local regulatory agencies to improve air quality.

**South Coast AQMD Rule 402, Nuisance**, states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**South Coast AQMD Rule 403, Fugitive Dust**, is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earthmoving and grading activities.

**South Coast AQMD Rule 1113** limits the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the South Coast Air Basin. Any person who supplies, sells, offers for sale,

or manufactures any architectural coating for use on projects in the South Coast Air Basin must comply with the current VOC standards set in this rule.

**South Coast AQMD Rule 201** requires a “Permit to Construct” prior to the installation of any equipment “the use of which may cause the issuance of air contaminants . . .”, and Regulation II provides the requirements for the application for a Permit to Construct. Rule 203 similarly requires a Permit to Operate. Rule 219, Equipment Not Requiring a Written Permit Pursuant to Regulation II, identifies “equipment, processes, or operations that emit small amounts of contaminants that shall not require written permits.

**South Coast AQMD Rule 2202** provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and State Clean Air Act requirements. This Rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average, unless otherwise exempt. An employer subject to this Rule is required to annually register with the South Coast AQMD to implement an emission reduction program, in accordance with subdivisions (f) and (g), that will obtain emission reductions equivalent to a worksite specific emission reduction target (ERT) specified for the compliance year.

**South Coast AQMD Rule 2305**, the Warehouse Indirect Source Rule, requires owners and operators associated with warehouses 100,000 square feet or larger to directly reduce NOx and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

### ***Local Regulations***

#### ***City of Perris General Plan***

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Perris is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

#### ***PVCCSP Standards and Guidelines and Mitigation Measures***

There are no PVCCSP Standards and Guidelines specifically relevant to this air quality analysis. The following air quality 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 portions of the project site,
- suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour,
- appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,

- 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 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.

***City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities***

The City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many policies address the generation of air pollutant emissions at industrial facilities and would be applicable to the proposed warehouse component of the Project. The relevant policies are listed below:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

1. Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
12. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
14. Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
16. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
17. Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.

Goal #2: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

1. Minimize the air quality impacts of trucks on sensitive receptors by:

- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
  - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
  - c) Providing ingress and egress for trucks away from sensitive receptors.
  - d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
  - e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
  - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
  - g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
  - h) Encouraging replacement of diesel fleets with new model vehicles.
  - i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
  - j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
2. No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
  3. Avoid locating exits and entries near sensitive receptors.
  4. On-site speed bumps shall not be allowed except at security/entry gates.
  5. Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
  6. On site motorized operational equipment shall be ZE (Zero Emissions).
  7. Buildings over 400,000 square feet shall install solar panels so 100% of the power supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
  9. Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
  10. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

12. Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations - CALGreen).
13. Post signs requiring to turn of truck engines when not in use.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
3. Truck traffic shall be routed to impact the least number of sensitive receptors.

Goal #4: Provide Buffers between Warehouses and Sensitive Receptors.

1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
10. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #5: Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents' Concerns.

1. Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property, or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
4. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
5. Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
6. Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
7. Encourage facility owners/management to coordinate an outreach program that will educate the public.
8. Provide facility owners/management with the necessary resources from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.

9. Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.
10. Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
11. Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.

**Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.**

1. In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
2. All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner of road construction equipment may be utilized.
3. Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
4. Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
5. The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.
6. Appropriate dust control measures that meet the SCAQMD standards shall be implemented for grading and construction activity.
7. Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the County upon request.
8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
10. The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
11. Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
12. Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.



13. During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.

1. In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
2. Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
3. Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
5. Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
6. Require signage about CARB regulations.
7. All building roofs shall be solar-ready.
8. Require the use of low volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

#### 4.2.3 METHODOLOGY AND SIGNIFICANCE THRESHOLDS

In accordance with the CEQA requirements, the City does not, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the South Coast AQMD and utilizes the South Coast AQMD CEQA Handbook and newer thresholds of significance as guidance for the environmental review of plans and development proposals within its jurisdiction.

This air quality analysis conforms to the methodologies recommended in the South Coast AQMD's *CEQA Air Quality Handbook* (1993). The handbook includes thresholds for emissions associated with both construction and operation of proposed projects. All emissions were calculated using the California Emissions Estimator Model (CalEEMod) software version 2022.1.

Construction activities such as demolition, clearing, grading and excavation would generate diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. It was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed project by estimating the types of equipment (including the number) that would be used on-site during each of the construction phases. Construction emissions are analyzed using the regional thresholds established by the South Coast AQMD and published in the *CEQA Air Quality Handbook*.

Operational activities associated with the Project would result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions are generated by area, energy and mobile sources which are summarized as follows:

### **Area Source Emissions**

**Architectural Coatings.** Over time the building constructed as part of the project would require maintenance. Emissions would be generated from the use of evaporative solvents contained in paints, varnishes, primers, and other surface coatings. As required per PVCCSP EIR mitigation measure Air- 9, the construction contractor shall be required to utilize “Super-Compliant” VOC paints, as defined in South Coast AQMD Rule 1113 and PVCCSP EIR mitigation measure MM Air 9. These paints have a VOC standard of less than 10 grams/Liter. The default traffic coating value of 100 grams per liter was assumed for parking lot striping. In addition, testing emissions associated with the operation of a diesel-powered emergency generator for the hotel building and a diesel-operated fire water pump for the warehouse building were included in the emissions calculations.

**Consumer Products.** Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

**Landscape Maintenance Equipment.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, blowers, trimmers and related equipment used to maintain the landscaping.

### **Energy Source Emissions**

**Natural Gas and Electricity.** Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. When combustion of natural gas occurs within a building, the building is considered a direct emission source and CalEEMod 2022.1 calculates emissions of all criteria pollutants. With respect to electricity, energy used in buildings is typically generated by off-site facilities (i.e., power plants). Because power plants are existing stationary sources, criteria pollutant emissions are generally associated with the power plants and not the individual buildings or electricity users. Project-related electricity generation is considered to take place off-site; and therefore, criteria pollutant emissions are not accounted for.

### **Mobile Sources**

The project related operational air quality emissions are derived primarily from vehicle trips generated by the project. The majority of operational emissions are associated with vehicle trips to and from the project site. Trip volumes associated with the project were adjusted in CalEEMod to match the trip generation calculations provided for the project (Mizuta Traffic Consulting, Inc., October 2023). The hotel and restaurants were modeled as one emission source. Default fleet mix and trip length data in CalEEMod 2022.1 for the hotel and restaurants was utilized for emission modeling purposes. The warehouse was modeled separately as described below to accurately estimate emissions associated with passenger

vehicles as one source and heavy trucks as a separate source. The cumulative emissions were added together to show total daily operating emissions.

Operational air emissions are generated primarily from vehicle trips associated with the project. These include employee trips to and from the site and truck trips associated with the proposed warehouse use. Trip generation rates and total daily and peak hour volumes were calculated and presented in the Traffic Study and Vehicle Miles Traveled (VMT) Analysis prepared by Mizuta Traffic Consultants, Inc. (October 2023).

The *ITE Trip Generation Manual, 11th Edition*, was referenced to identify the vehicle mix for a warehouse land use. The total number of daily vehicle trips is estimated to be 1,340. Of the total, 870 are estimated to be passenger cars/light trucks and 470 heavy trucks. Furthermore, trucks were classified based on the axle-type, which resulted in approximately 17 percent of the truck traffic comprised of 2-axle trucks, 21 percent of 3-axle trucks, and the remaining 62 percent of 4+-axle trucks. The recommended truck mix percentages are based on the South Coast AQMD's *Warehouse Truck Trip Study Data Results and Usage*.

For the purpose of conservatively evaluating air emissions related to mobile sources associated with the general light industrial/warehouse use, passenger cars/light trucks were calculated as a percentage of the total trips. Similarly, heavy truck trips were also calculated and comprise the remainder of all daily trips. Three separate model runs were utilized for the project. The hotel and restaurant emissions were modeled as a single source. The industrial/warehouse project was modeled separately and included building and passenger car emissions were modeled as one source. The heavy truck emissions were modeled as another source. The default trip generation rate in CalEEMod version 2022.1 was modified to calculate passenger car and heavy truck trips separately for the industrial/warehouse as referenced above. Truck trips were calculated assuming 35% of the average daily trips for the warehouse use, or 470 based on an average daily trips of 1,340.

**Passenger Cars.** Passenger car/light truck emissions were calculated using the CalEEMod 2022.1 default trip length of 16.6 miles for passenger cars and default trip type. The analysis assumed that passenger cars are comprised of Light-Duty-Auto vehicles, Light-Duty-Trucks (LDT1 & LDT2), and Medium-Duty-Vehicles (MDV) vehicle types. Thus, for the purpose of calculating passenger car emissions, vehicle emissions, all other vehicle types were assumed to have no contribution to the daily project fleet mix. The fleet mix and percentage of total trips are shown in Table 4.2-3.

The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the CalEEMod default percentage assigned to Light-Duty-Autos, Light-Duty-Trucks 1, Light-Duty-Trucks 2, and Medium-Duty-Vehicles vehicle types.

**Trucks.** The truck emission calculations assumed the South Coast AQMD recommended truck trip length of 40 miles and an assumption of 100% primary trips. The trucks are comprised of 2-axle/Light-Heavy-Duty Trucks, 3-axle/Medium-Heavy-Duty Trucks, and 4+-axle/Heavy-Heavy-Duty Trucks. To conservatively estimate truck emissions, the breakdown for a High Cube Fulfillment Center (Non-Sort) Warehouse was used consistent with recent methodologies used in the South Coast Air Basin for other warehouse/industrial projects. The fleet mix is shown in Table 4.2-4.

**TABLE 4.2-3  
 PASSENGER CAR FLEET MIX**

Land Use	Vehicle Type	Fleet Percentage
General Light Industrial (ITE Land Use Code 110)	Light-Duty-Auto	62.42%
	Light-Duty-Trucks 1	4.11%
	Light-Duty-Trucks 2	20.35%
	Medium-Duty-Vehicles	13.12%

Source: Birdseye Planning Group, Distribution Park Commercial and Industrial Project Air Quality Analysis, August 2023.

Note: Vehicles under the Light-Duty-Trucks 1 category have a gross vehicle weight rating of less than 6,000 pounds and equivalent test weight of less than or equal to 3,750 pounds.

Vehicles under the Light-Duty-Trucks 2 category have a gross vehicle weight rating of less than 6,000 pounds and equivalent test weight between 3,751 pounds and 5,750 pounds.

**TABLE 4.2-4  
 HEAVY TRUCK FLEET MIX**

Land Use	Vehicle Type	Fleet Percentage
General Light Industrial (ITE Land Use Code 110)	Light-Heavy-Duty Trucks	16.58%
	Medium-Heavy-Duty Trucks	20.86%
	Heavy-Heavy-Duty Trucks	62.56%

Source: Birdseye Planning Group, Distribution Park Commercial and Industrial Project Air Quality Analysis, August 2021

Note: The average trip length for heavy trucks were based on the South Coast AQMD documents for the implementation of the Facility Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP. South Coast AQMD’s “Preliminary Warehouse Emission Calculations” cites 39.9-mile trip length for heavy-heavy trucks). A trip length of 40 miles has been used for all trucks for the purpose of this analysis.

Project-specific truck fleet mix is based on the number of trips generated by each truck type (Light-Heavy-Duty Trucks, Medium-Heavy-Duty Trucks, Heavy-Heavy-Duty Trucks) relative to the total number of truck trips generated by the project.

**4.2.4 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on air quality if it would:

- 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 nonattainment under an applicable federal or state ambient air quality standard;

- c) Expose sensitive receptors to substantial pollutant concentrations; and
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The South Coast AQMD has developed specific quantitative thresholds that apply to projects within the South Coast Air Basin. The current thresholds of significance were published by the South Coast AQMD in March 2023. The following significance thresholds apply to short-term construction activities:

- 75 pounds per day of VOC
- 100 pounds per day of NO<sub>x</sub>
- 550 pounds per day of CO
- 150 pounds per day of SO<sub>x</sub>
- 150 pounds per day of PM<sub>10</sub>
- 55 pounds per day of PM<sub>2.5</sub>

The following significance thresholds apply to long-term operational emissions:

- 55 pounds per day of VOC
- 55 pounds per day of NO<sub>x</sub>
- 550 pounds per day of CO
- 150 pounds per day of SO<sub>x</sub>
- 150 pounds per day of PM<sub>10</sub>
- 55 pounds per day of PM<sub>2.5</sub>

#### 4.2.5 ENVIRONMENTAL IMPACTS

##### Impact Analysis

The Project's Air Quality and Greenhouse Gas Emissions Technical Report and Operational Health Risk Screening Letter, were prepared in compliance with PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15. In addition, PVCCSP EIR mitigation measure MM Air 18 requires the Riverside Transit Agency (RTA) to 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. To satisfy the requirements of PVCCSP EIR mitigation measure MM Air 18, RTA submitted a comment letter in response to the Notice of Preparation (see *Technical Appendix A*) on November 28, 2023, stating that they reviewed the development plans and have no comments on the Project.

**Threshold a: Would the project conflict with or obstruct implementation of the applicable air quality plan?**

The Project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. The South Coast AQMD is required, pursuant to the federal Clean Air Act, to reduce criteria

pollutant emissions for which the South Coast Air Basin is in nonattainment. To reduce such emissions, the South Coast AQMD adopted the 2022 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving National and State ambient air quality standards. The AQMP is a regional and multi-agency effort including the South Coast AQMD, CARB, SCAG, and the EPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including Connect SoCal 2022, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and Section 12.3 of the 1993 CEQA Handbook. These indicators are discussed below.

**Consistency Criterion No. 1:** The proposed Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the National and State ambient air quality standards. National and State ambient air quality standards violations would occur if regional or localized significance thresholds were exceeded. As discussed herein, the Project's construction activities would not exceed any of the South Coast AQMD daily thresholds or LSTs (with mitigation). Thus, construction activities would not conflict with the 2022 AQMP. Operational emissions associated with heavy trucks would exceed the daily NO<sub>x</sub> regional thresholds. These emissions would be generated by heavy trucks that comprise the existing fleet operating in the southern California region; thus, while NO<sub>x</sub> emissions are projected to exceed the daily standard, truck operation would not conflict with the 2022 AQMP. This impact would be less than significant.

**Consistency Criterion No. 2:** The Project would not exceed the assumptions in the AQMP based on the years of Project build-out phase.

As stated, under state law, the South Coast AQMD is required to prepare an AQMP for pollutants for which the South Coast Air Basin is designated non-attainment. Each iteration of the South Coast AQMD AQMP is an update of the previous plan and has a 20-year horizon. A project may be deemed inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP incorporates local city General Plans and SCAG's socioeconomic forecast projections of regional population, housing and employment growth.

The Project site is designated for Commercial uses. The Project would require an amendment to the PVCCSP to change the land use designation on the 12.6-acre southern parcel from Commercial to Light Industrial. It is the intent of the PVCCSP to address the housing and jobs imbalance within the region and projects that are consistent with the land use designation for the proposed site are generally consistent with the population and growth assumptions used in the AQMP. As stated in Section 3.6.6, Operating Characteristics, in this Draft EIR, Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP planning area. As this relates to industrial uses, 1 employee per 1,030 square feet is estimated for Light Industrial floor space. Assuming the employment generation

for the proposed would be consistent with Table 4.8-E of the PVCCSP EIR, the warehouse component of the Project could employ up to 269 new warehouse employees.

SCAG serves as the federally designated metropolitan planning organization for the southern California region. According to data presented in the 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) (SCAG 2001). It is likely that if a commercial project were constructed on the southern portion of the site, employment would be similar to or higher than what is projected for the warehouse use, depending on this type of use developed. Therefore, changing the land use designation from Commercial to Light Industrial for the warehouse portion of the project would not result in employment growth exceeding the assumptions used to develop the AQMP. Thus, employment growth in the City of Perris resulting from the project, and the related changes in regional emissions, are accounted for in the AQMP. The project would not conflict with or obstruct the AQMP and not cause an adverse impact under threshold (a).

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This finding is consistent with the finding in the PVCCSP EIR.

**Threshold b: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**

The PVCCSP EIR concluded that, even with mitigation, emissions from both the construction and operation of allowed uses within the PVCCSP would be significant and unavoidable. Specifically, construction-related emissions of NO<sub>x</sub>, reactive organic compounds (ROG, i.e., VOCs), and PM<sub>10</sub>, and operational emissions of ROG (VOC), NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> were determined to exceed the South Coast AQMD thresholds of significance.

PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15 require that project-specific air quality analyses be conducted to determine the potential impact of individual development projects in the PVCCSP area. These analyses have been conducted for the Project, as discussed in this subsection.

### ***Construction Emissions***

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction vehicles, in addition to VOC that would be released during the drying phase upon application of paint and other architectural coatings. Construction would generally consist of demolition, site preparation, grading, construction of the proposed buildings, paving, and architectural coating (i.e., paint) application.



Graded soils would be balanced on the project site; thus, no soil import or export would be required. The project would be required to comply with South Coast AQMD Rule 403 and PVCCSP EIR mitigation measure MM Air 3, as referenced above, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with South Coast AQMD Rule 403 and PVCCSP EIR mitigation measure MM Air 3, were included in CalEEMod for site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day. The analysis provided herein assumes watering would occur two times daily.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin in 2024 and extend through early 2025 for the commercial component and begin in early 2025 and extend through 2026 for the warehouse components. As stated, separate CalEEMod 2022.1 model runs were prepared for the commercial uses on the northern portion of the site and the warehouse development on the southern portion of the site with combined emissions shown for 2025, the year the construction could overlap. For dust control, it was assumed the disturbed area would be watered twice daily. In addition to South Coast AQMD Rule 403 and PVCCSP EIR mitigation measure MM Air 3 requirements, emissions modeling also accounts for the use of low-VOC Super-Compliant paint (10 grams per liter for non-flat coatings and 100 grams per liter for pavement coatings) as required by South Coast AQMD Rule 1113 and PVCC-SP EIR mitigation

measure Air 9. Table 4.2-5 summarizes the estimated maximum mitigated daily emissions of pollutants occurring during each year of construction and assumes Phases I, III and IV would be constructed simultaneously. As shown in Table 4.2-5, construction of the proposed project would not exceed the South Coast AQMD regional thresholds. This impact would be less than significant.

**TABLE 4.2-5  
 ESTIMATED MAXIMUM MITIGATED MASS DAILY CONSTRUCTION EMISSIONS**

Construction Phase	Maximum Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Hotel and Restaurant						
2024 Maximum	3.7	36.0	34.4	0.05	6.9	4.2
2025 Maximum	5.5	12.6	20.7	0.03	1.8	0.8
Warehouse						
2025 Maximum	5.2	48.1	50.6	0.08	9.5	5.5
2026 Maximum	8.3	12.8	24.9	0.04	2.70	0.1
Combined 2025 Construction Emissions for Hotel/Restaurant and Warehouse						
Combined 2025 Emissions	10.7	60.7	71.3	0.11	11.13	6.3
<b>South Coast AQMD Regional Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Threshold Exceeded 2024	No	No	No	No	No	No
Threshold Exceeded 2025	No	No	No	No	No	No
Threshold Exceeded 2026	No	No	No	No	No	No

Note: Daily emissions show cumulative emissions from hotel, restaurant and warehouse building construction. See Appendix A of Appendix A

**Long-Term Regional Impacts**

*Regional Pollutant Emissions*

Table 4.2-6 summarizes summer emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including architectural coating emissions as the structures are repainted over the life of the project. Data also reflect testing emissions associated with the diesel-powered generator and fire water pump. As shown in Table 4.2-6, daily emissions would exceed the South Coast AQMD thresholds for NO<sub>x</sub>. Thresholds for VOC, CO, SO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub> would not be exceeded. Therefore, the project’s regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **significant**.

**TABLE 4.2-6  
 ESTIMATED MASS DAILY OPERATIONAL EMISSIONS**

Operations Phase	Estimated Emissions (pounds/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Hotel and Restaurants	15.5	13.6	112.0	0.3	22.4	5.9
Warehouse and Automobiles	14.0	6.4	67.9	0.2	13.9	3.7
Warehouse Trucks	1.5	55.5	17.2	0.5	17.6	5.4
Total Daily Emissions	31.0	75.5	197.1	1.0	53.9	15.0
South Coast AQMD Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

See Appendix for CalEEMod version. 2022.1 computer model output for operational emissions. Summer emissions shown.

Note – totals may vary slightly due to rounding.

**Additional Project-Level Mitigation Measures**

The South Coast AQMD provided several mitigation options for consideration as part of the Notice of Preparation response letter dated December 18, 2023 to reduce NO<sub>x</sub> emissions. The measures were reviewed and are summarized below. Many of the measures suggested are already being incorporated into the Project and are already required by the City of Perris Good Neighbor Guidelines. Others are beyond the scope of operational oversight conducted by the City of Perris.

*The South Coast AQMD recommends requiring zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet CARB’s adopted optional NO<sub>x</sub> emissions standard at 0.02 grams per brake horsepower-hour, if and when feasible. Further, the Lead Agency should require a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. At a minimum, require the use of 2010 model year16 that meet CARB’s 2010 engine emissions standards at 0.01 grams per brake horsepower-hour of particulate matter and 0.20 grams per brake horsepower-hour of NO<sub>x</sub> emissions or newer, cleaner trucks.*

Truck engine requirements can typically be implemented by the companies that own and operate the trucks. In the case of this proposed Project, the future occupants of the proposed buildings have not been specified. The hotel and restaurant buildings would receive deliveries from trucks that are not based out of these particular buildings. It is unknown if the owner and/or tenant of the warehouse building would own and operate their own fleet of trucks but most warehouses in Perris are visited by trucks that are not based out of those buildings. As such, the City is unable to restrict the types of trucks that could travel to and from the Project site. As stated, given the state’s clean truck rules and regulations which aim to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule<sup>14</sup> and the Heavy-Duty Low NO<sub>x</sub> Omnibus Regulation<sup>15</sup>, ZE and NZE trucks will become increasingly more available to use. Thus, the use of ZE and/or NZE vehicles by

truck operators would increase over time. This would contribute to a reduction in NOx emissions statewide and in the City of Perris. Further, as older trucks are removed from the statewide fleet and replaced with newer trucks, particulate matter and NOx emissions associated with the proposed Project will also be reduced. See also Mitigation Measure GHG-4.

*Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.*

The number of trucks assumed to visit the site daily was estimated based on trip generation rates for a General Industrial land use. This number is conservative and used herein for planning purposes and evaluation of potential impacts.

*Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.*

Section 5.106.5.3.1 of the CALGreen Code, at least 17 EV capable parking spaces would be provided for the hotel while at least four of these spaces would provide EV chargers at the time that the hotel opens. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 21 EV capable parking spaces would be provided for the restaurant buildings while at least five of these spaces would provide EV chargers at the time that the restaurants open. With respect to the warehouse component of the Project, a total of 156 employee vehicle parking spaces (including 9 ADA and 32 clean air vehicle spaces) would be provided along the west and northern site boundaries and at the southeast corner of the site per Perris Municipal Code Section 19.69. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 35 EV capable parking spaces would be provided while at least nine of these spaces would provide EV chargers at the time the building is constructed. Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. See mitigation measures MM GHG-8 and MM GHG-9.

The South Coast AQMD suggests that mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Pursuant to Project-specific mitigation measure MM GHG-9, the Project would include solar panels to offset the office energy use that can accommodate at least 15% of the energy demand for the hotel and restaurant buildings and 100% of the warehouse building. Light colored roofing material is proposed for the warehouse and hotel buildings. Energy Star heating, cooling, and lighting devices, and appliances will be utilized. Use of low VOC cleaning supplies is beyond the scope of City oversight.

Design considerations provided by the South Coast AQMD that the Lead Agency could consider to further reduce air quality and health risk impacts are listed below followed by a consistency statement.

- *Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).*

This is incorporated as part of City of Perris Good Neighbor Guidelines Goal #1, Guideline 16.

- *Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.*

All trucks would be required to follow established truck routes when entering and exiting the project site as stated above. Failure to do so could result in ticketing of the truck drivers. This would limit the number of sensitive properties occurring on the travel route.

- *Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.*

The truck access gate is located approximately 154 feet west of the eastern property boundary and setback from the roadway to minimize truck queuing on East Dawes Street outside the Project site.

- *Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.*

The truck court and loading dock area is located near the center of the project site. This maximizes the distance between the truck court and adjacent sensitive properties west and east of the site.

- *Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.*

The proposed Project would provide overnight truck/trailer parking within the Project site. No off-site truck parking would be allowed.

### ***Level of Significance After Mitigation***

Operational impacts associated with NOx emission would remain **significant and unavoidable**. This is consistent with the PVCCSP EIR, which as stated, concluded that air emissions associated with implementation of the Specific Plan would be significant and unavoidable.

<b>Threshold c: Would the project expose sensitive receptors to substantial pollutant concentrations?</b>
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The PVCCSP EIR concludes that implementation of the PVCCSP and its subsequent implementing development and infrastructure projects would not expose sensitive receptors to substantial pollutant concentrations during project construction. Implementation of mitigation measures would prevent the exposure of sensitive receptors to substantial pollutant concentrations related to long-term air quality impacts associated with build out of the PVCCSP. However, the PVCCSP EIR acknowledges that

individual projects would need to complete the appropriate analysis to address localized impacts from construction and operation (South Coast AQMD LST analysis).

Localized Significance Thresholds. The South Coast AQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011). The following describes the methods used to apply the fact sheet methods to the CalEEMod output data for comparison with the Localized Significance Thresholds (LSTs). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, distance to the sensitive receptor and related factors. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, South Coast AQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The South Coast AQMD provides lookup tables for project sites that measure one, two, or five acres. A total of 3.5 acres would be disturbed daily during the site preparation phase and four acres would be disturbed daily during grading. To provide a conservative evaluation of potential short-term LST impacts, the look up table values for two acres were used for both site preparation and grading. The project site is located in Source Receptor Area 24 (Perris Valley). LSTs for construction related emissions within Source Receptor Area 24 at varying distances between the source and receiving property are shown in Table 4.2-7.

As referenced, the nearest sensitive receptors to the Project site are located approximately 50 feet (15 meters) east and west of the property boundary. For sensitive properties located less than 25 meters from an emission source, the 25-meter values are used to evaluate construction emissions relative to LST thresholds as stated in Chapter 3 of the South Coast AQMD Final Significance Threshold Methodology (Revised July 2008). As shown in Table 4.2-8, unmitigated on-site PM<sub>10</sub> and PM<sub>2.5</sub> emissions during construction of the hotel and restaurant uses would exceed the LST thresholds shown in Table 4.2-7 at 25 meters during the site preparation. Thus, without implementation of mitigation measure MM AIR-1, in addition to implementation of Rule 403 requirements and PVCCSP EIR mitigation measure MM Air 3, emissions would be **potentially significant** per thresholds (b) and (c) referenced above.

**Table 4.2-7  
 South Coast AQMD LSTs for Construction**

Pollutant	Allowable emissions as a function of receptor distance in meters from a two-acre site (pounds/day)				
	25	50	100	200	500
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	170	200	264	379	684
CO	883	1,262	2,232	5,136	18,974
PM <sub>10</sub>	7	20	38	75	186
PM <sub>2.5</sub>	4	6	10	23	91

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

**TABLE 4.2-8  
 UNMITIGATED CONSTRUCTION LST EMISSIONS – PHASE I, III, IV HOTEL AND RESTAURANTS**

Emissions Sources	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	35.9	32.9	9.1	5.4
Grading	18.2	18.8	3.5	2.0
Building Construction – 2024	11.2	13.1	0.49	0.45
Building Construction – 2025	10.4	13.0	0.4	0.39
Architectural Coating	0.88	1.1	0.02	0.02
Paving - 2025	7.4	9.9	0.3	0.3
LST Thresholds – 2 acres	170	883	7	4
Exceeds LST Thresholds?	No	No	Yes	Yes

Source: Birdseye Planning Group, January 2023.

Source Receptor Area 24: Perris Valley, assumes 2 acres disturbed daily during site preparation and grading.

**MM AIR-1.** The development contractor for the Phase I, III and IV hotel and restaurants shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase and install a minimum of Level 1 Deisel Particulate Filters on equipment used.

Implementation of mitigation measure MM AIR-1 would reduce PM<sub>10</sub> emissions to 6.3 pounds per day and PM<sub>2.5</sub> emissions to 3.7 pounds per day during site preparation. This would meet the LST thresholds for construction of the Phase I, III and IV hotel and restaurant uses.

As shown in Table 4.2-9, watering the active construction area twice daily as required per South Coast AQMD Rule 403 and PVCCP EIR mitigation measure MM Air 3 during construction of the Phase II warehouse would not reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions during site preparation to below the LST threshold. Thus, without mitigation, PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be a significant impact. Implementation of mitigation measure MM AIR-2 would reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions to 6.0 and 3.8 pounds per day, respectively, during the site preparation of phase of warehouse construction. These values would meet the LSTs for particulate matter during site preparation. All other phases would meet the LSTs. No mitigation in addition to watering the active construction area, including equipment roads/travel routes, three times daily during site preparation, would be required to meet the LSTs.

**TABLE 4.2-9  
 UNMITIGATED CONSTRUCTION LST EMISSIONS – PHASE II WAREHOUSE**

<b>Emissions Sources</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Site Preparation	31.6	30.2	8.9	5.1
Grading	16.3	17.9	3.4	2.9
Building Construction – 2025	10.4	13.0	0.4	0.4
Building Construction – 2026	9.9	13.0	0.4	0.4
Architectural Coating	0.9	1.1	0.02	0.02
Paving - 2026	7.1	9.9	0.3	0.3
<b>LST Thresholds – 2 acres</b>	<b>170</b>	<b>883</b>	<b>7</b>	<b>4</b>
<b><i>Exceeds LST Thresholds?</i></b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

Source: Birdseye Planning Group, January 2023. Source Receptor Area 24: Perris Valley, assumes 2 acres disturbed daily during site preparation and grading.

**MM AIR-2.** The development contractor for the Phase II warehouse shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase.

*Operational Local Significance Thresholds.* As stated, LSTs have been developed for both construction and operational scenarios and apply only to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>. LSTs are not applicable to mobile sources such as cars on a roadway. Operational LSTs for a 5-acre site are shown below in Table 4.2-10 to reflect standards for the entire project site under build out conditions.

Table 4.2-11 shows area, energy and mobile source (warehouse only) emissions estimated for project operation. The warehouse mobile source emissions are based on an estimate of the distance traveled by heavy trucks on-site. The distance from East Dawes Street to the northern most truck dock is approximately 750 feet. Assuming a round trip on-site with an additional 500 feet added to account for parking along the eastern site boundary, the total on-site travel distance is conservatively estimated to be 2,000 feet for each truck. This equates to approximately one percent of the total one-way trip distance of 40 miles. The emissions shown below are approximately one percent of the total heavy truck emissions reported in Table 4.2-6 above. As shown, none are projected to exceed the thresholds shown in Table 4.2-10 at 25 meters.



**TABLE 4.2-10  
 SOUTH COAST AQMD LSTS FOR OPERATION**

Pollutant	Allowable emissions as a function of receptor distance in meters from a five-acre site (pounds/day)				
	25	50	100	200	500
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	270	302	378	488	780
CO	1,577	2,178	3,437	6,860	22,530
PM <sub>10</sub>	4	10	14	23	50
PM <sub>2.5</sub>	2	3	4	8	26

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009.

**TABLE 4.2-11  
 OPERATIONAL LST EMISSIONS**

Source	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Hotel and Restaurants				
- Area	0.1	7.2	0.01	0.01
- Energy	1.4	1.2	0.11	0.11
Warehouse				
- Area	0.1	12.4	0.02	0.02
- -Energy	1.5	1.3	0.11	0.11
- Heavy Trucks	0.55	0.17	0.18	0.054
<b>Total</b>	<b>3.65</b>	<b>22.27</b>	<b>0.43</b>	<b>0.73</b>
<b>LST Thresholds</b>	<b>270</b>	<b>1,577</b>	<b>4</b>	<b>2</b>
EXCEEDS LST THRESHOLDS?	No	No	No	No

Source: Birdseye Planning Group, August 2023.

Source Receptor Area 24: Perris Valley, assumes 5-acre site at buildout.

Construction-Related Toxic Air Contaminant Impacts. The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project and truck traffic. According to South Coast AQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime may contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and related individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

**Health Risk Assessment.** The Perris Mixed Use Operational Health Risk Screening Letter was prepared by Ldn Consulting, Inc. (Appendix C) to identify potential health risks associated with diesel particulate matter originating from operation of heavy trucks and fire pump/emergency generator motors at the Project site. The diesel fire pump and diesel emergency generators would be regulated by the state and may have specific tiering requirements. For purposes of this health risk analysis, based on discussions with the Project applicant, the diesel pumps and generator would be tier 4 standards which would generate less than 0.02 grams (g) per kilowatt hour (kwh). Each generator would operate about 12 hours per year or 888 kWh per year. Given this, each year, only 2.94 grams of diesel particulate matter would be expected.

The health risk analysis was prepared to estimate overall health risk and identify measures that can be implemented to reduce potential health risks to less than significant. The health risk analysis used the California Office of Environmental Health Hazard Assessment methodologies). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates (PM10 – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would be required to comply with South Coast AQMD Rule 1401. A project shall not be approved if the cancer risk is increased to greater than 10 in one million assuming control technology (T-BACT) is used.

According to California Air Pollution Control Officers Association, air districts have historically recommended CEQA thresholds for air pollutants in the context of the air district's clean air attainment plan, or (in the case of toxic air pollutants) within the framework of a rule or policy that manages risks and exposures due to toxic pollutants such as South Coast AQMD Rule 1401. Specifically, within this context, health risk is defined as cancer risk and the likelihood of acquiring cancer as a result of living in proximity to an emission source. Calculations are based on a 70-year lifetime exposure. For purposes of this analysis, the 30-year duration is used. A cancer risk greater than 10 in one million is considered significant for the purpose of this evaluation.

AERMOD was used to model air dispersion and is the preferred/recommended EPA model for roadway source modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations. The model input/output is shown in Attachment A of Appendix B of the Operational Health Risk Screening Letter. A total of seven receptor sites located west and east of the site were modeled. The receiver sites are shown in Figure 4.2-1. Table 4.2-12 shows the diesel particulate matter concentration at each of the receptor locations in micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ). The dispersed concentrations of diesel particulates are used to estimate exposure to people. Cancer Risk Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). The average daily inhalation dose (mg/kg-day) multiplied by the cancer potency factor to calculate the inhalation cancer risk, which is an expression of the chemical's cancer risk during a 70-year lifespan of exposure. Exposure considers the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home and the exposure duration divided by averaging time, to yield the excess cancer risk. The cancer risk is shown in Table 4.2-12. As shown in Table 4.2-12, cancer risks would not exceed 10 per one million exposed; and thus, would be considered less than significant under threshold (c).

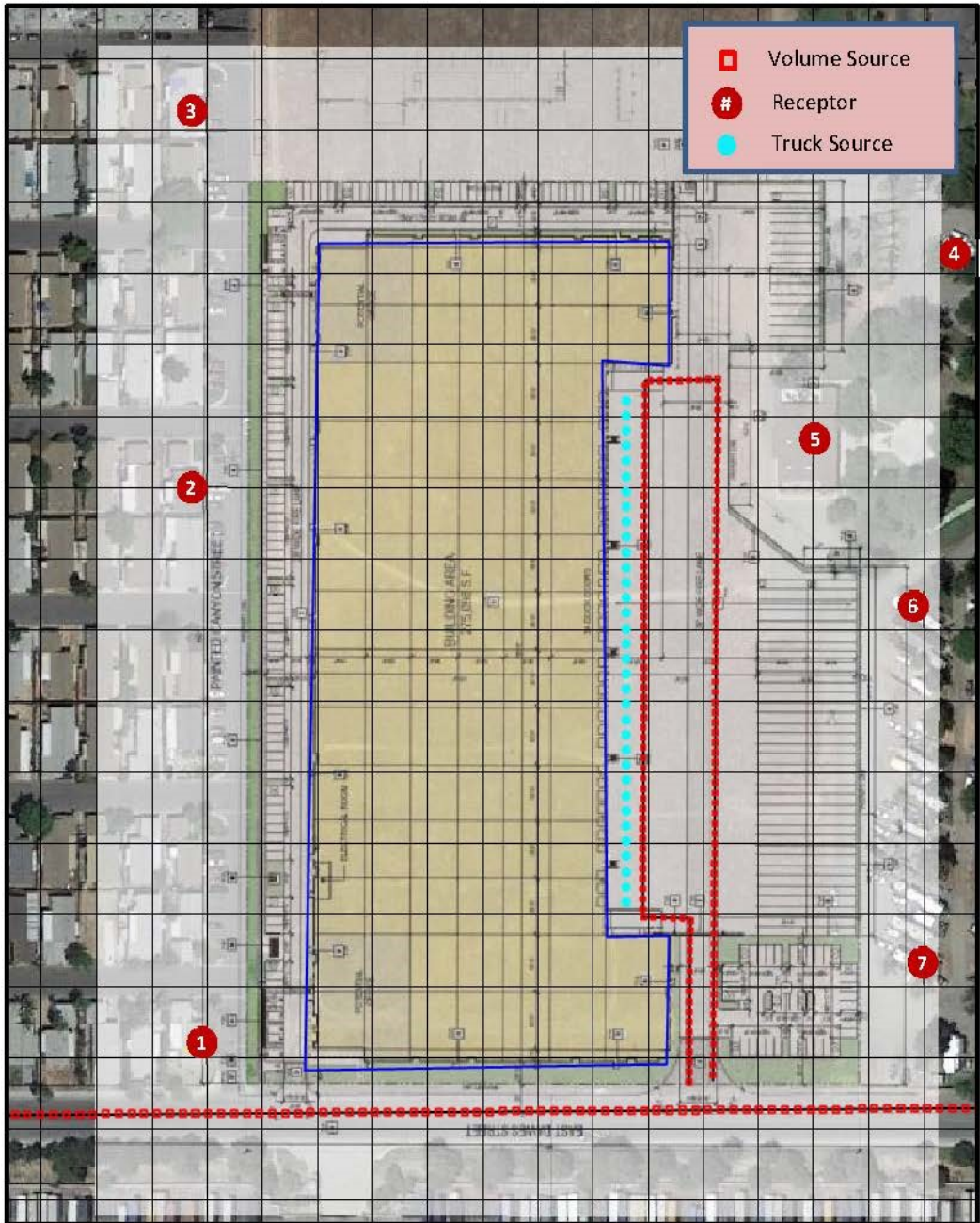


Figure 4.2-1—Modeled HRA Receivers

**TABLE 4.2-12  
 CANCER RISK AT WORST-CASE EXPOSURE LOCATION**

Receiver Number	Diesel Particulate Matter Concentration (µg/m <sup>3</sup> )	70-year Cancer Risk	Significant Impact
1	0.00835	6.71	No
2	0.00443	3.56	No
3	0.00420	3.37	No
4	0.01145	9.20	No
5	0.00891	7.16	No
6	0.01088	8.74	No
7	0.00493	3.96	No

Source: Health Risk Screening Letter, Ldn Consulting, Inc. (March 2024) (Appendix C)

**Disadvantaged Communities**

With respect to the Community Air Protection Program (AB 617), each year CARB’s governing board (Board) is required to consider selecting communities for participation in the Community Air Protection Program. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both in order to improve air quality in their community. In 2020, the Board selected 3 new communities where these focused actions are underway (CARB, 2020). The City of Perris is not one of the selected communities, and to date has not been nominated to participate in the Community Air Protection Program (CARB, 2023).

As previously discussed, CalEnviroScreen is a general mapping tool developed by the Office Environmental Health Hazard Assessment to help identify California communities that are most affected by sources of pollution. The Project site and its immediately surrounding area are designated by CalEPA as being part of a disadvantaged community for the purpose of SB 535. SB 535 targets disadvantaged communities in California for investment of proceeds from the State’s cap-and-trade program to improve public health, quality of life, and economic opportunity in California’s most burdened communities, while also reducing pollution. The Project entails the development of one industrial warehouse building, one hotel and two restaurants which would bring jobs and other economic opportunities to the local area without State assistance. The environmental effects of the Project are fully evaluated in this EIR and feasible mitigation measures are identified for significant impacts that are within the City of Perris’ jurisdictional authority to impose and enforce as required by the State CEQA Statute and Guidelines. This EIR provides a disclosure of localized impacts which may affect this CalEPA designated disadvantaged community. As indicated in the preceding analysis, the Project’s construction and operational localized emissions would not exceed the South Coast AQMD’s LST thresholds, with mitigation for short-term construction emissions, and the Project would not result in significant health impacts from diesel particulate matter emissions. The Project also would not cause or contribute to any CO “hot spots.”

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

<b>Threshold d: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</b>
--

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700, South Coast AQMD 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 South Coast AQMD 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.

South Coast AQMD 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).

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

### **4.2.6 CUMULATIVE IMPACTS**

As indicated under the analysis of Threshold a, the Project would not result in a conflict with the South Coast AQMD 2022 AQMP. Thus, cumulatively-considerable impacts associated with an AQMP conflict would be less than significant. The Project area is designated as nonattainment for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub> under State ambient air quality standards and a nonattainment for ozone and PM<sub>2.5</sub> under National ambient air quality standards. The South Coast AQMD has published a report (*White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*, August 2003) that identifies the methodology to properly address cumulative impacts from air pollution. Projects that exceed the Project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Therefore, because daily NO<sub>x</sub> emissions associated with the industrial warehouse building would exceed the South Coast AQMD threshold, the Project would be considered cumulatively significant. However, the Project would not cause or contribute to higher regional emissions than what would occur without operation of the proposed industrial warehouse building.

As stated above, operational-source NO<sub>x</sub> emissions would exceed the regional thresholds. Thus, Project emissions during operation would be cumulatively considerable. Project construction and operational localized emissions would not exceed the South Coast AQMD's LSTs for any criteria pollutant with mitigation for fugitive dust during construction. Thus, the Project's localized emissions during construction and operation would not be cumulatively considerable.

Operation of the Project would not emit airborne toxic air contaminants at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not occur.

With respect to odors, the Project does not include any land uses associated with the generation of odors or other emissions that could adversely affect a substantial number of people. Odors associated with the Project would occur during construction and operation. Construction-related odors would include construction equipment exhaust and the application of asphalt and architectural coatings, which would

be temporary, short-term, and intermittent; and thus, would not contribute to any cumulatively considerable odor impacts. 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 new light industrial/warehouse building, hotel and two restaurants with related infrastructure improvements. These uses are not associated with emissions (such as those leading to odors) adversely affecting a substantial number of people. Thus, Project-related odor impacts would not be cumulatively considerable.

#### 4.2.7 REFERENCES

CARB, 2010. Community Air Protection Program 2020 Community Recommendations Staff Report. November, 2020 Available at [https://ww2.arb.ca.gov/sites/default/files/2020-11/2020\\_Community\\_Recommendations\\_Staff\\_Report\\_Final.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-11/2020_Community_Recommendations_Staff_Report_Final.pdf)

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CARB, 2023. Community Air Protection Program Community Nominations. Accessed December 15, 2023. Available at <https://ww2.arb.ca.gov/capp-communities>

Birdseye Planning Group, March 2024. Distribution Park Commercial and Industrial Project Air Quality and Greenhouse Gas Report, Included in Appendix B of this EIR.

Ldn Consulting, Inc., March 2024. Perris Mixed Use Operational Health Risk Screening Letter – City of Perris. Included in Appendix B of this EIR.



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### **4.3 BIOLOGICAL RESOURCES**

This section assesses the potential for the Project to impact biological resources. The analysis in this section is based, primarily, on information contained in the following Project-specific technical report prepared by ELMT Consultants, Inc., which is included in Appendix D of this Environmental Impact Report (EIR). The California Department of Fish and Wildlife provided a comment letter in response to the NOP. The letter provides guidance on the content of the biological resources evaluation provided in the Draft EIR.

The Habitat Assessment (Appendix D) included the review of relevant literature, field surveys, and a geographic information system-based analysis of vegetation communities. The field surveys focused on a number of primary objectives that would comply with California Environmental Quality Act (CEQA) and Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP) requirements, including (1) general reconnaissance survey and vegetation mapping; (2) general biological surveys; (3) habitat assessments for special-status plant species (including species with applicable MSHCP survey requirements); (4) habitat assessments for special-status wildlife species (including species with applicable MSHCP survey requirements); (5) assessments for the presence of wildlife migration and colonial nursery sites; (6) assessments for MSHCP riparian/riverine areas and vernal pools; and (7) assessments for areas subject to the jurisdiction of the U.S. Army Corps of Engineers jurisdiction pursuant to Section 404 of the Clean Water Act, State Water Quality Control Board pursuant to Section 401 of the Clean Water Act and Section 13260 of the California Water Code, and California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Division 2, Chapter 6, Section 1600–1616 of the California Fish and Game Code. Observations of plant and wildlife species were recorded during the biological studies and are included in the Project-specific technical report included in Appendix D, of this EIR.

#### **4.3.1 EXISTING SETTING**

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.

The Project site is generally flat with limited topographic relief due remnant spoils piles. On-site elevation ranges from 1,447 to 1,456 feet above mean sea level and the site slopes marginally from east to west. Based on the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, the Project site is underlain by Domino silt loam (salinealkali) and Exeter sandy loam (0 to 2 percent slopes, deep) (Figure 4.3-1). Soils on-site have been mechanically disturbed and heavily compacted from historic land uses (i.e., historic agricultural activities, grading, routine weed abatement, illegal dumping, vehicle access and parking, and surrounding development).



HABITAT ASSESSMENT AND MSHCP CONSISTENCY ANALYSIS  
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**Soils**



Source: ESRI Aerial Imagery, Soil Survey Geographic Database, Riverside County

**Figure 4.3-1—Soils**

The Project site is within the Mead Valley Area Plan of the 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 crowscale, 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 (*Athene cunicularia*) were identified on-site and it is unlikely that the site supports this species.

### **Vegetation Communities**

Due to existing land uses and on-site disturbances, 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 (Figure 4.3-2). 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.

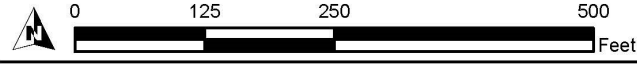




**Legend**

	Project Site		Disturbed
	Non-Native Grassland		Developed

HABITAT ASSESSMENT AND MSHCP CONSISTENCY ANALYSIS  
 APN 303-100-012 AND -014



**Vegetation**

Source: ESRI Aerial Imagery, Riverside County

**Figure 4.3-2—Vegetation**

### **Special-Status Plants**

According to the California Natural Diversity Database and the California Native Plant Society, 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 Animals**

According to the California Natural Diversity Database, 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.

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 substantially decreases the likelihood that burrowing owls would utilize the site.

### **Nesting Birds**

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 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 between February 1st and August 31st, 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.

### **Jurisdictional Waters and Wetlands**

The Project site does not support any vernal pools, seasonal pools, or wetland habitats that would be jurisdiction of the Army CEA of Engineers, the CDFW, and/or the Regional Water Quality Control Board (RWQCB).

### ***MSHCP Riparian/Riverine Areas and Vernal Pools***

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 on 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.

### **Wildlife Linkages/Corridors and Nursery Sites**

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 proposed Project will 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 stepping stone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage.

### 4.3.2 EXISTING POLICIES AND REGULATIONS

Section 4.3, Biological Resources, of the PVCCSP EIR includes a discussion of regulations pertaining to biological resources that are applicable to the Project site. These regulations are summarized below and further detailed in the Biological Technical Report included in Appendix D.

#### **Endangered Species Acts**

##### ***Federal Endangered Specific Act***

The Federal Endangered Species Act prohibits "take" (harm or harassment [including to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct] of individuals of a protected species and, under certain circumstances, the destruction of habitat) of a Federally listed Endangered or Threatened species and will require incidental take permits or authorization. Individual projects within the PVCCSP planning area are required to avoid known occurrences of listed plants and habitat for listed wildlife species or otherwise mitigate potential impacts to these species through the requirements of Section 6 of the (MSHCP).

##### ***California Endangered Species Act***

The California Endangered Species Act (Fish and Game Code 2050, et seq.) establishes that it is the policy of the state to conserve, protect, restore, and enhance Threatened or Endangered species and their habitats. The California Endangered Species Act mandates that state agencies should not approve projects which would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. The California Endangered Species Act requires state lead agencies to consult with the CDFW during the CEQA process to avoid jeopardy to threatened or endangered species.

Article 3, Sections 2080 through 2085 of the California Endangered Species Act, addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the California Endangered Species Act, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections 1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

#### **Migratory Bird Treaty Act**

The Federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 3800 prohibit the take, possession, or destruction of any birds, their nests, or eggs. Much of the PVCCSP area (exceptions include portions of the "developed" areas) provides foraging habitat for many raptor species, including special-status raptors. The loss of raptor habitat is covered and mitigated for through participation with the MSHCP. Direct impacts to raptors (and other migratory birds), including their active nests, are prohibited through the Migratory Bird Treaty Act and California Fish and Game Code. As such,



vegetation removals should be conducted outside of the nesting season, but if not feasible then nesting bird surveys should be conducted prior to any removals.

### **Bald and Golden Eagle Protection Act**

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." "Disturb" means: "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

### **Natural Community Conservation Planning Act**

The CDFW's Natural Community Conservation Planning program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The Natural Community Conservation Planning program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the Federal Endangered Species Act and the California Endangered Species Act, as these laws are designed to identify and protect individual species that have already declined in number significantly.

A Natural Community Conservation Planning program identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of a Natural Community Conservation Planning program. The CDFW and the U.S. Fish and Wildlife Service provide the necessary support, direction, and guidance to Natural Community Conservation Planning program participants.

There are currently 13 approved Natural Community Conservation Planning programs (includes 6 subarea plans) and 22 Natural Community Conservation Planning programs in the active planning phase (includes 10 subarea plans), which together cover more than 7 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. The Project site located within the area subject to the Western Riverside County MSHCP.

### **Native Plant Protection Act of 1977**

The Native Plant Protection Act was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the Native Plant Protection Act. The Native Plant Protection Act prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying the CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.

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### **Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)**

The Western Riverside County MSHCP serves as a comprehensive multi-jurisdictional habitat conservation plan, pursuant to Section (a)(1)(B) of the Federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan under the State Natural Community Conservation Planning Act of 2001.

The Western Riverside County MSHCP was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the federal and state wildlife agencies and participating entities. The MSHCP is a comprehensive habitat conservation-planning program for western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species pursuant to Section 10(a) of the Federal Endangered Species Act.

Through agreements with the U.S. Fish and Wildlife Service (USFWS) and the CDFW, the MSHCP designates 146 special-status animal and plant species that receive some level of coverage under the plan. Of the 146 "Covered Species" designated under the MSHCP, most of these species have no additional survey/conservation requirements. In addition, through project participation with the MSHCP, the MSHCP provides mitigation for project-specific impacts to Covered Species so that the impacts would be reduced to below a level of significance pursuant to CEQA. Project-specific survey requirements exist for species designated as "Covered Species not yet adequately conserved." These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas; Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas; animals species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with Riparian/Riverine areas and vernal pool habitats (i.e., least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp) (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

For projects that have a federal nexus such as through federal Clean Water Act Section 404 permitting, take authorization for federally listed covered species would occur under Section 7 (not Section 10) of Federal Endangered Species Act and that USFWS would provide a MSHCP consistency review of the proposed Project, resulting in a biological opinion. The biological opinion would require no more compensation than what is required to be consistent with the MSHCP.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing PQP Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped, independent Cell has designated "criteria" for the purpose of targeting

additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review process, where the project is reviewed by the Regional Conservation Authority to determine overall compliance/consistency with the biological requirements of the MSHCP.

## **Local**

### ***City of Perris General Plan Policies***

The Conservation Element of the City's General Plan identifies goals and policies related to biological resources. The goals and policies applicable to the Project and a discussion of the Project's consistency is provided in Table 4.7-2, City of Perris General Plan Consistency Analysis, in Section 4.7, Land Use and Planning, of this EIR.

### ***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. The PVCCSP EIR mitigation measures that are applicable to the proposed Project have been replaced by the City of Perris as discussed below.

## **4.3.3 METHODS**

### ***Literature Review***

The first step in determining if a project is consistent with the above listed sections of the MSHCP is to conduct a literature review and records search for special-status biological resources potentially occurring on or within the vicinity of the Project site. Previously recorded occurrences of special-status plant and wildlife species and their proximity to the project were determined through a query of the CDFW's California Natural Diversity Database Rarefind 5 the California Native Plant Society Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by the CDFW, the USFWS species listings, and species covered within the MSHCP and associated technical documents.

All available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the Project site were reviewed to understand existing site conditions and note the extent of any disturbances that have occurred on the Project site that would otherwise limit the distribution of special-status biological resources. Standard field guides and texts were reviewed for specific habitat requirements of special-status and non-special-status biological resources, as well as the following resources:

- Environmental Protection Agency (EPA) Water Program "My Waters" data layers
- Google Earth Pro historic aerial imagery (1985-2021)
- U.S. Department of Agriculture Natural Resource Conservation Service, Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species;
- USFWS National Wetlands Inventory (NWI);

- Stephen's Kangaroo Rat Habitat Conservation Plan;
- Western Riverside County Regional Conservation Authority MSHCP Information Map;
- 2006 Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat.

### ***Conservation Plan Area***

The literature review provided a baseline from which to inventory the biological resources potentially occurring on the Project site. The California Natural Diversity Database was used, in conjunction with ArcGIS software, to locate the nearest recorded occurrences of special-status species and determine the distance from the Project.

### ***Field Investigation***

Following the literature review, a field investigation was conducted on October 25, 2022 to inventory and evaluate the condition of the habitat within the Project site. The field investigation also document baseline conditions and assessed the potential for special status plant and wildlife species to occur within the Project site. Plant communities identified on aerial photographs during the literature review were verified by walking meandering transects through the plant communities and along boundaries between plant communities. In addition, aerial photography was reviewed prior to the site investigation to locate potential natural corridors and linkages that may support the movement of wildlife through the area. These areas identified on aerial photography were then walked during the field survey.

All plant and wildlife species observed, as well as dominant plant species within each plant community, were recorded. Plant species observed during the field survey were identified by visual characteristics and morphology in the field. Unusual and less familiar plant species were photographed during the field survey and identified in the laboratory using taxonomical guides. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation. In addition, site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, condition of on-site plant communities, and presence of potential jurisdictional drainage and/or wetland features were noted.

### ***Soil Series Assessment***

On-site and adjoining soils were researched prior to the field survey using the U.S. Department of Agriculture Natural Resource Conservation Service Soil Survey for Western Riverside Area, California. In addition, a review of the local geological conditions and historical aerial photographs was conducted to assess the ecological changes that the Project site has undergone.

### ***Plant Communities***

Plant communities were mapped using 7.5-minute USGS topographic base maps and aerial photography. The plant communities were delineated on an aerial photograph, classified in accordance with those described in the MSHCP, and then digitized into geographic information system Arcview. The Arcview application was used to compute the area of each plant community in acres.

## ***Plants***

Common plant species observed during the field survey were identified by visual characteristics and morphology in the field and recorded in a field notebook. Unusual and less-familiar plants were photographed in the field and identified in the laboratory using taxonomic guides. Taxonomic nomenclature used in this study follows the 2012 Jepson Manual (Hickman 2012). In this report, scientific names are provided immediately following common names of plant species.

## ***Wildlife***

Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded during surveys in a field notebook. Field guides were used to assist with identification of wildlife species during the survey included *The Sibley Field Guide to the Birds of Western North America* (Sibley 2003), *A Field Guide to Western Reptiles and Amphibians* and *A Field Guide to Mammals of North America* (Reid 2006). Although common names of wildlife species are fairly well standardized, scientific names are provided immediately following common names in this report.

## **Botanical Resources**

A site-specific survey program was designed to accurately document the botanical resources within the Project site, and consisted of five components: (1) a literature search; (2) preparation of a list of target special-status plant species and sensitive vegetation communities that could occur within the Project site; (3) general field reconnaissance survey(s); (4) vegetation mapping according to Holland; and (5) habitat assessments for special-status plants (including those with MSHCP requirements).

### **4.3.4 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on biological resources if it will:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service.
- b) Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- d) Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

### 4.3.5 ENVIRONMENTAL IMPACTS

#### Impact Analysis

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

The following discussion examines the potential impacts to candidate, sensitive, or special status plant and wildlife species that would occur as a result of Project implementation. Impacts can occur in two forms, direct and indirect. Direct impacts are considered to be those that involve the loss, modification or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the removal of individual plants or animals, which may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and population stability. Indirect (or secondary) impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project.

Indirect impacts are those that are reasonably foreseeable and caused by a project but occur at a different time or place. Indirect impacts can occur at the urban/wildland interface of projects and can affect biological resources located downstream from projects and other offsite areas. Examples of indirect impacts include the effects of increases in ambient levels of noise or light; predation by domestic pets; competition with exotic plants and animals; introduction of toxics including pesticides; and other human disturbances such as hiking, off-road vehicle use, unauthorized dumping, etc. Indirect impacts are often attributed to the subsequent day-to-day activities associated with project build-out such as increased noise, the use of artificial light sources, and invasive ornamental plantings that may encroach into native areas. Indirect effects may be both short-term and long-term in their duration. These impacts are commonly referred to as “edge effects” and may result in a slow replacement of native plants by nonnative invasives, changes in the behavioral patterns of wildlife, and reduced wildlife diversity and abundance in habitats adjacent to Project sites.

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.

The California Natural Diversity Database 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 California Natural Diversity Database Rarefind 5 online software and the CDFW Biogeographic Information and Observation System database and the California Native Plant Society 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 California Natural Diversity Database and the California Native Plant Society, 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 that 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 California Natural Diversity Database, 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 because burrowing owl could occupy the site prior to the commencement of construction activities, 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.

### ***Special-Status Plant Communities***

The California Natural Diversity Database 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 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 Clean Water Act Permit from the Army Corps of Engineers). If 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 (Figure 4.3-3). 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.

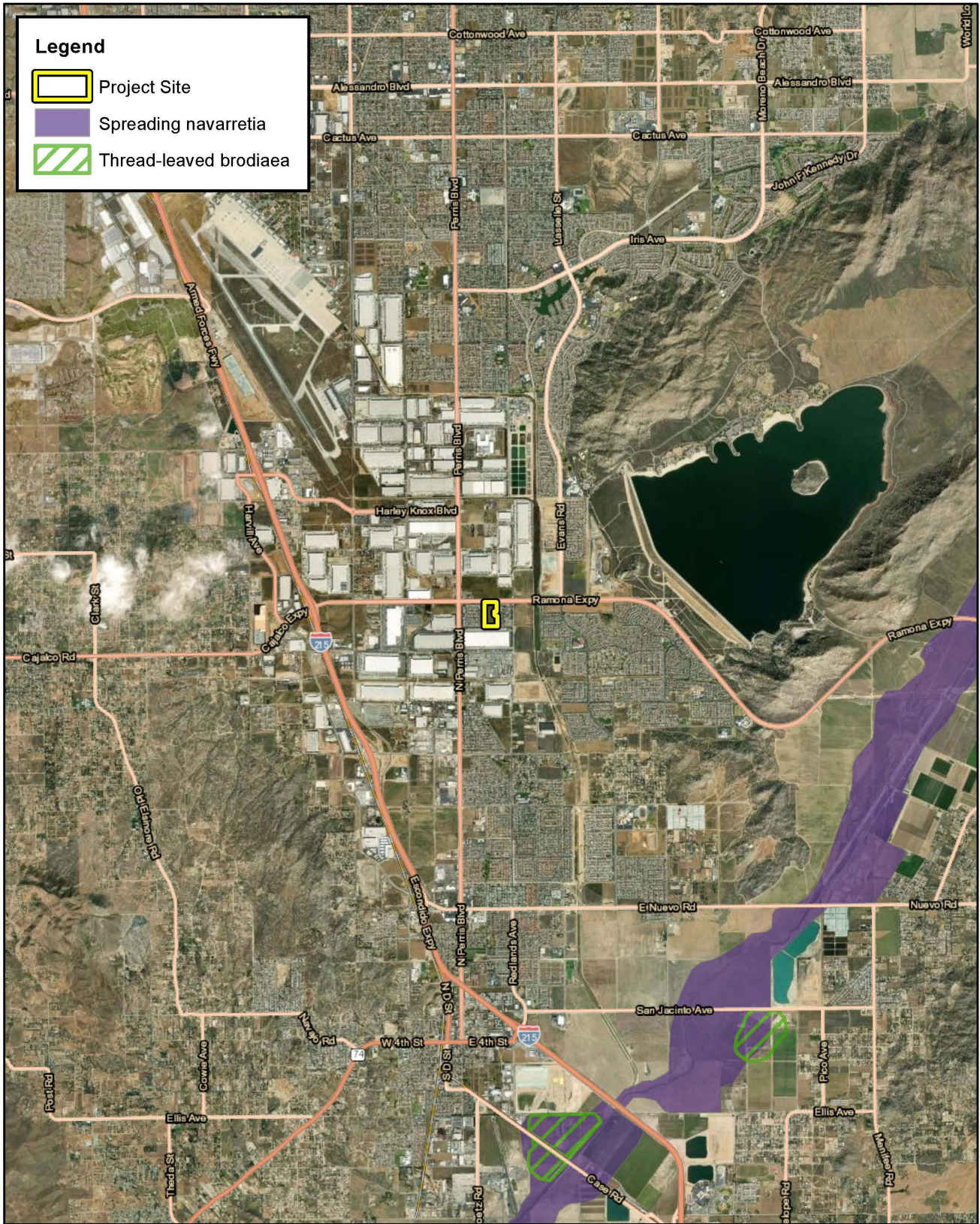
**Stephen's Kangaroo Rat Habitat Conservation Plan.** Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County California (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 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.

### ***Nesting Birds and Raptors***

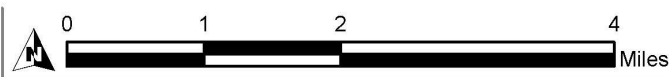
No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of the breeding season. Although subjected to routine disturbance, the ornamental vegetation found on-site and in adjacent areas has the potential to provide suitable nesting habitat 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 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



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**Critical Habitat**



Source: ESRI Aerial Imagery, USFWS Critical Habitat, Riverside County

**Figure 4.3-3—Critical Habitat**



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 would 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 CDFW.

### ***Additional Project-Level Mitigation Measures***

**MM BR-1.** In order to avoid violation of the Migratory Bird Treaty Act 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 Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The nest surveys shall be conducted no more than three (3) days prior to vegetation clearing or ground disturbance activities, and 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 within 30 days for mitigation monitoring compliance record keeping.

**MM BR-2.** The Project Applicant 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 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 Applicant shall notify the CDFW, the USFWS and the City 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 Applicant 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.

***Level of Significance After Mitigation***

With Project-level mitigation measures MM BR-1, MM BR-2 and MM BR-3, Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

**Threshold b: Would the Project have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

**Riparian Vegetation and Sensitive Vegetation Communities**

No wetland or riparian areas are located within the Project site nor would any be 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.

**MSHCP 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 Clean Water Act 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 would not result in impacts to riparian/riverine habitats and a DBESP would not be required for the loss of riparian/riverine habitat from development of the proposed Project.

***Additional Project-Level Mitigation Measures***

No additional Project-level mitigation measures are required.

***Level of Significance After Mitigation***

No impact would occur and no mitigation measures are required. Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR for site specific conditions.

**Threshold c: Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**Wetlands**

The Project site does not contain any state or federally protected wetlands; therefore, no impacts to state or federally protected wetlands would occur as a result of construction of the Project.

**Jurisdictional Waters**

The Project site does not contain any jurisdictional features that meet the state or federal definition. Therefore, no impacts to state or federally protected wetlands would occur as a result of construction of the Project.

***Additional Project-Level Mitigation Measures***

No additional Project-level mitigation measures are required.

***Level of Significance After Mitigation***

No impact would occur and no mitigation measures are required. Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR for site specific conditions.

**Threshold d: Would the Project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

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.

Any active bird nests present within the Project site prior to construction disturbance would be identified and addressed if needed, per Project-specific mitigation measure MM BR-1. If nesting birds are present, the mitigation requires avoidance of active bird nests in conformance with accepted protocols and regulatory requirements. With implementation of the required mitigation, if needed, potential direct impacts to nesting birds protected by the federal Migratory Bird Treaty Act would be reduced to less than significant.

***Additional Project-Level Mitigation Measures***

No additional Project-level mitigation measures would be required.

***Level of Significance After Mitigation***

With implementation of Project-level mitigation measure BR-1, if needed, Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

**Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

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.

#### Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

#### **Level of Significance After Mitigation**

No Project impact would occur under this threshold because no trees requiring protection occur on the Project site. This is consistent with the discussion of site specific impacts in the PVCCSP EIR.

**Threshold f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?**

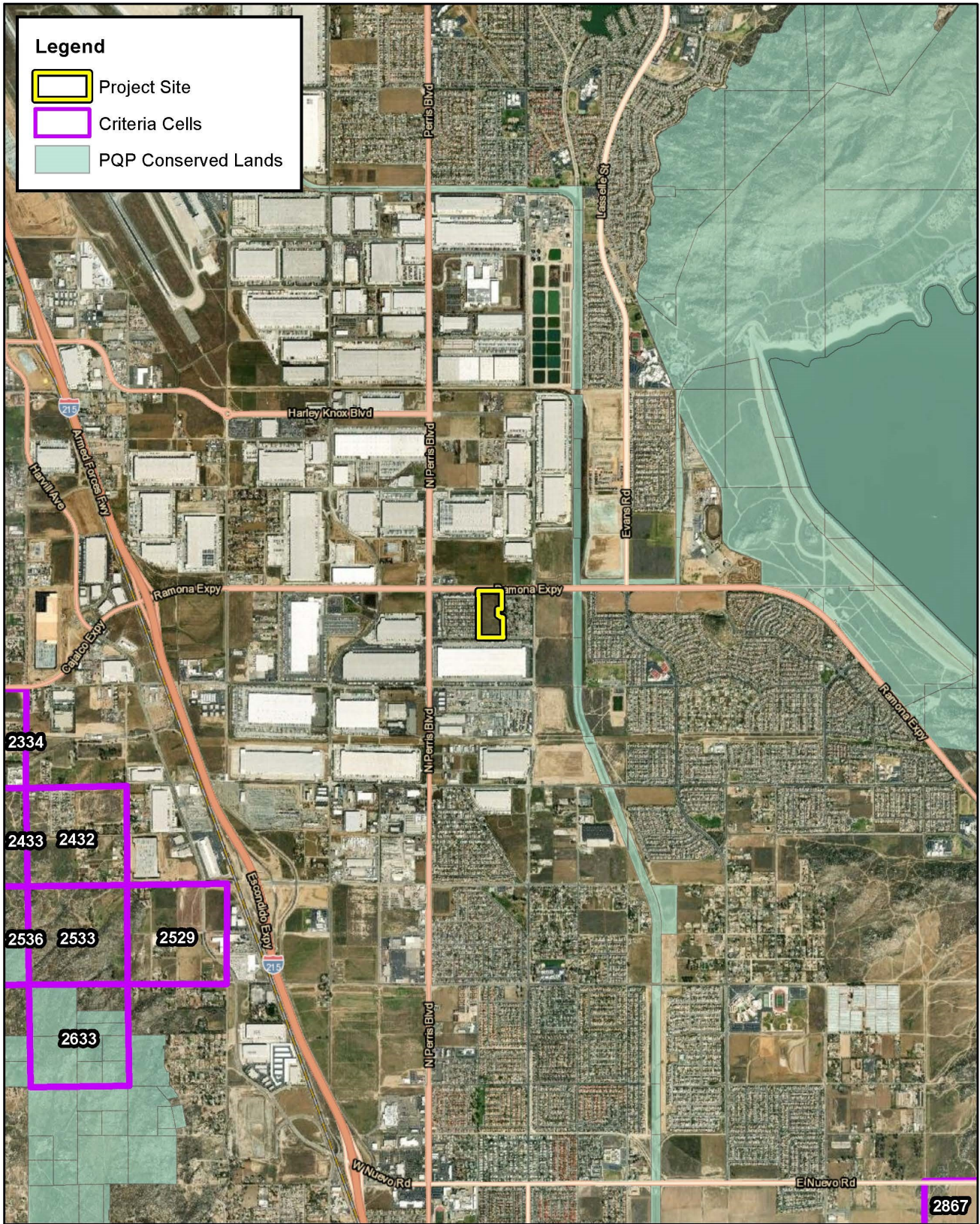
The following analysis evaluates the Project's compliance with the Western Riverside County MSHCP's Reserve Assembly Requirements as well as other applicable MSHCP requirements pursuant to the following sections of the MSHCP: Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools; Section 6.1.3, Protection of Narrow Endemic Plant Species; Section 6.1.4, Guidelines Pertaining to the Urban/Wildland Interface; and Section 6.3.2, Additional Survey Needs and Procedures.

The Project site is located within the Mead Valley Area Plan of the MSHCP but is not located within any designated Criteria Cells (Figure 4.3.4). 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.

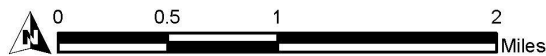
Further, while the Project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to 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:





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**MSHCP Criteria Area**



Source: ESRI Aerial Imagery, Riverside County

**Figure 4.3-4—MSHCP Criteria Area**

- 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 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 Clean Water Act 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 would not result in impacts to riparian/riverine habitats and a DBESP would 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. They 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. Known 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 Regional Conservation Authority 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 Regional Conservation Authority 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 California Native Plant Society 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 California Native Plant Society 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 California Native Plant Society 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 California Native Plant Society 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 California Native Plant Society 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 California Native Plant Society 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 California Native Plant Society 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 California Native Plant Society 2B.2 species. Mud nama is typically 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.

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

## **4.3.6 CUMULATIVE IMPACTS**

This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site as well as full General Plan buildout in the City of Perris and other jurisdictions in the region within the boundaries of the Western Riverside County MSHCP.

As discussed under the analysis of Threshold “a,” the Project site does not contain any special-status plant or wildlife species. The site does not contain productive foraging or nesting habitat for migratory birds or the western burrowing owl. There is the potential for this species to migrate onto the site and occupy the property prior to the initiation of grading activities. The burrowing owl is commonly found within the Project vicinity; as such, it is reasonable to conclude that impacts to the burrowing owl habitat would occur in during development of other properties throughout Riverside County. Thus, implementation of the Project has the potential to contribute to a cumulatively considerable impact to the burrowing owl. However, the Project Applicant would comply with previously identified mitigation measures MM BR-1, BR-2, and BR-3 which would ensure that pre-construction surveys are conducted for migratory birds and



burrowing owl to determine the presence or absence of the species on the Project site. If present, the mitigation measure provides performance criteria that requires avoidance and/or relocation of burrowing owls in accordance with MSHCP protocol. With implementation of the required mitigation, potential cumulatively considerable impacts to the burrowing owl would be reduced to below a level of significance.

The Project would not impact riparian or jurisdictional resources; and thus, would not cause or contribute to cumulatively considerable impacts.

The Project would not conflict with any local policies or ordinances protecting biological resources. Other development projects in the cumulative study area would be required to comply with applicable local policies and/or ordinances related to the protection of biological resources as a standard condition of review/approval. Because the Project and cumulative development would be prohibited from violating applicable, local policies or ordinances related to the protection of biological resources, a cumulatively considerable impact would not occur.

As discussed in Thresholds “a” and “f,” the Project would be consistent with the Western Riverside County MSHCP and no cumulatively considerable impact would occur.

#### 4.3.7 REFERENCES

ELMT Consulting, Inc. August 2023. 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. Appendix D.

Albert A. Webb Associates, 2011. Perris Valley Commerce Center Specific Plan Final Environmental Impact Report. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>

City of Perris, 2013. *Perris General Plan Land Use Map*. January, 2013. Available at <https://www.cityofperris.org/home/showpublisheddocument?id=457>

Albert A. Webb Associates, 2022. *Perris Valley Commerce Center Specific Plan Amendment No. 12*. City of Perris. Adopted January 10, 2012 and subsequently amended and approved January 11, 2022. Available at <https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>

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## 4.4 CULTURAL RESOURCES

This section identifies and evaluates the Project's potential to have adverse effects on historical and archaeological resources. The following analysis is based on the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR), and the *Cultural Resource Investigation in Support of Alabbasi Commercial Perris Project, City of Perris, Riverside County, California* prepared by PaleoWest, LLC, August 2023. The Cultural Report is included in Appendix E of this Draft EIR. All references used in this Section are listed below under Subsection 4.4.6, References.

The Cultural Resource Investigation was prepared in compliance with Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measure MM Cultural 1. The Confidential Appendices for the Phase I Cultural Resources Survey are not appended to this Draft EIR. While they are on file with the City of Perris Planning Division, they are not available for public review. Any review may only be conducted by a qualified professional ethically required to keep the data in the reports from public dissemination and ultimately protecting resources from any possible adverse impacts. This level of confidentiality is referenced in Section 6354.10 of the California Government Code.

No comments regarding cultural resources were raised at the EIR scoping meeting. In its Notice of Preparation comment letter, the Native American Heritage Commission (NAHC) provided information about Assembly Bill (AB) 52 and Senate Bill (SB) 18, which address requirements for consultation with Native American tribes related to tribal cultural resources; and, provided standard guidance on the scope of the analysis of potential impacts to archaeological resources and tribal cultural resources. Tribal cultural resources and input received from Native American tribes during the scoping process, and during AB 52 consultation, is discussed in Section 4.11, *Tribal Cultural Resources*, of this EIR.

### 4.4.1 EXISTING SETTING

Section 4.4, *Cultural Resources*, of the PVCCSP EIR, includes a detailed discussion of the environmental setting for cultural resources, including geologic setting, ethnohistoric setting, archaeological setting, and historic setting. This information remains applicable to the Project. The following discussion summarizes Project-specific information presented in the technical reports prepared for this Project based on the research and field surveys conducted, as described below.

#### **Archaeological Resources**

##### ***Prehistoric Setting***

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, overlooking the San Jacinto Valley, with radiocarbon dates clustering around 9500 Before Present (B.P.). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8000 and 9000 B.P. The cultural prehistory of southern California has been summarized into numerous chronologies. The general framework of the prehistory of western Riverside County can be broken into three primary periods: Paleoindian, Archaic, and Late Prehistoric. These periods are discussed below.

**Paleoindian Period.** During the Paleoindian Period, Native groups are believed to have been highly mobile nomadic hunters and gatherers organized into small bands. Sites from this period are thought to have been very sparse across the landscape, may yield only meager evidence of human activity, or may be rich with flaked and ground stone tool kits, ecofacts, and possibly even structures; and most are deeply buried, based on evidence of sites found outside of California dating to this time period). These sites may be found in large, protected caves situated above floodplains but near economically important resources in coastal, lake marsh, and valley/riparian environments. These sites may also be found at quarry sites, as well as stable landforms above high stands of pluvial lakes, along ridge systems and in mountain passes, and stable, not encroached upon, old surfaces along the coast. It is believed that Native peoples of this period created fluted spearhead bases designed to be hafted to wooden shafts. The distinctive method of thinning bifaces and spearhead preforms by removing long, linear flakes serves as diagnostic Paleoindian markers at tool-making sites. Other artifacts associated with the Paleoindian toolkit include choppers, cutting tools, retouched flakes, and perforators.

**Archaic Period.** The Archaic Period is the earliest defined period in the region. The early portion of this period is also expressed as the “Lake Mojave Period” or the “Western Pluvial Lakes Tradition” and is presumed to have begun somewhat earlier than 9500 B.P. and lasting to perhaps 7000 B.P. specifically in the southwestern Great Basin. During this time, a long period of human adaptation to environmental changes brought on by the transition from the late Pleistocene to the early Holocene geologic periods occurred. As conditions became more arid and warmer, megafauna died off, and human populations responded to these environmental changes by focusing more on their subsistence efforts to procure a wider variety of food sources.

The early portion of the Archaic period was characterized by the continued organization of Native groups as nomadic hunters and gatherers; however, there is some evidence of semi-sedentary residential occupation. Early occupants of the region were thought to have been nomadic large-game hunters but, due to changing environmental factors over time, were forced to become more variable with their food sources. The presence of milling tools indicates the incorporation of vegetal food sources and seed preparation. An apparent decrease in population density during the second half of this period resulted in increased reliance on foraging for Native groups. Technological advances during this period resulted in increased use of milling tools for seed grinding. Archaic sites in the Project region are characterized by abundant lithic scatters of considerable size with many biface thinning flakes, manos and milling stones, bifacial preforms broken during manufacture, and well-made ground stone bowls and basin metates. As a consequence of making dart points, many biface thinning waste flakes were generated at individual production stations, which is an indicative feature of Archaic sites. Of course, archaeological assemblages of this period can vary depending on the differences between subsistence processes in the inland versus coastal sites. Sites more toward the coast of southern California and outside of the Project area typically present fewer projectile points as more focus was on fishing practices versus hunting game.

Additionally, sites in the region in the Archaic period that present stratified cultural deposits indicate seasonal or longer-term occupation at some of these sites and further indicate the possible sedentary habitation or occupation patterns. It is thought that the general settlement-subsistence patterns in the region of the Project during the Middle Holocene were characterized by a greater emphasis on seed gathering, and shallow midden concentrations at sites suggest seasonal camping. Based on archaeological assemblages, distribution of sites, and midden depths (or lack thereof in some cases), it is believed that Native Americans in the area followed a central-based wandering pattern that shifted

based on the need to exploit seasonal floral resources (cf. Binford 1980; Warren 1968). Specifically, this semisedentary pattern involved a base camp that was occupied during a portion of the year, while other more satellite camps were occupied by smaller groups of people to exploit seasonal resources such as grass seeds, berries, tubers, and nuts. The exploitation of terrestrial faunal resources was also important, but the population and degree of sedentism at these camps were, of course, based on the availability and reliability of water resources. For this reason, it is thought that coastal groups during this period seem to display a higher degree of sedentism compared to the inhabitants of the desert/inland regions in southern California due to a more reliable and abundant resource base near the ocean.

**Late Prehistoric Period.** The Late Prehistoric period is characterized by cooler temperatures and greater precipitation resulting in more easily accessible food and water sources. A more favorable climate during the period resulted in more reliable food sources and the formation of sedentary villages. The subsistence base during this time broadened. Native American groups in the region began manufacturing ceramics, such as vessels, using the paddle-and-anvil technique. The technological advancement of the mortar and pestle may also indicate the utilization of acorns as a resource and the practice of storing food resources.

Trade and travel are also seen in the distribution of localized resources such as obsidian from Obsidian Butte; wonderstone from the south end of the Santa Rosa Mountains and Cerro Colorado in northern Baja California; soapstone presumed to have come from Santa Catalina Island to the west; marine shell from both the Gulf of California and the Pacific coast; and ceramic types that were not locally manufactured. Sites from this period typically contain small lithic scatters from the manufacture of small projectile points, expedient ground stone tools such as tabular metates and unshaped manos, wooden mortars with stone pestles, acorn or mesquite bean granaries, ceramic vessels, shell beads suggestive of extensive trading networks, and steatite implements such as pipes and shaft straighteners. Other characteristics of this period include the appearance of bone and antler elements within the artifact assemblage and the use of asphaltum. This period also is marked by the appearance of the bow and arrow points and arrow shaft straighteners and a shift from inhumation to cremation burials.

The cultural patterns of the Late Prehistoric period were similar to the previous period; however, the material culture at many coastal sites appears to have become more complex and elaborate. This may be indicative of an increase in sociopolitical complexity and/or increased efficiency in subsistence strategies (e.g., the utilization of the bow and arrow) or progressive economic changes that included an increase in trade activities with other regions. Indicative of increased trade practices during this period between coastal and inland Native groups is the presence of both *Haliotis* and *Olivella* shells and beads and ornaments, and non-local ceramics at sites in the Project region.

The increased carrying capacity and intensification of resources suggest higher populations in the desert with a greater ability to adapt to the changing environmental conditions. The presence of sites post-dating 500 B.P., along with the high frequency of processing sites and the abundance of a variety of biotic, faunal, and artifacts, suggests that occupation in the area intensified during the Late Prehistoric period. It has been suggested that this increase in use resulted from the influx of Native American peoples from the surrounding desert region rather than indicative of an increase in a resident population (O'Connell et al. 1974). This shift in population is also believed to coincide with the evaporation of freshwater Lake Cahuilla in the Salton Basin, which could have prompted people to move to a more hospitable

environment. Terminal dates for occupation at these sites in the latter half of the Late Prehistoric period are described below.

### ***Protohistoric and Ethnohistoric Periods (1700s to Present)***

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. A discussion of the ethnohistoric and ethnographic background of the Project site and surrounding areas is provided in Section 4.11, *Tribal Cultural Resources*, of this EIR.

### ***Results of Records Search and Site Survey***

#### ***Records Search***

The cultural resource investigation of the Project area included background research, communication with the 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. This inventory effort included the Project area and a one-mile radius around the Project area, collectively termed the "Project Study Area". The records search indicated that 19 previous studies have been conducted within one mile of the Project Study Area. One study (RI-07538) included a portion of the Project Study Area, but no survey was conducted within the Project footprint. 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 footprint.

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.



The Project area is also located near multiple reburial sites. The Pechanga Band 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 Agua Caliente Band'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 be conducted 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.

### ***Pedestrian Survey***

As stated, PaleoWest conducted a pedestrian survey of the proposed Project area on January 5, 2023. The fieldwork effort included an intensive pedestrian survey of the entire Project area, totaling 17.64 acres. The intensive pedestrian survey was conducted by walking a series of parallel transects spaced at 10–15-meter (33–49-foot) intervals. No archaeological or built-environment resources were identified during the survey in the Project area.

### **Historical Resources**

#### ***Regional Context***

Spanish settlement of Alta California began in 1769, with the establishment of a presidio and mission near San Diego. In 1770, a second presidio and mission were in Monterey. These two settlements were used as bases to colonize the rest of California. The Spanish also laid out pueblos or towns along the coast. Providing supplies, animals, and colonists to the Spanish missions and presidios by way of ship was difficult, time-consuming, expensive, and dangerous. Thus, an overland route was necessary to initiate a strong colonizing effort in Alta California. In 1774, Captain Juan Bautista de Anza crossed the San Jacinto plains with a small party of soldiers to establish an overland route through Alta California.

Within the mission system, the Riverside County area was considered part of the lands administered by the San Diego presidio and Mission San Luis Rey. Mission San Luis Rey was founded in 1798. Mission San Luis Rey established Rancho San Jacinto Viejo in 1820 and used the area primarily for ranching. Mexico gained its independence from Spain in 1821 and, with the Secularization Act of 1833, dissolved the mission system and redistributed former mission lands (Gunther 1984).

In 1842, Don Jose Antonio Estudillo was granted the Rancho San Jacinto Viejo Potrero, a 35,000-acre parcel, by Mexican Governor Juan B. Alvarado. The rancho—which included an area encompassing the present-day cities/communities of Hemet, San Jacinto, Valle Vista, and Winchester—was used for grazing cattle. After a son of Don Estudillo inherited the rancho, the division and sale of the rancho to immigrant American pioneers began. The western half of Perris was within the Rancho El Sobrante de San Jacinto, which was granted to Maria del Rosario and Estudillo de Aguirre by Governor Pio Pico on May 9, 1846. This rancho amounted to 48,847 acres and included western Perris Valley, the Canyon Lake area, and the Lake Mathews region (City of Perris 2005). Cattle and agriculture were the economic engines that drove the ranchos' way of life, which continued until the second half of the nineteenth century with the arrival of American and European settlers into California.

The Mexican American War ended in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a United States territory and, in 1850, was granted statehood. American settlement in the region was slow and sporadic, but settlement in the valley received a major boost when the California Southern Railway was constructed through the Perris Valley in 1882–1883. The route, which was eventually connected to the Atchison, Topeka, and Santa Fe Railway, resulted in the establishment of several towns within the Perris Valley along the railroad corridor. The town of Perris was founded in 1886 and was named in honor of Frederick Thomas Perris, the California Southern Railway's chief engineer and superintendent of construction. Riverside County was incorporated in 1893, and Perris was designated one of the official judiciary townships. Perris was incorporated as a city on May 16, 1911.

Agriculture was the primary economic force within the Perris Valley through the end of the nineteenth century and much of the twentieth century. Like much of California, the Perris Valley enjoyed a boom after World War II due to commercial, industrial, and residential development. The expansion of the highway system and the development of the freeway system during the mid-twentieth century further connected Perris to nearby metropolitan areas resulting in increased commercial and residential development. During the second half of the twentieth century, urban/suburban development became the driving force behind growth in the Perris area, with much of the former farmlands turned into residential tracts and commercial development. This trend continued into the twenty-first century with the development of large housing tracts that transformed the region into a bedroom community for Los Angeles, Orange, and San Diego counties.

### ***General History of the City of Perris***

The Project is located within the former Rancho San Jacinto Nuevo y Portrero land grant. The rancho was granted to Miguel Pedorena by Mexican Governor Pío Pico in 1846. After Pedorena's death in 1850, the grant passed to his heirs under the guardianship of T.W. Sutherland. In 1881, the California Southern Railroad laid the tracks for the transcontinental route of the Santa Fe Railway through the plains, west of the Project site. At this time, the area where the railroad was placed was referred to as the San Jacinto Plains. Surveying and construction of the railroad route was led by Patrick Thomas Perris, for whom the City of Perris was named. The railroad was completed in 1882, which allowed hundreds of settlers to enter the area for homesteading, most of them settling in Pinacate to the south. While still part of San Diego County, Rancho San Jacinto Nuevo y Portrero was patented to T.W. Sutherland, guardian of Miguel Pedorena's children, in 1883. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886 the town site of Perris was established. As stated, Perris became an incorporated city in 1911, relying heavily upon dry grain farming and citrus groves.

### ***Project Site***

For historical resources, sources literature and data reviews included 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 site or within one mile of the Project area.

Archival research conducted on the Project site also included 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.

No historic resources were identified during the pedestrian survey of the Project area on January 5, 2023. Although a review of historic topographic maps indicates no development in the immediate vicinity of the Project area, the 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.

#### **4.4.2 EXISTING POLICIES AND REGULATIONS**

Section 4.4 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of cultural resources impacts. The following discussion summarizes the regulatory information for cultural resources presented in the PVCCSP EIR that is relevant to the Project. Regulatory information specifically relevant to Tribal Cultural Resources (e.g., AB 52 and SB 18) is presented in Section 4.11, Tribal Cultural Resources, of this EIR.

##### **National Historic Preservation Act of 1966 (as amended), Section 106**

The National Historic Preservation Act declares a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The National Historic Preservation Act established the NRHP, State Historic Preservation Offices and programs, and the Advisory Council on Historic Preservation. This Act applies to all properties on or eligible for inclusion in the NRHP. The Section 106 review process requires consultation to mitigate damage to “historic properties”, as defined per the Code of Federal Regulations (CFR, Title 36, Section 800.16[1]), including Native American traditional cultural places (TCPs). Evaluation of cultural resources consists of determining whether it is significant (i.e., whether it meets 1 or more of the criteria for listing in the NRHP). These eligibility criteria are presented in the PVCCSP EIR.

##### **California Register of Historic Resources (CRHR)**

State law protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in California Environmental Quality Act (CEQA) documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State CEQA Guidelines. These criteria are nearly identical to those for the NRHP. The State Office of Historic Preservation (OHP) maintains the CRHR (*California Public Resources Code*, Section 5020 et seq.). Properties listed, or formally designated eligible for listing, on the NRHP are nominated to the CRHR and then selected to be listed on the CRHR, as are State Landmarks and Points of Interest.

##### **Senate Bill 18**

The State of California Governor’s Office of Planning and Research developed guidelines in order to provide guidance to cities and counties on the process for consulting with Native American Indian tribes during the adoption or amendment of local general plans or specific plans. SB 18 (*California Government Code*, Section 65352.4) requires local agencies to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process, thereby providing tribes an opportunity to participate in local land use decisions at an early planning stage. Pursuant to the provisions of SB 18, the City of Perris Planning Department invited the applicable tribes to participate in consultation regarding the PVCCSP in accordance with the requirements of SB 18 in 2009 and again on April 12, 2010.

During the preparation of the PVCCSP Draft EIR, the Pechanga Band of Indians and the Soboba Band of Luiseño Indians requested consultation with the City of Perris in accordance with SB 18. The City determined that proponents of projects for properties that are vacant, undeveloped, or considered to be

sensitive for cultural resources by the City of Perris Planning Division will be encouraged to contact the local Native American tribes (as identified by the California Native American Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the subject site. Further, because the proposed Project includes a Specific Plan Amendment, consultation pursuant to SB 18 was conducted by the City of Perris.

### **California Health and Safety Code (Sections 7050.5, 7051, and 7054)**

These sections collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for: 1) the discovery of Native American skeletal remains during construction of a project; 2) the treatment of the remains prior to, during, and after evaluation; 3) reburial.

### **California Public Resources Code (Section 5097.98)**

Section 5097.98 of the *California Public Resources Code* addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. This Section also establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

### **California Public Resources Code (Section 5097.5)**

Section 5097.5 of the *California Public Resources Code* protects, among other things, paleontological sites on State lands. Sections 4306 and 4309 of the *California Administrative Code* establish authority and processes to protect paleontological resources while allowing mitigation through the permit process. Potential impacts to paleontological resources must be assessed for any project subject to review under CEQA. A Paleontological Resources Assessment (July 6, 2023) was prepared for the proposed Project site. This issue is addressed in Section 4.6, *Geology and Soils*, of this Draft EIR.

### **City of Perris**

The Project site is located within the PVCCSP planning area and is therefore subject to applicable mitigation measures in the PVCCSP EIR, as further discussed in Sections 4.4.4 and 4.4.5.

The Conservation Element of the City's General Plan identifies goals and policies related to cultural resources. The goals and policies applicable to the Project and a discussion of the project's consistency is provided in Table 4.7-2, *City of Perris General Plan Consistency Analysis*, in Section 4.7, *Land Use and Planning*, of this EIR.

### ***PVCCSP Standards and Guidelines and Mitigation Measures***

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. The PVCCSP EIR includes mitigation measures relevant to the analysis of cultural resources impacts.

PVCCSP EIR mitigation measure MM Cultural 1 below outlines the requirements for preparation of a Phase I Cultural Resources Study that is required of all new development projects within the PVCCSP area. The other PVCCSP EIR mitigation measures that are applicable to the proposed Project have been replaced by the City of Perris as discussed below.

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

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

The proponents of the subject implementing development projects and the professional archaeologists 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.

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<sup>1</sup> For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

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

#### 4.4.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on cultural resources if it will:

- a) Cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5?
- b) Cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5?
- c) Disturb any human remains, including those interred outside of formal cemeteries?

#### 4.4.4 ENVIRONMENTAL IMPACTS

##### Impact Analysis

The following analysis is based on the Cultural Resource Investigation which has been prepared for the Project and is included in Appendix E of this EIR. By preparing the Cultural Resource Investigation, the Project has complied with PVCCSP EIR mitigation measure MM Cultural 1

<b>Threshold a: Would the project cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5?</b>
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The PVCCSP EIR concluded that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with or cause a

substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines. (City of Perris, 2011)

Under existing conditions, the Project site is undeveloped and vacant. The Eastern Information Center records search indicated that no historic resources are contained within the boundaries of the Project site. Additionally, according to the field survey, portions of the Project site were disturbed and do not contain any historic or prehistoric resources (PaleoWest, 2023). Therefore, because there are no historical resources located within the Project site or within proximity to the Project site, implementation of the Project would not cause a substantial adverse change in the significance of a historical resource and no impact would occur. To reduce potential impacts to any known and unknown historical resources that may be found during ground disturbing activities to a less than significant level, implementation of Project-specific mitigation measure MM CR-1 is required.

### ***Additional Project-Level Mitigation Measures***

**MM CR-1** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the 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 the Pechanga Band of Indians, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon Band of Luiseño Indians for a Native American 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 Native American 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 Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American 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 Native American 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 Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative will be notified. The designated Native American tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken in a manner that avoids destruction or other adverse impacts.

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

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 Native American 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 and the Native American tribe(s) involved with the Project.

### ***Level of Significance After Mitigation***

Less than significant.

<b>Threshold b: Would the project cause a substantial adverse in the significance of archaeological resources pursuant to Section 15064.5?</b>
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The PVCCSP EIR concluded that with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with or cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the State CEQA Guidelines. (City of Perris, 2011)

The cultural resource investigation of the Project area included background research, communication with the 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 Agua Caliente Band'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 site on January 5, 2023. No archaeological or built-environment resources were identified during the survey in the Project area. Implementation of Project mitigation measure MM CR-1 provided above under threshold a, would reduce potential impacts to a less than significant level. Project mitigation measure MM CR-1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4, as subsequently revised by the City of Perris. With implementation of Project-level mitigation measure MM CR-1, potential impacts to archaeological resources would be reduced to a less than significant level.

***Additional Project-Level Mitigation Measures***

None other than Project-level mitigation measure MM CR-1.

***Level of Significance After Mitigation***

With implementation of Project-level mitigation measure MM CR-1, potential impacts to archaeological resources would be reduced to less than significant. This is consistent with the conclusions of the PVCCSP EIR.

<p><b>Threshold c: Would the project disturb any human remains, including those interred outside of formal cemeteries?</b></p>
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As identified in the Initial Study for the PVCCSP EIR, the PVCCSP area “has been historically used for agriculture use; and therefore, is not expected to contain human remains, including those interred outside of formal cemeteries.” Implementation of the PVCCSP is not anticipated to have an impact on known human remains.

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-specific mitigation measure MM CR-2.

***Additional Project-Level Mitigation Measures***

Project mitigation measure MM CR-2 replaces PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris. Implementation of the MM CR-2 would reduce potential impacts to human remains discovered during grading or other site disturbing activity to a **less than significant** level.

**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 5097.981 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 Eastern Information Center.

### ***Level of Significance After Mitigation***

With implementation of Project-level mitigation measure MM CR-2, potential impacts to human remains would be reduced to a less than significant level. This is consistent with the conclusions of the PVCCSP EIR.

### **4.4.5 CUMULATIVE IMPACTS**

As identified in the PVCCSP EIR, ten historic archaeological sites, nine identified prehistoric sites (primarily milling slick sites [rocks used to crush grain]) and several sites exhibiting extensive pictographs (rock art), and a few small stone flake scatters in the City of Perris. None are located within the PVCCSP area, including the Project site. These historic archaeological sites consist of the remnants (such as foundations) of historic buildings and/or ranch complexes. A total of 91 historic sites are located in the City limits and seven are located within the PVCCSP area. No known sites likely to contain human remains have been identified in the City of Perris.

Direct impacts to on-site cultural resources are site-specific. Each development proposal received by the City undergoes environmental review and is subject to the same resource protection requirements as the Project as outlined in the City of Perris General Plan EIR and PVCCSP EIR, as applicable. If there is a potential for significant impacts on cultural resources, an investigation is required to determine the nature

and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific cultural resource studies, construction activities associated with the Project would not impact any known prehistoric archaeological resources and the likelihood of uncovering previously unknown archaeological resources during Project construction is low based on the site characteristics and magnitude of previous disturbance. Regardless, during construction, the potential exists for the discovery of previously unknown subsurface archaeological resources that meet the definition of a significant archaeological resource during construction. Therefore, without mitigation, the Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to archaeological resources. The Project includes mitigation from the PVCCSP EIR, as revised, to identify, recover, and/or record any cultural resource that may occur within the Project limits resulting in a less than significant impact (see Project-specific mitigation measure MM CR-1). The City of Perris requires incorporation of similar measures in each development Project. Thus, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources.

Mandatory compliance with the provisions of California Health and Safety Code Section 7050.5, as well as Public Resources Code Section 5097 *et seq.*, (implemented as Project-level mitigation measure MM CR-2 in this EIR), would assure that all future development projects within the region, including the Project, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts. Thus, there are no projects that would, in combination with the Project, result in any significant cumulative impacts on historical, archaeological resources, or in impacts to human remains. Therefore, the Project would have no significant cumulative impacts associated with cultural resources.

#### 4.5.6 REFERENCES

PaleoWest, August 2023. *Cultural Resource Investigation in Support of Alabbasi Commercial Perris Project, City of Perris, Riverside County, California*, (Appendix D).

Albert A. Webb Associates, 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris. November 2011, certified January 10, 2012.  
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## 4.5 ENERGY

This section evaluates the Project's potential impacts to energy. This analysis addresses the proposed Project's energy consumption during construction and operation. Information presented in this Section is primarily based on energy calculations performed using Greenhouse Gas emission estimates presented in Section 6, *Greenhouse Gas/Global Climate Change*, of this Draft EIR. References used in preparation of this section are listed under Section 4.5.6, References.

There were no comments received on the Notice of Preparation or at the December 20, 2023, Draft EIR public scoping meeting related to energy.

### 4.5.1 EXISTING SETTING

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2021, released by the U.S. Energy Information Administration's California State Profile and Energy Estimates in 2021 (<https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures>) and included:

- As of 2021, approximately 7,359 trillion British Thermal Units of energy was consumed;
- As of 2021, approximately 605 million barrels of petroleum;
- As of 2021, approximately 2,101 billion cubic feet of natural gas;
- As of 2021, approximately 1 million short tons of coal.

The California Energy Commission's Transportation Energy Demand Forecast 2018-2030 was released to support the 2017 Integrated Energy Policy Report. The Transportation Energy Demand Forecast 2018-2030 provides data supporting projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand include:

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030.
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030.
- Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2019.

The most recent data provided by the Energy Information Administration for energy use in California by demand sector is from 2021 (<https://www.eia.gov/state/?sid=CA#tabs-2>) and is reported as follows:

- Approximately 41.2% transportation;
- Approximately 23.6% industrial;
- Approximately 17.1% residential; and

- Approximately 18.9% commercial.

## **4.5.2 EXISTING POLICIES AND REGULATIONS**

### **Federal**

#### ***Intermodal Surface Transportation Efficiency Act***

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. The ISTEA contained factors that Metropolitan Planning Organizations were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, Metropolitan Planning Organizations adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions. The applicable Metropolitan Planning Organization for the City of Perris is the Southern California Association of Governments (SCAG). Connect SoCal – The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments is the applicable planning document for the area.

#### ***Transportation Equity Act for the 21st Century***

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under the ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

### **State**

#### ***Integrated Energy Policy Report***

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (Public Resources Code § 25301a). The California Energy Commission prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report.

The 2020 Integrated Energy Policy Report was adopted March 23, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2020 Integrated Energy Policy Report identifies actions the state and others can take to ensure a clean, affordable, and

reliable energy system. California's innovative energy policies strengthen energy resiliency, reduce greenhouse gas (GHG) emissions that cause climate change, improve air quality, and contribute to a more equitable future.

### ***State of California Energy Plan***

The California Energy Commission is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

### ***California Code Title 24, Part 6, Energy Efficiency Standards***

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2022 version of Title 24 was adopted by the California Energy Commission and became effective on January 1, 2023. The 2022 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The California Energy Commission anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.

### ***California Green Building Standards Code, Title 24, Part 11***

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. The following CALGreen requirements that affect energy demand would be applicable to the proposed Project:

**5.106.4.1.1 Short-term bicycle parking.** If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.

**5.106.4.1.2 Long-term bicycle parking.** For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.

**5.106.5.3 Electric vehicle (EV) charging.** Construction to provide electric vehicle infrastructure and facilitate electric vehicle charging shall comply with Section 5.106.5.3.1 EV capable spaces and Section 5.106.5.3.2 Electric vehicle charging stations.

**5.106.5.5.1 Electric vehicle charging readiness requirements for warehouses, grocery stores, office buildings, and manufacturing facilities and retail stores with planned off-street loading spaces.** To avoid future demolition when adding EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s) or subpanel(s) shall be installed at the time of construction in accordance with the *California Electrical Code*.

**5.106.8 LIGHT POLLUTION REDUCTION.** Project lighting would be required to meet provisions of Section 5.106.8.

**5.106.10 GRADING AND PAVING.** Construction plans shall indicate how site grading or a drainage system will manage all surface water flows to keep water from entering buildings.

**5.106.12 SHADE TREES [DSA-SS].** Shade Trees shall be planted to comply with Sections 5.106.12.1, 5.106.12.2, and 5.106.12.3. Percentages shown shall be measured at noon on the summer solstice. Landscape irrigation necessary to establish and maintain tree health shall comply with Section 5.304.6.

**5.303.3 WATER CONSERVING PLUMBING FIXTURES AND FITTINGS.** Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) will be required to meet CALGreen Code.

**5.408.1 CONSTRUCTION WASTE MANAGEMENT.** Recycle and/or salvage for reuse a minimum of 65% of the non-hazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

**5.408.3 EXCAVATED SOIL AND LAND CLEARING DEBRIS.** 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled.

**5.410.1 RECYCLING BY OCCUPANTS.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive.

### ***Assembly Bill 1493 Pavley Regulations and Fuel Efficiency Standards***

California Assembly Bill (AB) 1493, enacted on July 22, 2002, required the California Air Resource Board (CARB) to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although specifically aimed at reducing GHG emissions, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

### ***California Renewable Portfolio Standards (SB 1078)***

First established in 2002 under SB 1078, California's Renewable Portfolio Standards requires retail sellers of electric services to increase procurement from eligible renewable resources to 33 percent of total retail sales by 2020.

### ***Clean Energy and Pollution Reduction Act of 2015 (SB 350)***

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the Renewable Portfolio Standards, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the CPUC, the California Energy Commission, and local publicly-owned utilities.
- Reorganize the ISO to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

### **PVCCSP Standards and Guidelines and Mitigation Measures**

There are no Standards and Guidelines or mitigation measures specifically related to energy included in the PVCCSP. The PVCCSP EIR includes the following mitigation measures related to energy consumption, which were adopted to address air quality impacts. '

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

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

#### **4.5.3 `METHODS**

##### **Models Employed to Analyze Energy**

###### ***California Emissions Estimator Model™***

In December 2022, the South Coast Air Quality Management District (South Coast AQMD), in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) version 2022.1.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. The latest version of

CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendices A and B of Appendix B to this Draft EIR.

#### 4.5.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on energy if it will:

- a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.
- 

#### 4.5.5 ENVIRONMENTAL IMPACTS

##### Impact Analysis

**Threshold a: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?**

The Project would result in the demand for energy resources during both construction and long-term operation, as discussed below. Information from CalEEMod version 2022.1 outputs and information provided by the Project Applicant used in the Project's Air Quality Impact Analysis (included in Appendix B of this EIR) were utilized in the analysis of the Project's energy consumption, which detail Project-related construction equipment, transportation energy demands, and facility energy demands. Refer to Section 4.2.3 in the Air Quality Section of this EIR for a discussion of modeling inputs used in the analysis; a description of the anticipated construction schedule and a list of expected construction equipment is provided in Section 3.6.7, Construction Activities, of this EIR.

##### ***Construction Energy Demands***

The following tables show estimated gasoline demand for construction workers (Table 4.5-1) and construction equipment (Table 4.5-2). All fuel calculations are based on the total Carbon Dioxide Equivalent (CO<sub>2</sub>e) value calculated for each construction phase for worker, vendor, haul trips and heavy equipment use based on CalEEMod version 2022.1 output. Data are reported in annual metric tons of CO<sub>2</sub>e for the duration of each construction phase. Metric tons are converted to kilogram CO<sub>2</sub>e and then divided by a conversion factor used by the U.S. Environmental Protection Agency to estimate gallons of gasoline (8.87) and diesel fuel (10.18) consumed based on carbon emissions.

Table 4.5-1 shows the gasoline demand for construction workers and vendors by project phase. Table 4.5-2 shows the diesel fuel demand for equipment operation. For the purpose of determining fuel demand, it was assumed that all worker and vendor vehicles would be gasoline fueled and all haul trucks and construction equipment would be diesel fueled.

**TABLE 4.5-1  
 CONSTRUCTION WORKER GASOLINE DEMAND – PHASE I,  
 III AND IV**

	CO2e MT	Kg CO2e	Gallons
Site Preparation – 2024	1.08	1,080	122
Grading – 2024	1.85	1,850	209
Building Construction – 2024	46.0	46,000	5,186
Building Construction – 2025	137.1	137,100	15,456
Paving – 2025	1.81	1,810	204
Architectural Coating – 2025	3.68	3,680	415
<b>Total</b>	<b>191.5</b>	<b>191,500</b>	<b>21,590</b>

**TABLE 4.5-2  
 CONSTRUCTION EQUIPMENT DIESEL DEMAND – PHASE I,  
 III AND IV**

	CO2e MT	Kg CO2e	Gallons
Site Preparation – 2024	24.1	24,100	2,367
Grading – 2024	26.9	26,900	2,642
Building Construction – 2024	62.4	62,400	6,130
Building Construction – 2025	189	189,000	18,565
Paving – 2025	83.1	83,100	8,163
Architectural Coating – 2025	2.73	2,730	268
<b>Total</b>	<b>388.23</b>	<b>388,230</b>	<b>38,137</b>

**TABLE 4.5-3  
 CONSTRUCTION WORKER GASOLINE DEMAND – PHASE II**

	CO2e MT	Kg CO2e	Gallons
Site Preparation – 2025	1.08	1,080	121.8
Grading – 2025	10.8	10,800	1,320
Building Construction – 2025	3,117	3,117,000	381,051
Building Construction – 2026	156	156,000	19,070
Paving – 2026	1.75	1,750	214
Architectural Coating – 2026	6.26	6,260	765
<b>Total</b>	<b>3,292</b>	<b>3,292,000</b>	<b>402,445</b>

**TABLE 4.5-4  
 CONSTRUCTION EQUIPMENT DIESEL DEMAND – PHASE II**

	CO2e MT	Kg CO2e	Gallons
Site Preparation – 2025	24.1	2,410	237
Grading – 2025	26.9	2,690	264
Building Construction – 2025	124	124,000	12,181
Building Construction – 2026	127	127,000	12,475
Paving – 2026	13.8	13,800	1,355
Architectural Coating – 2026	2.73	2,730	268
<b>Total</b>	<b>318,5</b>	<b>318,500</b>	<b>31,287</b>

**Construction Energy Efficiency/Conservation Measures**

The equipment used for Project construction would conform to CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment used in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The Project would utilize construction contractors which practice compliance with applicable CARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, construction-source energy efficiencies would occur due to required California regulations and best available control measures. More specifically, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. This requirement would be enforced pursuant to PVCCSP EIR mitigation measure MM Air 4 (refer to Section 4.2, *Air Quality*, of this EIR). Construction equipment operators are informed that engines are to be turned off at or prior to five minutes of idling.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.



### ***Operational Energy Demands***

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

### ***Transportation Energy Demands***

Energy that would be consumed by Project-generated traffic is a function of VMT and related annual CO<sub>2</sub>e emissions. Fuel demand for Phase I, III and IV would be 312,852 gallons. Fuel demand for Phase II would be 1,044,532 gallons of gasoline. Heavy trucks accessing the industrial warehouse site would require approximately 619,745 gallons of diesel fuel annually. Estimated annual fuel consumption is conservative and likely the maximum that could be generated by the Project. Under future conditions, the average fuel economy of vehicles will improve as older, less fuel-efficient vehicles are retired and higher fuel economy and lower emission standards imposed on newer vehicles entering the statewide fleet.

Fuel economy will also improve as a result of federal and state regulatory actions requiring use of alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells). This will also decrease future gasoline demand. The Project site is located with a Transportation Priority Area; thus, transit would provide a viable alternative to the use of personal vehicles to access the site. The Project would improve the existing sidewalk along Ramona Expressway to facilitate and encourage pedestrian access; thus, reducing VMT and associated energy consumption. Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

### ***Facility Energy Demands***

During operation, Phase I would generate demand for 2,789,423 kilowatt hours of electricity and 5,304,384 British Thermal Units of natural gas annually. Phase II would generate demand for 1,502,202 kilowatt hours of electricity and 5,530,133 British Thermal Units of natural gas.

### ***Operational Energy Efficiency/Conservation Measures***

Energy efficiency/conservation measures are a result of increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards as well as enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project would be required to comply with mitigation measures from the PVCCSP EIR. Specifically, the Project would comply with PVCCSP EIR mitigation measures MM Air 19 and MM Air 20, which includes the installation of energy-efficient street lighting and sets performance standards on energy and water consumption. The Project would be served by the existing electric and gas utility lines adjacent to the site; thus, no new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure would be required.

### ***Conclusion***

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. Thus, the

Project would not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy. As such, the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation. Impacts would be less than significant.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

Project impacts would be less than significant.

**Threshold b: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

The Project would be subject to PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 that intend to reduce the Project’s level of energy consumption. Further, the Project is subject to current California Building Code requirements and must comply with the 2022 Building and Energy Efficiency Standards. Thus, the Project would not conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would not conflict with or obstruct State or local plans related to energy conservation. Federal plans are also discussed for informational purposes.

- **ISTEA.** Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project site.
- **TEA-21.** The Project site is located proximal to major transportation corridors with direct access to the Interstate freeway system. As stated, the site is located adjacent to and south of Ramona Expressway, approximately 1.5 miles east of Interstate 215 (I-215) and approximately 6.5 miles south of State Route 60 (SR-60). As such, the site selected for the Project facilitates access, reduces VMT, utilizes existing infrastructure systems and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.
- **Integrated Energy Policy Report.** Electricity would be provided to the Project by SCE. SCE’s *Clean Power and Electrification Pathway* white paper presents SCE’s integrated blueprint for California to reduce greenhouse gas emissions and air pollutants and builds on existing state programs and policies. Thus, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 Integrated Energy Policy Report. Additionally, the Project will comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Development of the Project would support the goals presented in the 2020 Integrated Energy Policy Report.

- **State of California Energy Plan.** As stated above, the Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.
- **California Code, Title 24, Part 6, Energy Efficiency Standards.** As previously stated, The 2022 version of Title 24 was adopted by the California Energy Commission and became effective on January 1, 2023. The 2022 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The California Energy Commission anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.
- **California Green Building Standards Code, Title 24, Part 11.** As stated, CCR Title 24, Part 11, commonly referred to as the CALGreen Code, requires new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality.
- **SB 350 – Clean Energy and Pollution Reduction Act of 2015.** The Project would use energy from SCE which has a diverse portfolio of sustainable energy. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption such as facilitating pedestrian and bicycle access to the Project site to reduce VMT.

### ***Conclusion***

Based on the preceding discussion, the Project would not conflict with any adopted State or local plans for renewable energy or energy efficiency. Impacts resulting from a conflict with or obstruction of a State or local plan for renewable energy efficiency would be less than significant.

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant.

#### **4.5.6 CUMULATIVE IMPACTS**

Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Other cumulative developments within the region would similarly be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the Project, including compliance with the 2022 Title 24 Building and Energy Efficiency Standards, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. Thus, the Project would not result in a potentially cumulatively-considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than cumulatively considerable.

The Project would not conflict with any adopted State or local plans for renewable energy or energy efficiency. The Project and other cumulative developments also inherently would be consistent with the 2020 Integrated Energy Policy Report, State of California Energy Plan, Title 24 Energy Efficiency Standards, AB 1493 (Pavley), and SB 350, as discussed herein. As such, impacts due to a conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less-than-cumulatively considerable.

#### 4.5.7 REFERENCES

Birdseye Planning Group, LLC. March 2024. Air Quality and Greenhouse Gas Analysis prepared for Distribution Park Commercial and Industrial *Project – Energy Analysis*. Included in Appendix B of this EIR.

United States Energy Information Administration, *California State Profile and Energy Estimates in 2021*. Website accessed December 2023

(<https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures>)

(<https://www.eia.gov/state/?sid=CA#tabs-2>)

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## **4.6 GEOLOGY AND SOILS**

This section describes the existing geology and soils characteristics within the Project site and analyzes the potential impacts of these characteristics that may adversely affect the Project or may be exacerbated by Project implementation. The analysis in this section is based primarily on the following site-specific technical reports prepared for the Project which are included in Appendices F and G this EIR and on information included in the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR ((Webb, 2011), which is incorporated by reference. All references used in this Section are listed below under Subsection 4.7.6, *References*.

- Geo Soils, Inc, October 2022. *Preliminary Geotechnical Investigation and Infiltration Feasibility Testing Report*, and provided herein as Appendix F; and
- PaleoWest, Inc., March 2023. *Paleontological Resource Assessment for the Alabbasi Commercial Project, City of Perris, Riverside County, California*; and provided as Appendix G.

There were no comments received on the Notice of Preparation or at the December 20, 2023 Draft EIR public scoping meeting regarding geology and soils.

### **4.6.1 EXISTING SETTING**

#### **Regional Geology**

Section 4.5, Geology and Soils, of the PVCCSP EIR, includes discussion of the regional geology for the PVCCSP area, which includes the Project site. The PVCCSP area is located within the Perris Block within the Peninsular Ranges geomorphic province of southern California. Fault zones in this range are characterized by a northwest-southeast trending which separate elongated structural blocks. The Perris Block is underlain with rocks of the Peninsular Ranges batholiths. This contains a very large mass of crystalline igneous rocks of Cretaceous age and pre-batholithic metasedimentary and metavolcanic rocks of older ages. The Perris Block is bound on the northeast by the San Jacinto Fault, on the north by the Cucamonga Fault and the San Gabriel Mountains, and on the southwest by the Elsinore Fault and the Santa Ana Mountains.

#### **Local Geology**

As required by PVCCSP EIR mitigation measure MM Geo 1 presented below, geotechnical investigations of the Project site were conducted, and are included in Appendix F. The geotechnical investigations included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for Project design. A total of 6 exploratory borings were conducted across the site for geotechnical logging and soil sample collection, and to evaluate subsurface conditions onsite. In addition, two (2) relatively shallow borings were advanced for infiltration feasibility testing.

Based on the subsurface investigation, and published geologic mapping, the site is underlain by early Pleistocene-age very old alluvial-fan deposits (Qvof). The very old alluvial-fan deposits are locally mantled by up to approximately 3 to 5 feet of native tilled topsoil materials. The surficial soils were observed to consist primarily of light brownish gray to pale brown silty sands. The colluvium was generally dry to damp, with a loose consistency near the surface

becoming medium dense with depth, likely due to previous surficial tilling for weed abatement purposes. The very old alluvial-fan deposits generally consisted of pale brown to brown, silty, fine- to coarse-grained sands, interbedded with light yellowish brown to reddish brown clayey, fine- to medium-grained sands. The alluvial sediments varied from damp to locally saturated, and were generally medium dense to very dense with depth.

### **Groundwater**

Groundwater was encountered in one of the geotechnical borings at a depth of 40½ feet below the ground surface. Based upon our review of the California Department of Water Resources, Water Data Library (2022), two (2) groundwater wells were located within the site vicinity and reported groundwater depths ranging between 43.6 feet measured March 14, 2022 to 55.9 feet below the ground surface measured November 30, 2020. All construction improvements would occur above the reported groundwater depth.

### **Topography**

The Project site is vacant and undeveloped. Topographically, the property consists of flat-lying terrain that varies in elevation from approximately 1,454 feet above mean sea level near the northwest corner of the site to approximately 1,449 feet above mean sea level near the middle of the property to approximately 1,451 feet above mean sea level near the southeast corner of the site. Therefore, overall relief is on the order of 3 to 5 feet.

### **Faulting and Seismicity**

There are no known active faults crossing the Project site, and the site is not within an Alquist-Priolo Earthquake Fault Zone (California Geological Survey). However, the site is located in a region subject to strong earthquakes occurring along active faults. These faults include, but are not limited to, the local San Jacinto fault systems, the Glen Ivy segment of the Elsinore Fault, and the San Andreas Fault. 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. Accordingly, the potential for fault rupture on the Project site is extremely low.

### **Paleontological Resources**

As previously identified, a Paleontological Assessment was prepared for the Project site and is included in Appendix G of this EIR. The City of Perris General Plan, Conservation Element, divides the city into five areas based on their paleontological potential. The Project site 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.

Based on the literature review and museum records search results, and in accordance with the Society of Vertebrate Paleontology (2010) sensitivity scale, the Quaternary Very old alluvial fan deposits in the Project area have high paleontological sensitivity because similar deposits have yielded significant fossils in the vicinity.



A records search conducted by the Western Science Center did not produce any fossil localities from within the Project site or 1 mile. Searches of online databases and other literature did not produce any additional fossil localities within 3 miles of the Project site.

A pedestrian survey of the Project site was conducted by PaleoWest in June 2023. Visibility was nearly 100 percent due to the lack of vegetation, though human 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.

Because the proposed Project entails excavation and grading for an industrial building, hotel, and restaurants, significant ground disturbances are anticipated. The presence of Pleistocene-age sediment at the surface suggests that ground disturbance may result in significant impacts to paleontological resources, such as destruction, damage, or loss of scientifically important paleontological resources. Thus, a qualified paleontologist should be retained to develop and implement the mitigation measures recommended herein.

#### **4.6.2 EXISTING POLICIES AND REGULATIONS**

Section 4.5, Geology and Soils, of the PVCCSP EIR provides a discussion of the regulatory framework for the analysis of impacts related to geology and soils. Following is a discussion of regulations that are specifically relevant to the Project, which information that is new or has been updated since the PVCCSP EIR was prepared. Development of the Project is also required to comply with regulations pertaining to erosion from wind and water, which are addressed in Section 4.3, *Air Quality* in this EIR (e.g., South Coast Air Quality Management District Rule 403 and PVCCSP EIR mitigation measure MM Air 3). While not addressed in this EIR, erosion control measures required to minimize impacts to hydrology and water quality would also be implemented as regulatory requirements and standard conditions of approval. (e.g., Federal Clean Water Act, Stormwater Pollution Prevention Plan and Water Quality Management Plan)

#### **State**

##### ***Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)***

The Alquist-Priolo Special Studies Zones Act of 1972 was renamed in 1994 to the Alquist Priolo Earthquake Fault Zoning (A-P) Act. The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

As stated, there are no active faults within the Project site and the Project site is not located within any A-P Earthquake Fault Zone.

##### ***Seismic Hazards Mapping Act***

The California Geological Survey provides guidance with regard to seismic hazards. Under the California Geological Survey Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Section 26902699.6), seismic hazard zones are identified and mapped to assist local governments in land use planning. The intent of the Seismic Hazards Mapping Act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. The Seismic Hazards Mapping Act requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). California Geological Survey Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

Based on information presented in the site-specific Geotechnical Investigation, seismic and related factors including liquefaction, lateral spreading, subsidence, ground lurching or shallow ground rupture are considered negligible minimized as a result of site location, soil characteristics, recommended remedial site grading, civil engineering, and typical site development procedures.

### **California Building Code**

The California Building Code (also known as the “California Building Standards Code”) is promulgated under the California Code of Regulations (CCR) (Title 24, Parts 1 through 12) and is administered by the California Building Standards Commission. The national model code standards adopted into Title 24 apply to all occupancies in California except for modifications adopted by State agencies and local governing bodies. The California Building Standards Commission published the 2022 California Building Code which came into effect in January 2023. The Project would comply with State requirements regarding seismic design in effect at the time building permits are issued. Cities and counties may adopt ordinances making more restrictive requirements than provided by the California Building Code, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission.

### **Local**

#### **City of Perris General Plan**

The specific policies outlined in the City’s General Plan that are related to geology and soils and that apply to the proposed Project are listed in Table 4.8-1, *City of Perris General Plan Consistency Analysis*, of Section 4.8, *Land Use and Planning*, of this Draft EIR. Notably, the Safety Element policies applicable to the analysis of geology and soils include:

**Policy I.E** All development will be required to include adequate protection from damage due to seismic incidents.

**Measure I.E.1** Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process.

- Measure I.E.2** Require implementation of mitigation measures identified in such investigations mentioned above [in Measure I.E.1], prior to the issuance of grading and building permits.
- Measure I.E.5** Adopt and enforce the most current version of the California Building Code (CBC).

Further, Goal 4 from the Conservation Element 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.

### ***City of Perris Building Code***

Chapter 16.08 (Building, Plumbing and other Codes Adopted), of the City of Perris Municipal Code includes the City’s Building Code. Building construction is governed by the California Building Code; however, the City has amended and provided exemptions to the California Building Code that address specific geologic considerations in the City. As identified in Chapter 16.08.050 (Adoption of the 2022 California Building Code), the 2022 California Building Code shall become the building codes of the City for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings and/or structures in the City.

### **PVCCSP Standards and Guidelines and Mitigation Measures**

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. The following mitigation measure is applicable to all new development projects within the PVCCSP area:

**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.

PVCCSP EIR mitigation measure MM Cultural 1 below outlines the requirements for preparation of a Phase I Cultural Resources Study that is required of all new development projects within the PVCCSP area.

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

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

The proponents of the subject implementing development projects and the professional archaeologists 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.
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

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<sup>1</sup> For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

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

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 discussed below.

#### 4.6.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on geology and soils if it will:

- 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 Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault.
  - ii. Strong seismic ground shaking.
  - iii. Seismic-related ground failure, including liquefaction.
  - iv. Landslides.
- b. Result in substantial soil erosion or the loss of topsoil.
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- d. Be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

#### 4.6.4 ENVIRONMENTAL IMPACTS

##### Impact Analysis

**Threshold a Would the Project 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 Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

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.

##### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

##### ***Level of Significance After Mitigation***

There would be no impact.

**Threshold a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- ii. Strong seismic ground shaking?**

The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) concludes that the PVCCSP area, which includes the Project site, would be subject to strong ground shaking, typical of Southern California, and that design and construction in accordance with current building codes and all geotechnical recommendations would reduce impacts from ground shaking to a less than significant level.

Consistent with PVCCSP EIR mitigation measure MM Geo 1 above, site-specific Geotechnical Investigations have been prepared by a registered geotechnical engineer. As stated, 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 International Building Code and related California Building Code 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.

Further, the PVCCSP EIR and the City of Perris Building Code, which incorporates the California Building Code, provide guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events. The Project Applicant is required to implement seismic design considerations in accordance with the California Building Code, which is reflected in General Plan Measure I.E.5. Notably, the City would apply a mandatory condition of approval on the Project that would require all buildings to be constructed in accordance with the City of Perris Building Code, which incorporates the California Building Code.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City's General Plan policies, compliance with the California Building Code and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving strong seismic ground shaking. This impact is less than significant.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR Initial Study.

**Threshold a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**iii. Seismic-related ground failure, including liquefaction?**

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). Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City’s General Plan policies, compliance with the California Building Code and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death from seismic-related ground failure, including liquefaction. This impact would be less than significant. Thus, impacts related to exposing people or structures to seismic-related ground failure, including liquefaction, would be **less than significant**.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

**Threshold a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  
iv. Landslides?**

The Geology and Soils section of PVCCSP EIR Initial Study (Section 3) concludes that there would be no impacts related to landslides, as the PVCCSP area, which includes the Project site, is relatively flat and not located near any areas that possess potential landslide characteristics.

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, gullyng, 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.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

No impact would occur, consistent with the conclusion of the PVCCSP EIR Initial Study.



**Threshold b Would the Project result in substantial soil erosion or the loss of topsoil?**

Erosion is the process by which the upper layers of the surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability and/or low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Wind erosion can damage land and natural vegetation by removing soil from one place and depositing it in another. It mostly affects dry, sandy soils in flat, bare areas, but wind erosion may occur wherever soil is loose, dry, and finely granulated. 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 South Coast Air Quality Management District 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 California Building Code 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. The PVCCSP EIR Initial Study concludes that no long-term soil erosion would occur, as PVCCSP implementing projects would involve the development of structures, paving (i.e., hardscape), and landscaping; short-term construction-related erosion potential would be addressed through compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements, and impacts would be less than significant.

With implementation of Best Management Practices 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**.

***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

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

The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) concludes that the potential for lateral spreading and landslide is low, as the PVCCSP area is relatively flat; however, the potential for subsidence is high. Seismic-related ground failure is addressed under Threshold a(iii) above. Expansive soil is addressed under Threshold d below.

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.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Furthermore, the City of Perris would conduct a thorough administrative review of future grading permits to ensure that earthwork activities do not result in any conditions that could result in unstable soils. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical Investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to location on an unstable geologic unit or soil would be less than significant; and no additional mitigation is required.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

<b>Threshold d Would the Project be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</b>
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Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content. The expansion potential of the on-site soils was determined in general accordance with ASTM D-4829 methodology. Soil testing conducted as part of the Geotechnical Investigations identified the near surface soils do not meet the criteria of detrimentally expansive soils as defined in Section 1803.5.3 of the 2019 California Building Code. With recommended site grading, the overall expansive character of site soils is anticipated to be very low.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigations recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to expansive soils would be less than significant.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

**Threshold e Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

The Project would connect to existing sewer lines. As stated, lines would be extended east from Painted Canyon Street in both East Dawes Street and Ramona Expressway to serve the site. There would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

**Level of Significance After Mitigation**

No impact would occur, consistent with the conclusions of the PVCCSP EIR.

**Threshold f Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not directly or indirectly destroy unique paleontological resources, paleontological sites, or unique geologic features.

A Paleontological Resources Assessment (PaleoWest, LLC, July 6, 2023 (Appendix G) was prepared for the proposed Project in compliance with PVCCSP EIR mitigation measure MM Cultural 1 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 (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 a **less than significant** level. Project mitigation measure MM GS-1 replaces PVCCSP EIR mitigation measure MM Cultural 5 as subsequently revised by the City of Perris.

### ***Additional Project-Level Mitigation Measures***

**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.

### ***Level of Significance After Mitigation***

Implementation of Project-level mitigation measures GS-1 and GS-2 would reduce any potential impacts to unique paleontological resources to less than significant.

### **4.6.5 CUMULATIVE IMPACTS**

As discussed, the potential Project-related impacts related to geology and soils would be less than significant with adherence to the City's General Plan policies and implementing measures, compliance with the California Building Code and City of Perris Building Code, implementation of PVCCSP EIR mitigation measure MM Geo-1, and incorporation of site-specific geotechnical recommendations contained in the Geotechnical Investigations into the Project design.

With exception of erosion hazards, the effects of geology and soils are restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. For example, development of the Project would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or soil expansion); therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. Like the Project, future development would have potentially significant geology/soils impacts prior to mitigation and would also be required to have site-specific geotechnical investigations prepared to identify the geologic and seismic characteristics on a site and to provide recommendations for engineering design and construction to ensure the structural integrity of proposed development; as required by the City, these recommendations would be incorporated into project design. Compliance of individual projects with the recommendations of the applicable geotechnical investigation, and adherence to the California Building Code and City of Perris Building Code would prevent hazards associated with geologic issues (e.g., fault rupture, seismic ground shaking, liquefaction, landslides, unstable soils, expansive soils and other geologic issues). Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to geology and soils.

With respect to erosion, as discussed under Threshold b, regulatory requirements mandate that the Project incorporate measures design during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project would

be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and other cumulative projects would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to erosion.

Although development activities within the Project site would not impact any known paleontological resources, there is the potential that such resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, implementation of Project-level mitigation measures GS-1 and GS-2 and similar mitigation requirements for other development in the PVCCSP planning area and the City, would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated. The Project would not result in a cumulatively considerable contribution to a significant cumulative impact to paleontological resources.

#### **4.6.6 REFERENCES**

Albert A. Webb Associates (Webb), 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000>

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PaleoWest, LLC August 2023. *Paleontological Resource Assessment, Distribution Park*, City of Perris, Riverside County, California

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## **4.7 GREENHOUSE GAS EMISSIONS**

This section identifies and evaluates the Project's potential to have adverse effects related to greenhouse gas (GHG) emissions during construction and operation. The analysis in this section is based on Project specific Distribution Park Commercial and Industrial Project *Air Quality and Greenhouse Gas Study*, prepared by Birdseye Planning Group (September 2023) and included in Appendix B of this EIR.

There were no comments received on the Notice of Preparation regarding greenhouse gas emissions. At the December 20, 2023 Draft EIR public scoping meeting, the Center for Community Action and Environmental Justice requested that the Draft EIR be in compliance with the City's Climate Action Plan.

### **4.7.1 EXISTING SETTING**

Section 4.2, Air Quality, of the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR includes a detailed discussion of the environmental setting at time the EIR was prepared. The discussion includes the following related to GHG issues: setting for the PVCCSP area, stationary and mobile emission sources, GHG constituents, and existing GHG emissions. The following discussion focuses on information that is either particularly relevant to the Project or information that is new or updated since the PVCCSP EIR was prepared.

#### **Greenhouse Gases**

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases. GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, carbon dioxide and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than carbon dioxide, include fluorinated gases and sulfur hexafluoride (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (carbon dioxide) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its global warming potential. Carbon dioxide has a global warming potential of one. By contrast, methane has a global warming potential of 28, meaning its global warming effect is 28 times greater than carbon dioxide on a molecule per molecule basis.

The largest source of GHG in California is transportation, contributing 40 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 15 percent of the state's GHG

emissions. Residential and commercial sources contribute approximately 10 percent of the State's GHG emissions. California emissions result in part to its geographic size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In July 2017, California's state legislature passed Assembly Bill (AB) 398 to reauthorize and extend until 2030 the state's economy-wide GHG reduction program. California has established a goal to achieve carbon neutrality by 2045 or earlier.

#### **4.7.2 EXISTING POLICIES AND REGULATIONS**

Section 4.2 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of GHG impacts. The following discussion summarizes the regulatory information for GHGs presented in the PVCCSP EIR that are particularly relevant to the Project or information that is new or updated since the PVCCSP EIR was prepared. Additional information regarding GHG regulations, and related energy regulations is presented in the *California Regulations* section the *Air Quality and Greenhouse Gas Study* included in Appendix B of this EIR, and in Section 4.5, *Energy*.

##### **State**

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 states that by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team, which in March 2006 published the Climate Action Team Report (CalEPA, 2006). The 2006 Climate Action Team Report recommended various strategies that the state could pursue to reduce GHG emissions. These strategies could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

##### ***Assembly Bill 32 and the California Air Resources Board Scoping Plan***

To further the goals established in EO S-3-05, the Legislature passed AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. Under AB 32, the California Air Resources Board (CARB) is responsible for and is recognized as having the expertise to carry out and develop the programs and requirements necessary to achieve the GHG emissions reduction mandate of AB 32. Under AB 32, CARB must adopt regulations requiring the reporting and verification of statewide GHG emissions from specified sources. This program is used to monitor and enforce compliance with established standards. CARB also is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. AB 32 authorized CARB to adopt market-based compliance mechanisms to meet the specified requirements. Finally, CARB is ultimately responsible for monitoring compliance and enforcing any rule, regulation, order, emission limitation, emission reduction measure, or market-based compliance mechanism adopted.

In 2007, CARB approved a limit on the statewide GHG emissions level for year 2020 consistent with the determined 1990 baseline (427 million metric tons of CO<sub>2</sub>e). CARB's adoption of this limit is in accordance with Health and Safety Code, Section 38550.

Further, in 2008, CARB adopted a Scoping Plan in accordance with Health and Safety Code, Section 38561. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020. The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction features by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards;
2. Achieving a statewide renewable energy mix of 33%;
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85% of California's GHG emissions;
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
6. Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In the Scoping Plan, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5% from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020) absent GHG reducing laws and regulations (referred to as Business-As-Usual). To calculate this percentage reduction, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards.

In the 2011 Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (CARB 2011a), CARB revised its estimates of the projected 2020 emissions level in light of the economic recession and the availability of updated information about GHG reduction regulations. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7% (down from 28.5%) from the Business-As-Usual conditions. When the 2020 emissions level projection was updated to account for newly implemented regulatory measures, including Pavley I (model years 2009– 2016) and the renewables portfolio standard (12% to 20%), CARB

determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16% (down from 28.5%) from the Business-As-Usual conditions.

In 2014, CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update; CARB 2014). The stated purpose of the First Update is to “highlight California’s success to date in reducing its GHG emissions and lay the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80% below 1990 levels by 2050” (CARB 2014). The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32 and noted that California could reduce emissions further by 2030 to levels needed to stay on track to reduce emissions to 80% below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.

In conjunction with the First Update, CARB identified “six key focus areas comprising major components of the state’s economy to evaluate and describe the larger transformative actions that will be needed to meet the state’s more expansive emission reduction needs by 2050” (CARB 2014). Those six areas are (1) energy, (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure), (3) agriculture, (4) water, (5) waste management, and (6) natural and working lands. The First Update identifies key recommended actions for each sector that will facilitate achievement of EO S-3-05’s 2050 reduction goal (CARB 2014).

Based on CARB’s research efforts presented in the First Update, it has a “strong sense of the mix of technologies needed to reduce emissions through 2050” (CARB 2014). Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

As part of the First Update, CARB recalculated the state’s 1990 emissions level using more recent global warming potentials identified by the Intergovernmental Panel on Climate Change. Using the recalculated 1990 emissions level (431 million metric tons of CO<sub>2</sub>e) and the revised 2020-emissions-level projection identified in the 2011 Final Supplement, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of approximately 15% (instead of 28.5% or 16%) from the Business-As-Usual conditions (CARB 2014).

In January 2017, CARB released, The 2017 Climate Change Scoping Plan Update (Second Update; CARB 2017b), for public review and comment. This update proposes CARB’s strategy for achieving the state’s 2030 GHG target as established in Senate Bill (SB) 32 (discussed below), including continuing the Cap-and-Trade Program through 2030, and includes a new approach to reduce GHGs from refineries by 20%. The Second Update incorporates approaches to cutting short-lived climate pollutants (SLCPs) under the Short-Lived Climate Pollutant Reduction Strategy (a planning document that was adopted by CARB in March 2017), acknowledges the need for reducing emissions in agriculture, and highlights the work underway to ensure that California’s natural and working lands increasingly sequester carbon. During development of the Second Update, CARB held a number of public workshops in the Natural and Working Lands, Agriculture, Energy, and Transportation sectors to inform development of the 2030 Scoping Plan Update (CARB 2016). The Second Update has not been considered by CARB’s Governing Board at the time this analysis was prepared.

Executive Order S-01-07 was enacted on January 18, 2007. The order mandates that a Low Carbon Fuel Standard (“LCFS”) for transportation fuels be established for California to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020.

Adopted December 15, 2022, CARB’s 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan intends to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California’s single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place. Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) focused on providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the targets set forth in the 2022 Scoping Plan. The 2022 Scoping Plan also includes a section on evaluating plan-level and project-level alignment with the State’s Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new residential and mixed-use development to determine consistency with the 2022 Scoping Plan. These approaches are recommendations only and are not requirements. They do not supplant lead agencies’ discretion to develop their own evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

Other regulations affecting state and local GHG planning and policy development are summarized as follows:

***Assembly Bill 939 and Senate Bill 1374***

AB 939 requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. SB 1374 requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

### **Senate Bill 1368**

SB 1368 is the companion Bill of AB 32 and was adopted September, 2006. SB 1368 required the California Public Utilities Commission to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007 and for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas-fired plant. Furthermore, the legislation states that all electricity provided to the State, including imported electricity, must be generated by plants that meet the standards set by the California Public Utilities Commission and California Energy Commission.

### **Senate Bill 97**

SB 97 was adopted August 2007 and acknowledges that climate change is an environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Natural Resources Agency was required to certify and adopt those guidelines by January 1, 2010. Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the state CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed sections of the CEQA Guidelines and incorporated GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance were provided and no specific mitigation measures were identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

1. Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
2. Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
3. When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
4. New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
5. OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."

6. OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
7. Environmental impact reports must specifically consider a project's energy use and energy efficiency potential.

### ***Senate Bills 1078, 107, and X1-2 and Executive Orders S-14-08 and S-21-09***

SB 1078 requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 changed the target date to 2010. Executive Order S-14-08 was signed on November 2008 and expands the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

### ***California Code Title 24, Part 6, Energy Efficiency Standards***

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2022 version of Title 24 was adopted by the California Energy Commission and became effective on January 1, 2023. The 2022 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The California Energy Commission anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.

### ***Senate Bill 375***

SB 375 was adopted in September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations to adopt a sustainable communities strategy or alternate planning strategy that will prescribe land use allocation in that Metropolitan Planning Organization's regional transportation plan. CARB, in consultation with each Metropolitan Planning Organization, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each Metropolitan Planning Organization's sustainable community's strategy or alternate planning strategy for consistency with its assigned targets.

The proposed Project is located within the Southern California Association of Governments (SCAG) jurisdiction, which has authority to develop the sustainable communities strategy or alternate planning strategy. For the SCAG region, beginning October 2018, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 19 percent below 2005 per capita GHG emissions levels by 2035. On September 3, 2020, SCAG adopted Connect SoCal, the 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), which meets the CARB emission reduction requirements. The Housing Element Update is required by the State to be completed within 18 months after regional transportation plan / sustainable communities strategy adoption. The Riverside County Housing Element 2021-2029 (6th Cycle) is being prepared and will include housing-related goals, policies, and programs to address the existing and projected future housing needs of the unincorporated County.

City and County land use policies, including General Plans, are not required to be consistent with the regional transportation plan and associated sustainable communities strategy or alternate planning strategy. However, CEQA incentivizes, through streamlining and other provisions, qualified projects that are consistent with an approved sustainable communities strategy or alternate planning strategy and categorized as “transit priority projects.”

### ***Senate Bill X7-7***

SB X7-7, enacted on November 9, 2009, mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. SB X7-7 requires the Department of Water Resources to develop a task force and technical panel to develop alternative best management practices for the water sector. Additionally, SB X7-7 required the Department of Water Resources to develop criteria for baseline uses for residential, commercial, and industrial uses for both indoor and landscaped area uses. The Department of Water Resources was also required to develop targets and regulations that achieve a statewide 20 percent reduction in water usage.

### ***Title 24 Building Energy Efficiency Standards***

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6) was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. On August 11, 2021, the California Energy Commission adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. Among other updates like strengthened ventilation standards for gas cooking appliances, the 2022 Energy Code includes updated standards such as new electric heat pump requirements for residential uses, schools, offices, banks, libraries, retail, and grocery stores; the promotion of electric-ready requirements for new homes including the addition of circuitry for electric appliances, battery storage panels and dedicated infrastructure to allow for the conversion from natural gas to electricity; and the expansion of solar photovoltaic and battery storage standards to additional land uses including high-rise multi-family residences, hotels and motels, tenant spaces, offices (including medical offices and clinics), retail and grocery stores, restaurants, schools, and civic uses (including theaters auditoriums, and convention centers). Newly constructed commercial buildings would also be



required to have a solar photovoltaic (PV) array and an energy storage system (ESS) installed. Projects whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.

### **California Green Building Standards Code, Title 24, Part 11**

The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. The CALGreen Code also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five green building topics. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs. The California Energy Commission adopted the 2022 CALGreen Code in December 2021, went into effect on January 1, 2023. The 2022 CALGreen code focuses on battery storage system controls, demand management, heat pump space and water heating, and building electrification.

### ***Title 20***

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. Performance of appliances must be certified through the California Energy Commission to demonstrate compliance with standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing for each type of appliance covered under the regulations and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

### ***Executive Order B-30-15***

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing statewide GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing statewide GHG emissions to 80% below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achievement of this goal, EO B-30-15 calls for an update to CARB's Scoping Plan to express the 2030 target in terms of million metric tons of CO<sub>2</sub>e. EO B-30-15 also calls for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets. EO B-30-15 does not require local agencies to take any action to meet the new interim GHG reduction target.

### ***Senate Bill 32 and Assembly Bill 197***

SB 32 and AB 197 (enacted in 2016) are companion bills that set new statewide GHG reduction targets, make changes to CARB's membership, increase legislative oversight of CARB's climate change-based activities, and expand dissemination of GHG and other air quality-related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

### ***SB 350— Clean Energy and Pollution Reduction Act of 2015***

In October 2015, the legislature approved and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Provisions for a 50 percent reduction in the use of petroleum statewide were removed from the Bill because of opposition and concern that it would prevent the Bill's passage. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

1. Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
2. Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission, the California Energy Commission, and local publicly-owned utilities.
  -
3. Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

### **SB 100**

On September 10, 2018, Governor Brown signed SB 100, which raises California’s renewables portfolio standard requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

### **Executive Order B-55-18**

On September 10, 2018, Governor Brown signed Executive Order B-55-2018 which established a new statewide goal to achieve carbon neutrality as soon as possible and no later than 2045. The executive order also states that California will achieve and maintain net negative emissions thereafter.

### **AB 2127**

AB 2127 promotes better planning for EV infrastructure build-out across all vehicle classes. AB 2127 would help the state meet the goal of 5 million zero-emission vehicles on the road by 2030.

## **Regional**

### **South Coast Air Quality Management District**

The South Coast Air Quality Management District (AQMD) only has authority over GHG emissions from development projects that include air quality permits. If the project requires a stationary permit, it would be subject to the applicable South Coast AQMD regulations.

South Coast AQMD Regulation XXVII, adopted in 2009 includes the following rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, high quality certified GHG emission reductions in the South Coast Air Basin.
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- Rule 2702, GHG Reduction Program created a program to produce GHG emission reductions within the South Coast Air Basin. The South Coast AQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.
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## **Local**

**Western Riverside Council of Governments.** In September 2014, the Western Riverside Council of Governments completed the Subregional Climate Action Plan (Subregional CAP). The Subregional CAP is a joint effort by twelve cities in the subregion which establishes emissions reduction targets, emissions reduction measures, and action steps to assist each community to demonstrate consistency AB 32 (WRCOG 2014). The City was a participating agency in developing the Subregional CAP, and has adopted a local CAP based on the Subregional CAP as addressed below.

### ***City of Perris General Plan Policies***

The Conservation Element-Sustainable Community Section of the City of Perris General Plan defines goals and policies related to GHG. The specific goals policies of the General Plan related to GHG that are relevant to the Project and a discussion of the Project's consistency is provided in Table 4.7-2 in Section 4.17 *Land Use and Planning*, of this EIR.

### ***City of Perris Climate Action Plan***

The City of Perris Climate Action Plan (CAP) was adopted by the City Council on February 23, 2016. The CAP was developed to address global climate change through the reduction of GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. The CAP, including the GHG inventories and forecasts contained therein, is based on the Western Riverside Council of Governments' Subregional CAP. The City of Perris CAP utilized the analyses in the Subregional CAP addressing existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP contains community wide GHG emissions reduction targets of 15 percent below 2010 levels by 2020, and 47.5 percent below 2010 levels by 2035 (City of Perris, 2016).

### **PVCCSP Standards and Guidelines and Mitigation Measures**

There are no Standards or Guidelines specifically related to GHG emissions included in the PVCCSP. The PVCCSP EIR includes mitigation measures to address air pollutant emissions, which would also reduce GHG emissions. The following air quality mitigation measures from the PVCCSP EIR that would also reduce GHG emissions are applicable to the proposed Project:

**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

California Air Resources Board (CARB) in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or Environmental Protection Agency (EPA) certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNO<sub>x</sub> 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 (O<sub>3</sub>) 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 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

**MM Air 13** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for Nitrogen Oxides (NOX)] funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.

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

**MM Air 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 sites 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 should 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 Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.

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

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

### ***City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities***

The City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many policies address the generation of air pollutant emissions at industrial facilities and would be applicable to the proposed warehouse component of the Project. While the policies do not directly address GHG emissions from industrial facilities, any of the policies that address emissions from internal combustion engines as well as energy demand would also address GHG emissions. The relevant policies for air pollutant emissions are listed below:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

14. Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
17. Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.

Goal #2: Minimize exposure to diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

4. Minimize the air quality impacts of trucks on sensitive receptors by:
  - a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
  - e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.

- g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
  - h) Encouraging replacement of diesel fleets with new model vehicles.
  - j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
4. Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
  6. On site motorized operational equipment shall be ZE (Zero Emissions).
  9. Pursuant to CARB’s Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
  10. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
  12. Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
  13. Post signs requiring to turn off truck engines when not in use.

Goal #5: Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents’ Concerns.

2. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
4. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
6. Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
8. Provide facility owners/management with the necessary resources from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
9. Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.

10. Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
11. Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.

**Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.**

1. In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
2. All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner of road construction equipment may be utilized.
4. Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
7. Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the County upon request.
10. The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
11. Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
12. Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.

**Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.**

2. Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
4. Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
6. Require signage about CARB regulations.
7. All building roofs shall be solar-ready.



### 4.7.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on air quality if it will:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

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

Instead, the determination of significance is governed by State CEQA Guidelines 15064.4, entitled “Determining the Significance of Impacts from Greenhouse Gas Emissions.” State CEQA Guidelines 15064.4(a) states, “[t]he determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, what threshold(s) should be used to qualitatively and quantitatively determine the significance of a project impact. Therefore, consistent with State CEQA Guidelines 15064.4, the GHG analysis for the project appropriately relies upon a threshold based on the exercise of careful judgement and believed to be appropriate in the context of this particular project.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 metric tons of CO<sub>2</sub>e per year for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The policy objective of the South Coast AQMD’s interim threshold is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate, contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that South Coast AQMD staff estimates that these GHG emissions would account for slightly less than one percent of the future 2050 statewide GHG emissions target.

The South Coast AQMD has continued to consider then adoption of significance thresholds for projects where the SCAMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

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

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

Tier 3 Consider whether the Project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 metric tons of CO<sub>2</sub>e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 metric tons of CO<sub>2</sub>e/year), commercial projects (1,400 metric tons of CO<sub>2</sub>e/year), and mixed-use projects (3,000 metric tons of CO<sub>2</sub>e/year). Under option 2 a single numerical screening threshold of 3,000 metric tons of CO<sub>2</sub>e/year would be used for all non-industrial projects. If the Project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the Project generates GHG emissions in excess of applicable performance standards for the Project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 metric tons of CO<sub>2</sub>e per service population for Project level analyses and 6.6 metric tons of CO<sub>2</sub>e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 metric tons of CO<sub>2</sub>e per service population for Project level analyses and 4.1 metric tons of CO<sub>2</sub>e per service population for plan level analyses. If the Project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the Project efficiency target to Tier 4 levels. The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or of additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 metric tons of CO<sub>2</sub>e per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance adopted by the South Coast AQMD, the City of Perris has been using the 10,000 metric tons of CO<sub>2</sub>e per year threshold of significance for industrial/warehouse projects and the draft thresholds for mixed-use and non-industrial projects for the purpose of evaluating impacts with respect to project-level GHG emissions. Because the proposed Project includes both an industrial use as well as commercial uses, it is considered to be a mixed-use project. The City's use of the 3,000 metric tons of CO<sub>2</sub>e threshold for the proposed Project is also considered to be appropriate because the existing PVCCSP land use designation for the site is Commercial and the project would require a Specific Plan Amendment to change the PVCCSP land use designation of the 12.6-acre

southern portion of the 17.1-acre site from Commercial to Light Industrial. As such, the 3,000 metric tons of CO<sub>2</sub>e per year threshold applies to the existing PVCCSP land use designation for the Project site.

**4.7.4 ENVIRONMENTAL IMPACTS**

**Impact Analysis**

**Threshold a** *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Please refer to Section 4.2, *Air Quality*, of this EIR, and the Project’s *Air Quality and Greenhouse Gas Study* included as Appendix B for a discussion of the models used to estimate the Project’s GHG emissions, and a description of construction and operational modeling assumptions. Modeling and Project-related input assumptions used to evaluate the Project’s GHG impacts are based on the same modeling methodology conducted to assess the Project’s air quality impacts.

***Construction Emissions***

Construction activity is assumed to occur over a period of approximately 17 months beginning in early 2024 and conclude in mid-2025 for the hotel and restaurants and beginning in early 2025 and concluding in 2026 for the warehouse. Based on CalEEMod results, construction activity for the Project would generate an estimated 1,210 metric tons of CO<sub>2</sub>e, as shown in Table 4.7-1. Amortized over a 30-year period as recommended by the South Coast AQMD, construction of the proposed Project would generate 42 metric tons of CO<sub>2</sub>e per year.

**TABLE 4.7-1  
 ESTIMATED CONSTRUCTION-RELATED  
 GREENHOUSE GAS EMISSIONS**

<b>Year</b>	<b>Annual Emissions (metric tons of CO<sub>2</sub>e)</b>
2024	248
2025 (hotel/restaurants)	352
2025 (warehouse)	354
2026	312
<b>Total</b>	<b>1,266</b>
<b>Amortized over 30 years</b>	<b>42 metric tons per year</b>

*See Appendix B for CalEEMod software program output for new construction.*

Operational Indirect and Stationary Direct Emissions

Long-term emissions relate to energy use, solid waste, water use, and transportation. Each source is discussed below and includes anticipated emissions that would result from the proposed Project.

Energy Use. Operation of onsite development would consume both electricity and natural gas (see Appendix for CalEEMod results). The generation of electricity through combustion of fossil fuels typically yields carbon dioxide, and to a smaller extent, nitrous oxides and methane. Natural gas emissions can be calculated using default values from the California Energy Commission sponsored California Commercial End-Use Survey and Residential Appliance Saturation Survey studies which are built into CalEEMod. As shown in Table 4.7-2, the overall net increase in energy use at the Project site would result in approximately 1,616 metric tons of CO<sub>2</sub>e per year.

Water Use Emissions. The CalEEMod results indicate that the Project would use approximately 70,305,000 million gallons of water per year. Based on the amount of electricity generated to supply and convey this amount of water, as shown in Table 4.7-3, the Project would generate approximately 190 metric tons of CO<sub>2</sub>e per year.

Solid Waste Emissions. For solid waste generated onsite, it was assumed that the Project would achieve a 75% diversion rate, as required by the California Integrated Waste Management Act of 1989 (AB 939), as amended by AB 341. The modeling results indicate that the Project would result in approximately 34 metric tons of CO<sub>2</sub>e per year associated with solid waste disposed within landfills (see Table 4.7-3).

**TABLE 4.7-2  
 ESTIMATED ANNUAL ENERGY-RELATED GREENHOUSE GAS  
 EMISSIONS**

<b>Emission Source</b>	<b>Annual Emissions (CO<sub>2</sub>e)</b>
Natural Gas	
- Hotel/Restaurants	282 metric tons
- Industrial/warehouse	294 metric tons
Electricity	
- Hotel/Restaurants	676 metric tons
- Industrial/warehouse	364 metric tons
<b>Total</b>	<b>1,616 metric tons</b>

*See Appendix A for CalEEMod software program output.*

**TABLE 4.7-3  
 ESTIMATED ANNUAL  
 SOLID WASTE AND WATER USE GREENHOUSE GAS  
 EMISSIONS**

Emission Source	Annual Emissions (CO <sub>2</sub> e)
Water	
- Hotel/Restaurants	12 metric tons
- Industrial/warehouse	178 metric tons
Solid Waste	
- Hotel/Restaurants	13 metric tons
- Industrial/warehouse	21 metric tons
<b>Total Water and Solid Waste</b>	<b>224 metric tons</b>

*See Appendix A for CalEEMod software program output.*

Transportation Emissions. Mobile source GHG emissions were estimated using the annual vehicle miles traveled (VMT) calculated by CalEEMod for the proposed Project. Table 14 shows the estimated mobile emissions of GHGs for the Project. As shown in Table 4.7-4, the Project would generate approximately 11,240 metric tons of CO<sub>2</sub>e per year associated with new passenger car and heavy truck trips. Of the total, approximately 61 percent would be associated with heavy truck operation.

**Table 4.7-4  
 Estimated Annual Mobile Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (CO <sub>2</sub> e)
Mobile Emissions	
- Hotel/Restaurants	2,775 metric tons
- Industrial/warehouse passenger cars	2,156 metric tons
- Industrial/warehouse heavy trucks	6,309 metric tons
<b>Total</b>	<b>11,240 metric tons</b>

*See Appendix A for CalEEMod software program output.*

***Combined Construction, Stationary and Mobile Source Emissions***

Table 4.7-5 combines the net new construction, operational, and mobile GHG emissions associated with the proposed Project including 0.92 metric tons of CO<sub>2</sub>e per year associated with testing the hotel emergency generator and 1.53 metric tons of CO<sub>2</sub>e per year associated with testing the warehouse emergency fire water pump. As discussed above, temporary emissions associated with construction activity (approximately 1,266 metric tons of CO<sub>2</sub>e) are amortized over 30 years as recommended by the South Coast AQMD. The combined annual emissions would total approximately 12,393 metric tons per

year of CO<sub>2</sub>e. The Project would exceed the 3,000 metric tons of CO<sub>2</sub>e annual threshold of significance; thus, Project GHG emissions would be significant per CEQA threshold a.

**Table 4.7-5  
 Combined Annual Greenhouse Gas Emissions**

<b>Emission Source</b>	<b>Annual Emissions (CO<sub>2</sub>e)</b>
<b>Construction</b>	42 metric tons
<b>Operational</b>	
Energy	1,616 metric tons
Solid Waste	34 metric tons
Water	190 metric tons
<b>Mobile</b>	11,240 metric tons
<b>Emergency Generator and Fire Water Pump</b>	3.0
<b>Total</b>	<b>12,935 metric tons</b>

*See Appendix A for CalEEMod software program output (demolition and new construction).*

**Additional Mitigation Measures**

The following Project-specific mitigation measures are required to reduce the Project’s greenhouse gas emissions.

**MM GHG-1** Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Division that demonstrate that electrical service is provided to each of the areas in the vicinity of all buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.

**MM GHG-2** All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner for all buildings constructed shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Division to verify, to the City’s satisfaction, that all landscaping equipment utilized will be electric-powered.

**MM GHG-3** Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.

**MM GHG-4** Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.

**MM GHG-5** Tenants who employ 250 or more full or part-time employees shall comply with South Coast AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from South Coast AQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program shall include, but not be limited to the following:

- Appoint a Transportation Demand Management (TDM) coordinator who will promote the TDM program, activities and features to all employees;
- Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work;
- Inform employees of public transit and commuting services available to them (e.g., social media, signage);
- Provide on-site transit pass sales and discounted transit passes;
- Guarantee a ride home;
- Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted;
- Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program; and
- Implement a commute trip reduction program to provide employees assistance in using alternative modes of travel and provide incentives to encourage employee

usage. The commute trip reduction program will be a multi-strategy program that could include the following individual measures:

- Carpooling encouragement;
- Ride-matching assistance;
- Preferential carpool parking;
- Flexible work schedules for carpools;
- Half-time transportation coordinator;
- New employee orientation of trip reduction and alternative travel mode options;
- Vanpool assistance; and
- Bicycle end-trip facilities (parking and lockers).

**MM GHG-6** Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.

**MM GHG-7** Upon occupancy and annually thereafter, the warehouse, hotel and restaurant operators shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers, including delivery truck drivers, as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting;
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies;
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling; and
- The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.

**MM GHG-8** Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer’s data. Electrical system upgrades that exceed reasonable costs shall not be required.

**MM GHG-9** The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code



(CALGreen). The Project Applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Division prior to the issuance of building permits.

- Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2;  
  
Include solar panels to offset the office energy use that can accommodate at least 15% of the energy demand for the hotel and restaurant buildings and 100% of the warehouse building;
- Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2; and.
- Plant trees in excess of the number required per the PVCCSP landscaping standards for commercial and industrial uses or identify, with assistance from City staff, areas (i.e., parks and open space) within the City of Perris where additional trees could be planted.

### ***Level of Significance After Mitigation***

The mitigation measures listed above that are available in the CalEEMod software and applicable to the proposed Project were incorporated into the model to determine the GHG emission reduction benefits. With implementation of mitigation, the GHG emissions associated with operation of the warehouse component would be reduced by 226 metric tons, or 6 percent, annually. The GHG emissions associated with operation of the hotel and restaurant buildings would be reduced by 137 metric tons, or 4 percent annually.

With implementation of PVCCSP mitigation measures pertaining to GHG as well as the Project-specific mitigation measures required by the City of Perris to reduce GHG emissions from commercial and light industrial/warehouse projects, the Project's cumulative GHG emissions impacts would be reduced but remain **significant and unavoidable**.

### ***Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

As stated, pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. Thus, the Project's consistency with SB 32 (CARB 2017 and 2022 Scoping Plans), Connect SoCal 2020, and the City of Perris CAP is discussed below. Project consistency with the 2017 and 2022 Scoping Plan also satisfies consistency with AB 32 because the Scoping Plans are based on the overall targets established by AB 32.

The Project would be required to comply with applicable provisions of Title 24 Energy Efficiency Standards and California Green Building Standards. As previously identified, the State Building Code provides the minimum standard that buildings must meet to be certified for occupancy, and adherence to these requirements is confirmed by the City during the respective Project approvals.

**SB 32/2017 Scoping Plan Consistency**

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction in GHG emissions below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4.7-6, 2017 Scoping Plan Consistency Summary, summarizes the Project's consistency with the 2017 Scoping Plan. As stated, the Project would not conflict with any of the Scoping Plan actions.

**TABLE 4.7-6  
 2017 SCOPING PLAN CONSISTENCY SUMMARY**

Action	Responsible Parties	Consistency
<b>Implement SB 350 by 2030</b>		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	California Public Utilities Commission, California Energy Commission, CARB	<b>No Conflict.</b> The Project would most likely use energy from Southern California Edison (SCE). SCE has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		<b>No Conflict.</b> The Project would be constructed in compliance with current California Building Code requirements including the 2022 Building and Energy Efficiency Standards and the 2022 California Green Building Standard requirements.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		
<b>Implement Mobile Source Strategy (Cleaner Technology and Fuels)</b>		
At least 1.5 million zero emission and plugin hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency, Strategic Growth Council, California Department of Transportation (Caltrans), California Energy Commission, OPR, local agencies	<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project must comply with the standards as applicable; and thus, would comply with the strategy.
At least 4.2 million zero emission and plugin hybrid light-duty EVs by 2030.		<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would

**TABLE 4.7-6  
 2017 SCOPING PLAN CONSISTENCY SUMMARY**

Action	Responsible Parties	Consistency
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. <b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.		<b>Not applicable.</b> This measure is not related to the Project scope.
Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes zero-emission vehicles comprise 2.5% of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		<b>No Conflict.</b> This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		<b>No Conflict.</b> As stated in Section XVII of the Initial Study, the Project's VMT impact would be considered less than significant based on the City of Perris threshold.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	<b>No Conflict.</b> The Project would not exceed South Coast AQMD GHG emission standards for commercial

**TABLE 4.7-6  
 2017 SCOPING PLAN CONSISTENCY SUMMARY**

Action	Responsible Parties	Consistency
		or industrial sources or otherwise conflict with GHG reduction efforts.
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	California State Transportation Agency, Strategic Growth Council, OPR, CARB, Governor's Office of Business and Economic Development, California Infrastructure and Economic Development Bank, Department of Finance, California Transportation Commission, Caltrans	<b>No Conflict.</b> The Project would not conflict with use of adjacent streets by pedestrians or bicycles. Further, transit services provided by Riverside County Transit in the greater Perris area would not be affected.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	California State Transportation Agency, Caltrans, California Transportation Commission, OPR, Strategic Growth Council, CARB	<b>Not applicable.</b> This measure is not related to the Project scope.
<b>Implement California Sustainable Freight Action Plan</b>		
Improve freight system efficiency.	California State Transportation Agency, CalEPA, California Natural Resources Agency, CARB, Caltrans, California Energy Commission, Governor's Office of Business and Economic Development	<b>No Conflict.</b> This measure would apply to all trucks accessing the Project site. It is presumed that these vehicles would be part of the statewide goods movement sector and limited to delivery vehicles. Access to the Project site would be provided from Harley Knox Boulevard, Redlands Avenue and East Dawes Street, which is used by trucks accessing adjacent properties.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near zero emission freight vehicles and equipment powered by renewable energy by 2030.		<b>Not applicable.</b> This measure is unrelated to the Project scope.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	<b>No Conflict.</b> When adopted, this measure would apply to all fuel purchased for use in vehicles accessing the Project site. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
<b>Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030</b>		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), local air districts	<b>No Conflict.</b> The Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The Project would not obstruct or interfere with agency efforts to reduce SLPS emissions.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	<b>No Conflict.</b> The Project would be required to comply with any applicable Cap-and-Trade Program

**TABLE 4.7-6  
 2017 SCOPING PLAN CONSISTENCY SUMMARY**

Action	Responsible Parties	Consistency
		provisions. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
<b>By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink:</b>		
Protect land from conversion through conservation easements and other incentives.	California Natural Resources Agency, departments within the California Department of Food and Agriculture, CalEPA, CARB	<b>Not applicable.</b> The Project site is not an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		<b>No Conflict.</b> The site is zoned for development. It is not intended to be preserved. Resilience of carbon storage in open space land in the Perris area would not be affected.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		<b>No Conflict.</b> To the extent appropriate for the proposed buildings, wood products would be used in construction, including roof structure. Additionally, the Project includes landscaping.
Establish scenario projections to serve as the foundation for the Implementation Plan		<b>Not applicable.</b> This measure is unrelated to the Project scope.
Implement Forest Carbon Plan	California Natural Resources Agency, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and departments within	<b>Not applicable.</b> This measure is unrelated to the Project scope.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State agencies & local agencies	<b>Not applicable.</b> This measure is unrelated to the Project scope.

**2022 Scoping Plan Consistency**

CARB’s 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high global warming potential; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines Section 15183.5. Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-emission vehicle buses and trucks. Additional transportation policies include the Off-Road Zero Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel Fueled Fleets Regulation, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation.

The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology. As indicated above, GHG reductions are also achieved as a result of State of California energy and water efficiency requirements for new residential development. These efficiency improvements correspond to reductions in secondary GHG emissions. For example, in California, most of the electricity that powers homes is derived from natural gas combustion. Therefore, energy saving measures, such as Title 24, reduces GHG emissions from the power generation facilities by reducing load demand. The 2022 Scoping Plan Appendix D provides local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. The 2022 Scoping Plan Appendix D focuses on Residential and Mixed-Use Projects. The 2022 Scoping Plan Appendix D lists potential actions that support the State's climate goals. However, the 2022 Scoping Plan notes that the applicability and performance of the actions may vary across the regions. The document is organized into two categories (A) examples of plan-level GHG reduction actions that could be implemented by local governments and (B) examples of on-site Project design features, mitigation measures, that could be required of individual projects under CEQA, if feasible, when the local jurisdiction is the lead agency. The Project would include a number of the Standard Conditions and mitigation measures for construction and operation. For example, the 2022 Scoping Plan's construction actions include enforcing idling time restrictions on construction vehicles and requiring construction vehicles to operate highest tier engines commercially available. The Project would include a majority of the feasible operational mitigation measures listed in the 2022 Scoping Plan Appendix D as design features. Some of the recommended operational measures would include providing bicycle parking, creating on- and off-site safety improvements for bike, pedestrian, and transit connections, requiring solar panels, drought-tolerant landscaping, and energy conserving appliances. As discussed above, the Project would be consistent with all applicable plan goals and applicable regulatory programs designed to reduce GHG emissions generated by land use projects. The Project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24 – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. As shown above, the majority of the Project's emissions are from energy and mobile sources, which would be further reduced by the 2022 Scoping Plan actions described above. The City has no control over vehicle emissions; however, these emissions would decline in the future because of Statewide measures as well as cleaner technology and fleet turnover. Many State plans and policies would contribute to a reduction in the Project's mobile source emissions, including the following:

*CARB's Advanced Clean Truck Regulation:* Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8.

*Executive Order N-79-20:* Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, to be zero-emission by 2035 and all medium and heavy-duty vehicles to be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment “requiring increasing volumes” of new zero-emission vehicles “towards the target of 100 percent.”

*CARB’s Mobile Source Strategy:* CARB’s Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California’s targets by increasing the adoption of zero-emission vehicle buses and trucks.

*CARB’s Sustainable Freight Action Plan:* The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of zero-emission vehicle trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the Statewide goods movement sector.

*CARB’s Emissions Reduction Plan for Ports and Goods Movement:* CARB’s Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted.

The Project would not obstruct or interfere with efforts to increase zero-emission vehicles or State efforts to improve system efficiency. Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB’s Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts, including the 2022 Scoping Plan. It is also noted that the Project would not convert any Natural and Working Lands and/or decrease the State’s urban forest carbon stock, which are areas of emphasis in the 2022 Scoping Plan.

Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that Project operations would benefit from applicable measures enacted to meet State GHG reduction goals. The Project would not impede the State’s progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Thus, impacts related to consistency with the 2022 Scoping Plan would be less than significant. The Project would not conflict with the applicable plans and regulatory programs that are discussed above; and therefore, with respect to this particular threshold, the Project does not have a significant impact.

### ***Connect SoCal 2020 Consistency***

Connect SoCal 2020 is supported by a combination of transportation and land use strategies that outline how the region can achieve California’s GHG emission reduction goals and federal Clean Air Act requirements. The Project would be developed within a PVCCSP zone in the City of Perris and utilize the

existing street network. The Project would not conflict with plans to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The Project would be consistent with or otherwise would not conflict with any of the goals identified in Connect SoCal 2020.

### ***City of Perris Climate Action Plan Consistency***

The City of Perris adopted its CAP in February 2016. The measures identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

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

The Project would comply with the CAP through compliance with the PVCCSP EIR mitigation measures and additional Project-level air quality mitigation measures identified in Section 4.2, *Air Quality*, of this EIR, which would lessen Project GHG emissions from both construction and operation. The Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP.

Further, the Project is subject to California Building Code requirements. New buildings must achieve the 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements, which include energy conservation measures and solid waste reduction measures. While the Project does not include reduced parking, increased density, or a mixed-use development, it would provide sidewalks, bike racks, pedestrian walkways, and Transportation Demand Management (TDM) measures to encourage the use of alternative modes of transportation (walking, biking, and transit). The Project would not conflict with applicable GHG reduction measures in the CAP and impacts would be less than significant.

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant.



#### **4.8.5 CUMULATIVE IMPACTS**

As discussed above, the assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. Because the Project's GHG emissions would exceed the 3,000 metric tons of CO<sub>2</sub>e per year threshold of significance used for this analysis, the Project would result in a cumulatively-considerable impact related to GHG emissions.

Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG would, cumulatively, be less than significant.

#### **4.8.6 REFERENCES**

Birdseye Planning Group, March 2024. *Distribution Park Commercial and Industrial Project Air Quality and Greenhouse Gas Study*, Included in Appendix B of this EIR.

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## **4.8 LAND USE AND PLANNING**

This section describes the Project site, existing land use in the surrounding area and evaluates Project consistency with the City of Perris General Plan (including goals and policies), zoning, and the Perris Valley Commerce Center Specific Plan (PVCCSP). Information presented in this Section is based on a review of relevant planning programs, information presented in the PVCCSP EIR, and site reconnaissance. All references used in this Section are listed below under Subsection 4.7.6, *References*.

A Notice of Preparation comment letter was received from the Southern California Association of Governments (SCAG) requesting that the consistency of the Project with the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals be addressed. SCAG identifies that RTP/SCS strategies provide guidance for considering the Project in the context of these goals and recommends that the 2020-2045 RTP/SCS Final Program EIR mitigation measures be used for guidance, as appropriate.

The Riverside County Airport Land Use Commission (ALUC) also submitted a comment on the Notice of Preparation noting that the Project does not require ALUC review as the site has been found consistent with the March Air Reserve Base/Inland Port Airport Airport Land Use Compatibility Plan (MARB/IPA ALUCP), and the Project does not require any legislative actions. City staff can perform the airport compatibility review; a detailed assessment of the Project consistency with the MARB/IPA ALUCP is provided in Section 4.9, *Hazards and Hazardous Materials*, of this EIR.

### **4.8.1 EXISTING SETTING**

#### **Project site**

The Project site is in the eastern portion of the PVCCSP area, in the City of Perris, in Riverside County. 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 17.1 acres and is located 1.7 miles east of Interstate (I)-215, adjacent to and south of Ramona Expressway, approximately 1.6 miles south of the March Air Reserve Base/Inland Port Airport (MARB/IPA) approximately 6.9 miles south of State Route (SR)-60. Figure 3-1, *Regional Map* and Figure 3-2, *Local Vicinity Map*, in Section 3.0, *Project Description*, of this EIR, depicts the regional location and local vicinity of the Project site. As shown in the aerial photograph provided in Figure 3-3, Existing PVCCSP Land Use Designation, the Project site is vacant, disturbed and undeveloped.

#### **General Plan and Zoning Designations**

The City of Perris General Plan land use designation for the Project site is PVCC SP – Perris Valley Commerce Center Specific Plan. The PVCCSP provides the zoning mechanism for the PVCCSP planning area. With approval of the PVCCSP by the City of Perris in January 2012, the current zoning designation for the Project site is Commercial. A discussion of the PVCCSP is provided in Section 4.7.2 below. Commercial land use designations are also located 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 Commercial 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.

### **Surrounding Land Uses**

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.<sup>1</sup> The Whirlpool Distribution Center is located to the south across East Dawes Street.

### **4.8.2 EXISTING POLICIES AND REGULATIONS**

Section 4.8, Land Use and Planning, of the PVCCSP EIR provides a complete discussion of “Regulatory Regulations” relevant to development within the PVCCSP area. Following is a discussion of these regulatory regulations as related to the Project.

#### **Regional**

Regional regulatory regulations discussed in the PVCCSP EIR include planning programs related to SCAG’s 2008 Regional Comprehensive Plan (RCP) and 2008 Regional Transportation Plan (RTP). Subsequent to certification of the PVCCSP EIR in January 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) in April 2012, which superseded the 2008 RTP. In April 2016, SCAG adopted the 2016-2040 RTP/SCS, which superseded the 2012 RTP/SCS. On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020) and the addendum to the Connect SoCal Program Environmental Impact Report. These regional planning programs are discussed below.

#### ***Southern California Association of Governments***

SCAG is a Joint Powers Authority under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated Metropolitan Planning Organization, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans. As identified in Section 15206 of the CEQA Guidelines, regionally significant industrial projects include “A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.”

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<sup>1</sup> The OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project was proposed for the development of this property with a 774,419-square-foot warehouse building and up to 70,000 square feet of retail and restaurant uses but the application for that project was withdrawn on February 13, 2024.

On September 3, 2020 SCAG's Regional Council approved and fully adopted Connect SoCal 2020 and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal 2020 is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal 2020 identifies a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG, 2021b).

The goals of Connect SoCal 2020 fall into four core categories: economy, mobility, environment, and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets.

### **Local**

Section 4.8 of the PVCCSP EIR includes a discussion of the City of Perris General Plan 2030 and the City's Zoning Ordinance (Perris Municipal Code, Title 19), which is based on the status of these regulatory plans prior to adoption of the PVCCSP in January 2012. The following discussion summarizes the current regulatory information for land use and planning that is specifically relevant to the Project, as updated since the PVCCSP EIR was prepared.

#### ***City of Perris General Plan***

The City of Perris General Plan 2030 (General Plan) was approved in April 2005 and includes land use policies and land use maps to guide the future development of the City of Perris. As shown in Exhibit LU-1: Planning Areas, of the General Plan Land Use Element, the City of Perris is divided into 10 Planning Areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The Project site lies within Planning Area 3. This area is generally made up of agricultural land use designations and light industrial uses (City of Perris, 2016a).

The Perris General Plan consists of eight elements, which address issues that affect the City, including Housing, Land Use, Circulation, Conservation and Sustainable Community, Noise, Safety, Open Space, and Healthy Community. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's general plan. The City of Perris General Plan's Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into 1 set of development policies. The Project site is designated "Specific Plan" on the General Plan Map (City of Perris, 2013).

Specific goals and policies of the respective elements of the City's General Plan that are relevant to the proposed Project are provided in Table 4.11-3, *City of Perris General Plan Consistency Analysis*, of this Section, along with an analysis of the Project's consistency with these goals and policies.

### ***City of Perris Zoning Code Title 19***

The City of Perris Zoning Ordinance (Municipal Code, Title 19) contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, and parking; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations.

As previously identified, the Project site is zoned “Specific Plan<sup>2</sup>.” A specific plan implements the General Plan land use designation within defined areas. A Specific Plan guides development from the type, location, and intensity of uses to the design and capacity of infrastructure and from the resources used to finance public improvements to the design guidelines of a subdivision. After a Specific Plan has been adopted, subsequent subdivision and development, public works projects, and zoning regulations must be consistent with the Specific Plan (City of Perris, 2019).

There are currently 13 Specific Plans in the City of Perris (City of Perris, 2022). The following is a discussion of the Perris Valley Commerce Center Specific Plan, which is the basis for future development in the Specific Plan area which includes the Project site.

### ***Perris Valley Commerce Center Specific Plan***

The PVCCSP was adopted by the City of Perris in January 2012 (Ordinance No. 1284) and was last amended in January 2023. The PVCCSP is the culmination of a multi-year planning process to determine the appropriate land use designations for the northwestern area of the City based, in part, on MARB/IPA to the north and development of logistics warehouse uses surrounding MARB/IPA. As defined by the City, the intent of the Perris Valley Commerce Center Specific Plan is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The plan will promote recognition throughout the region for its aesthetic cohesiveness, superior land planning, and architectural design.

The objectives of the PVCCSP are as follows:

- identify and promote various land uses within the Specific Plan area;
- to streamline the development process;
- to promote sustainable development through the encouragement of “green” technologies;
- to provide a strong sense of place by establishing an identity for the area; and
- to identify infrastructure utility needs and to provide plans for vehicular and non-vehicular circulation.

In compliance with the requirements of the California Government Code, the PVCCSP adopted a comprehensive land use plan, infrastructure plan, and Design Standards and Guidelines. The City of Perris will use the Specific Plan Standards and Guidelines to evaluate development projects subject to discretionary review within the PVCCSP boundaries.

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<sup>2</sup> The California Government Code (Title 7, Division 1, Article 8, Section 65450) grants authority to Cities to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans. The California Government Code states that Specific Plans may be adopted either by Resolution or by Ordinance and that the Specific Plan is required to be consistent with the General Plan. (City of Perris, 2022)

### ***PVCCSP Standards and Guidelines and Mitigation Measures***

The PVCCSP includes Standards and Guidelines relevant to land use and planning. These Standards and Guidelines (summarized below) are incorporated as part of the Project design 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 land use and planning included in the PVCCSP EIR.

#### **4.8.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on land use and planning if it will:

- a) Physically divide an established community; and
- 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.

#### **4.8.4 ENVIRONMENTAL IMPACTS**

##### **Impact Analysis**

As described in Section 3.0, *Project Description*, of this EIR, the Project is designed to implement the City's established land use vision identified in the PVCCSP and comply with the PVCCSP development Standards and Guidelines. As noted, the Project site has a Commercial land use designation. Allowed land uses are shown in Table 2.0-2 of the Specific Plan. The proposed hotel and restaurants would be consistent with the Commercial land use designation. The proposed warehouse is not allowed in the Commercial land use designation; thus, a Specific Plan Amendment is required to change the land use designation from Commercial to Light Industrial on the southern portion of the parcel.

The Project would be designed consistent with the Commercial and Industrial Design Standards and Guidelines as defined in Sections 7.0 and 8.0, respectively, of the PVCCSP. Relevant PVCCSP Standards and Guidelines that are incorporated into the Project are listed in the introduction to the analysis for each topical issue in Section 4.0 of this EIR and are assumed in the analysis.

<b>Threshold a: Would the project physically divide an established community?</b>
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The PVCCSP EIR Initial Study states that the PVCCSP area includes some vacant and agricultural land, but is otherwise developed with light industrial, industrial, commercial, and business park uses. Development of the PVCCSP would not divide or disrupt travel throughout the City. The PVCCSP is intended to unify the Project area and create a higher quality neighborhood. The Initial Study concludes that implementation of the PVCCSP would not divide an established community. No impacts would occur. (City of Perris , 2009)



As shown in Figure 3-2, Vicinity Map, of this Draft EIR, the Project site is vacant and undeveloped. The land uses surrounding the Project include a mix of undeveloped and vacant land and industrial uses. There is an existing, non-conforming club house building owned by the Camper Resorts of America facility along the eastern site boundary. As stated, a residential mobile home park is located to the west across Painted Canyon Street. Vacant land is located to the north across Ramona Expressway. The Whirlpool Distribution Center is located to the south across East Dawes Street. The closest established neighborhood is the Park Place Mobile Home Park adjacent to and west of the site. The Project site does not provide a connection between the mobile home park and other parts of the community. The Project would result in the development and operation of a new hotel, two restaurants and a 271,098-square-foot warehouse at the Project site. As stated, an amendment to the PVCCSP Commercial land use designation is required to accommodate the warehouse on the 12.6-acre southern portion of the 17.1-acre parcel. The warehouse site would be redesignated Light Industrial and the warehouse developed to PVCCSP industrial standards as defined in Chapter 8, *Industrial Design Standards and Guidelines*, of the PVCCSP.

Rather than dividing a community, development within the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. Thus, while a Specific Plan Amendment is required, because the Project site does not contain an established community nor does it connect established communities, the Project would not physically divide an established community. No impact would occur.

#### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

#### ***Level of Significance After Mitigation***

The Project would result in no impacts. This is consistent with the conclusion of the PVCCSP EIR Initial Study.

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

The PVCCSP EIR concludes that implementation of future development and infrastructure projects in compliance with the PVCCSP would not conflict with any applicable land use plan, policy, or regulation (Webb, 2011). An analysis of the Project's consistency with existing regional and local plans (including applicable goals, objectives, and policies) is provided below.

### **Regional**

#### ***March Air Reserve Base/Inland Port Authority***

The Project site is located within the March ARB/IPA Airport Overlay Zone D, Flight Corridor Buffer. This overlay zone is intended to encompass 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. The only prohibited uses are those that are hazardous to flight. Developments including major spectator-oriented uses are discouraged. PVCCSP EIR mitigation measures related to March ARB/IPA and applicable to the Project are identified as follows:

**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.

**Southern California Association of Governments**

Connect SoCal 2020 contains ten regional goals that provide guidance for considering projects based on SCAG’s long-range planning strategies. Table 4.7-1 provides analysis of the consistency of the Project with the policies from Connect SoCal 2020. As shown, the proposed Project would achieve the goals of Connect SoCal.

**TABLE 4.8-1  
 CONNECT SOCAL 2020 POLICY CONSISTENCY ANALYSIS**

Connect SoCal 2020-2045 Goals	Consistency Evaluation
<b>Goal 1:</b> Encourage regional economic prosperity and global competitiveness.	<b>Consistent.</b> The introduction of the warehouse and commercial development would improve the jobs/housing balance in the City of Perris and southwestern Riverside County.
<b>Goal 2:</b> Improve mobility, accessibility, reliability, and travel safety for people and goods.	<b>Consistent.</b> 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.
<b>Goal 3:</b> Enhance the preservation, security, and resilience of the regional transportation system.	<b>Consistent.</b> See response to Goal 2. The Project would provide roadway improvements proximal to the site; and thus, would be consistent with Goal 3.
<b>Goal 4:</b> Increase person and goods movement and travel choices within the transportation system.	<b>Consistent.</b> 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.
<b>Goal 5:</b> Reduce greenhouse gas emissions and improve air quality.	<b>Consistent.</b> 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.

**TABLE 4.8-1  
 CONNECT SOCAL 2020 POLICY CONSISTENCY ANALYSIS**

Connect SoCal 2020-2045 Goals	Consistency Evaluation
<b>Goal 6:</b> Support healthy and equitable communities.	<b>Consistent.</b> 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.
<b>Goal 7:</b> Adapt to a changing climate and support an integrated regional development pattern and transportation network.	<b>Consistent.</b> 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.
<b>Goal 8:</b> Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<b>Consistent.</b> The Project would be required to comply with South Coast Air Quality Management District 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.
<b>Goal 9:</b> Encourage development of diverse housing types in areas that are supported by multiple transportation options.	<b>Consistent.</b> The Project does not include residential uses. Goal 9 is not applicable to the proposed Project.
<b>Goal 10:</b> Promote conservation of natural and agricultural lands and restoration of habitats.	<b>Consistent.</b> The Project site does not contain agricultural lands or habitats that require restoration. Goal 9 is not applicable to the Project.

**Local**

***City of Perris General Plan***

All activities approved by a planning agency must be consistent with the goals and policies of the agency’s general plan. The City of Perris General Plan was approved in 2005, and as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan’s goals and policies. The State of California’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment”.

Table 4.8-B of the PVCCSP EIR addresses the PVCCSP’s consistency with the goals, policies, and measures of the City’s General Plan that were in effect at the time that the PVCCSP was adopted. The PVCCSP EIR concludes that implementation of the PVCCSP, of which the Project is a part, would not result in inconsistencies with the General Plan goals and policies. However, the PVCCSP EIR did not include an evaluation of the consistency of each potential development project within the PVCCSP planning area. Table 4.7-2, *City of Perris General Plan Consistency Analysis*, addresses the Project’s

consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect as applicable to the proposed Project. As identified in the consistency analysis, the Project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect.

**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
<b>Land Use Element</b>	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	The Project applicant would be required to 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.	<p>The proposed Project would provide both industrial and commercial development consistent with the PVCCSP as amended to accommodate the redesignation of the 12.6-acre southern portion of the site 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.</p> <p>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.</p>
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.
<b>Circulation Element</b>	
Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The proposed Project 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

**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
	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.
<b>Conservation Element</b>	
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 Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) upon implementation of the mitigation measures identified in Section IV, Biological Resources. Furthermore, the Project applicant would be required to 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 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.

**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
<p>Policy V.A: Coordinate land-planning efforts with local water purveyors.</p>	<p>The Eastern Municipal Water District (EMWD) is the local water provider and has been involved with utility planning for the proposed land uses at the Project site. Water-related improvements are detailed in Section 1.5, <i>Project Components</i>. The Project would be consistent with Conservation Element Policy V.A.</p>
<p>Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</p>	<p>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.</p>
Noise Element	
<p>Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be use in determining land use compatibility for new development.</p>	<p>According to the Noise Element, noise levels of up to 70 dBA CNEL are acceptable for hotels and transient lodging providing conventional construction with closed windows and fresh air supply systems or air conditioning while noise levels of up to 80 dBA CNEL are acceptable with these same construction parameters. The proposed buildings would hotel, restaurants, and office area of the warehouse building would be built using conventional construction techniques and the hotel restaurants, and office area of the warehouse would provide closed windows with air conditioning. Therefore, these standards apply to the proposed uses.</p> <p>The primary sources of noise at the Project site are traffic on Ramona Expressway and aircraft flying into MARB/IPA.</p> <p>According to Appendix G of the Noise Element, the future 70 dBA CNEL noise contour for Ramona Expressway is expected to extend up to 155 from the centerline of the roadway. The proposed hotel would be located approximately 280 feet from the centerline of Ramona Expressway. The warehouse building would be located approximately 445 feet from the centerline. Therefore, these buildings would be exposed to roadway noise levels that do not exceed the applicable Noise Element standards.</p> <p>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 is subject to the MARB/IPA ALUCP and the 2018 Final Air Installations Compatible Use Zones (AICUZ) Study for March Air Reserve Base. The Project site is not located beyond</p>

**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
	<p>the 60 dBA CNEL noise contour shown in Figure 4-2 of the AICUZ Study. Therefore, the proposed buildings would be exposed to aircraft noise levels that do not exceed the applicable Noise Element standards.</p> <p>The Project would comply with Noise Policy I.A.</p>
<p>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.</p>	<p>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.</p>
<p><b>Safety Element</b></p>	
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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.</p>
<p>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.</p>	<p>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</p>
<p>Policy S-4.3: Require new development projects and major remodels to control stormwater run-off on site.</p>	<p>The proposed drainage system has been designed to control all stormwater run-off on site. Therefore, the Project would be consistent with Safety Element Policy S-4.3.</p>
<p>Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).</p>	<p>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.</p>



**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
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 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. 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.
<b>Healthy Community Element</b>	
Policy HC 1.3: Improve safety and the perception of 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

**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
	area. No defensible space is proposed or required. The project would be consistent with Healthy Community Element Policy HC 1.3.
<p>Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities:</p> <ul style="list-style-type: none"> <li>• Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations</li> <li>• 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</li> <li>• 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</li> </ul>	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.
<b>Environmental Justice Element</b>	
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 Environmental Site Assessment was completed for the project site and is attached to the Initial Study as Appendix G. No Recognized Environmental Conditions were documented or identified in the Phase I Environmental Site Assessment 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 City adopted its Good Neighbor Guidelines for new and/or modified industrial facilities in 2022. Adoption of the Good Neighbor Guidelines formalized what is expected from industrial development, particularly those closer to sensitive receptors. See discussion below.

**TABLE 4.8-2  
 GENERAL PLAN CONSISTENCY ANALYSIS**

Policy	Consistency Evaluation
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.”	
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.

***Perris Valley Commerce Center Specific Plan***

As discussed previously, the PVCCSP governs land use within the PVCCSP area. The Project site is designated for Commercial uses. Consistent with the Commercial designation, the Project applicant would develop a new 107-room hotel and two restaurants on the northern portion of the site fronting Ramona Expressway. The proposed warehouse use is not allowed in the Commercial designation; thus, a Specific Plan Amendment is required for the 12.6-acre southern portion of the site to change the land use designation to Light Industrial. As described in Section 3.0, *Project Description*, and identified in the analysis for each topical issue in Section 4.0 of this EIR, the Project implements the requirements (Standards and Guidelines) of the PVCCSP related to architecture and design, landscaping, infrastructure, and sustainable development for the Commercial and Industrial components of the project as defined in Sections 7.0 and 8.0 of the PVCCSP. With approval of the PVCCSP amendment and design elements applicable to both the hotel/restaurant and warehouse components as defined in Section 3.0, *Project Description*, the Project would be consistent with the PVCCSP.

***City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities***

In September 2022, the City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Perris Good Neighbor Guidelines is to protect residential areas while allowing for the planned development of new or modified industrial facilities. The Perris Good Neighbor Guidelines apply to all new and/or modified warehouse, logistics, and distribution facilities (“industrial uses”). The proposed warehouse is an industrial facility and has the potential to generate impacts to nearby sensitive uses; thus, project consistency with the Perris Good Neighbor Guidelines is evaluated herein.

The proposed warehouse would be required to comply with all applicable policies set forth in the Perris Good Neighbor Guidelines. The building has been 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. The truck entrance/exit would be designed and constructed to facilitate right in and left out truck ingress/egress to prohibit truck traffic using East Dawes Street west of the site. In addition, the proposed dock doors would be 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 14-foot-high concrete tilt-up wall along the eastern site and southern site boundary along East Dawes Street.

***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP EIR.

**4.7.5 CUMULATIVE IMPACTS**

As identified in Section 5.0, *Other CEQA Topics*, of the PVCCSP EIR, this cumulative impact analysis considers development of the Project in relation to the City’s General Plan land use policies, zoning ordinances and other applicable developmental policies. The PVCCSP EIR concludes that cumulative impacts associated with the development of allowed uses under the PVCCSP, which would include the Project, would be consistent with all applicable General Plan Policies and regional plans, and cumulative impacts would be less than significant.

As stated, the project would require a PVCCSP Amendment to change the land use designation on the southern portion of the site from Commercial to Light Industrial to accommodate the warehouse. As demonstrated throughout this section, the Project would not have an adverse effect on land use or consistency with applicable plans and policies. Implementation of cumulative development in accordance with the General Plan and the PVCCSP, including the Project, would continue to convert undeveloped land to urban uses. The character and overall intensity of the Project is consistent with the existing warehouse south of the site. Furthermore, cumulative development projects are reviewed for consistency with adopted land use plans and policies by the City of Perris (including General Plan policies and zoning requirements), in accordance with the requirements of CEQA, State Zoning and Planning Law, and the Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Future development in the City would also be governed by policies, implementation measures, and programs to ensure orderly urban development.

While the proposed Project would change the type of land use contemplated on the southern portion of the site from commercial to warehouse use the Project would be developed consistent with design standards and guidelines in the Sections 7.0 and 8.0 of the PVCCSP and would not conflict with adopted goals and policies evaluated herein.

#### 4.7.6 REFERENCES

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## **4.9 NOISE**

This section identifies and evaluates potential Project impacts during construction and operation. The following analysis is based on the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR), and the *Distribution Park Industrial and Commercial Project Noise Report* prepared by Birdseye Planning Group, March 2024. The Noise Report is included in Appendix E of this EIR.

Comments regarding noise were provided by the Planning Commission in response to the Notice of Preparation or at the December 20, 2023 Draft EIR public scoping meeting. Planning Commissioners requested an evaluation of docking noise on nearby receptors as well as warehouse operational noise on the proposed hotel being proposed as part of Phase III of the Project.

### **4.9.1 EXISTING SETTING**

Section 4.9, Noise, of the PVCCSP EIR, includes a detailed discussion of the current environmental setting, which includes the following subsections related to noise issues: acoustical analysis background, groundborne vibration background, existing noise levels, and existing traffic noise levels. Additional information about the fundamentals of noise is provided in the Noise Report included in Appendix E of this EIR. The discussion in this section focuses on information that is either particularly relevant to the Project or specific to the Project site.

#### **Acoustical Analysis Background**

The PVCCSP EIR defines noise as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). However, since the human ear is not equally sensitive to all frequencies within the sound spectrum, the “A-weighted” noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. In the case of noise, a doubling of the energy from a noise source, such as the doubling of a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease. A 3 dBA change is the smallest change perceptible by the human ear.

The PVCCSP EIR further states that average noise levels over a period of minutes or hours are usually expressed as dB  $L_{eq}$  or the equivalent noise level for that period of time. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10p.m. to 7 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weighs only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.

#### **Groundborne Vibration**

Operational and construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction

vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Large bulldozers and loaded trucks can cause perceptible vibration levels proximate receptors. The U.S. Federal Transit Administration provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 75 Vibration Decibels (VdB) for residential uses and buildings where people normally sleep and provide a substantiated basis for determining the relative significance of potential Project-related vibration impacts due to on-site operational and construction activities.

**Existing Noise Levels**

To gather data on the general noise environment at the project site, three weekday morning 15-minute noise measurements were taken on the site on November 2, 2022, using an ANSI Type II integrating sound level meter. The predominant noise source was traffic. The temperature during the monitoring episode was approximately 60 degrees Fahrenheit with wind at 3-5 mph from the west. Monitoring Site 1 is located on the north side of East Dawes Street adjacent to the Park Place Mobile Home Park approximately 50 feet north of the East Dawes Street centerline. Monitoring Site 2 is located on the north side of the site, on the south side of Ramona Expressway. Monitoring Site 3 is located near the center of the site proximal to the proposed hotel. The monitoring location is shown in Figure 4.9-1. As shown in Table 4.9-1, the measured Leq was 60.2 dBA at Site 1; 64.8 dBA at Site 2, 52.1 dBA at Site 3. The monitoring data sheet is provided in Appendix A of Appendix E. The background ambient noise levels in the Project study area are dominated by traffic which includes passenger vehicles and heavy trucks operating on Ramona Expressway and East Dawes Street.

**Table 4.9-1  
 Noise Monitoring Results**

Measurement Location	Primary Noise Source	Sample Time	Leq (dBA)
Site 1. North of East Dawes Street adjacent to Park Place Mobile Home Park west of the Project site.	Traffic	November 2, 2022 8:00 -8:15 a.m.	60.2
Site 2. Northwest corner of the Project site	Traffic	November 2, 2022 8:25-8:40 a.m.	64.8
Site 3. Proposed hotel site south of Ramona Expressway	Traffic	November 2, 2022 8:50-9:05 a.m.	52.1

*Source: Field visit using ANSI Type II Integrating sound level meter.*

**Sensitive Receptors**

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Urban areas contain a variety of land use and development types that are noise sensitive including residences, schools, churches, hospitals and convalescent care facilities. Other receptors include office and industrial buildings, which are not considered as sensitive as residences, but are still protected by City of Perris land use compatibility standards, as discussed below. Representative existing sensitive receivers in the Project study area are comprised of the mobile home residences in the Park Place Mobile Home Park located adjacent to and west of the site, and the Camper’s Resort of America facility adjacent to the east of the site. While a transient commercial use, it is considered a noise sensitive land use. The proposed hotel would be a future noise sensitive use at the Project site. Sensitive land uses in the Project study area that are located at greater distances than receivers identified on



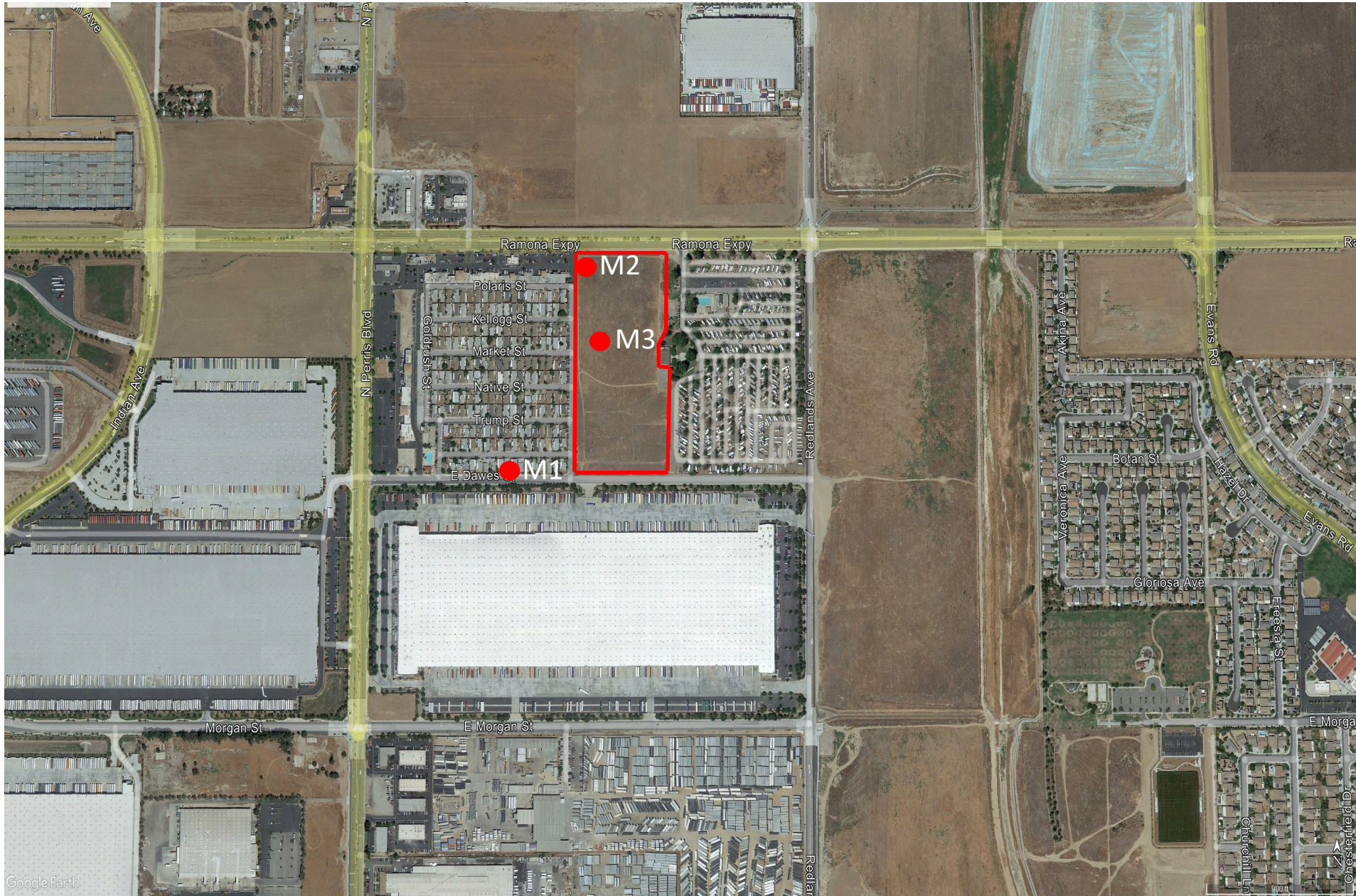


Figure 4.9-1—Noise Monitoring Locations

 - Project Site



Figure 4.9-2 would experience lower noise levels from Project-related construction or operational activities due to the additional attenuation from distance and the shielding of intervening structures.

#### **4.9.2 EXISTING POLICIES AND REGULATIONS**

Section 4.9, Noise, of the PVCCSP EIR includes discussions of noise regulations. Following is a discussion of applicable State and local regulations related to noise, which are further discussed in the Noise Report included in Appendix E of this EIR. There are no regional noise or vibration policies or regulations applicable to the Project.

#### **State**

##### ***Noise Standards***

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research (OPR). The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts. The City of Perris has adopted a modified version of the State guidelines in its Noise Element, as discussed below.

##### ***Green Building Standards Code***

The State of California's Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when nonresidential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

#### **Local**

##### ***City of Perris General Plan***

In 1976, the California Department of Health, State Office of Noise Control published a recommended noise/land use compatibility matrix which many jurisdictions have adopted as a standard in their general plan noise elements. The California State Office of Planning and Research 2017 updates to the General Plan Guidelines, Appendix D Noise Element Guidelines, Table 1, shows that exterior noise levels up to 60 dBA (CNEL or Ldn) are normally compatible for low density single-family residences, duplexes and mobile homes. Noise levels up to 65 dBA (CNEL or Ldn) are acceptable transient lodging (i.e., proposed hotel and Camper Resorts of America). The term "normally acceptable" refers to compatibility with the ambient outdoor noise environment for the land use type referenced such that interior noise levels are adequately attenuated without implementation of specific noise reduction measures. Whereas,



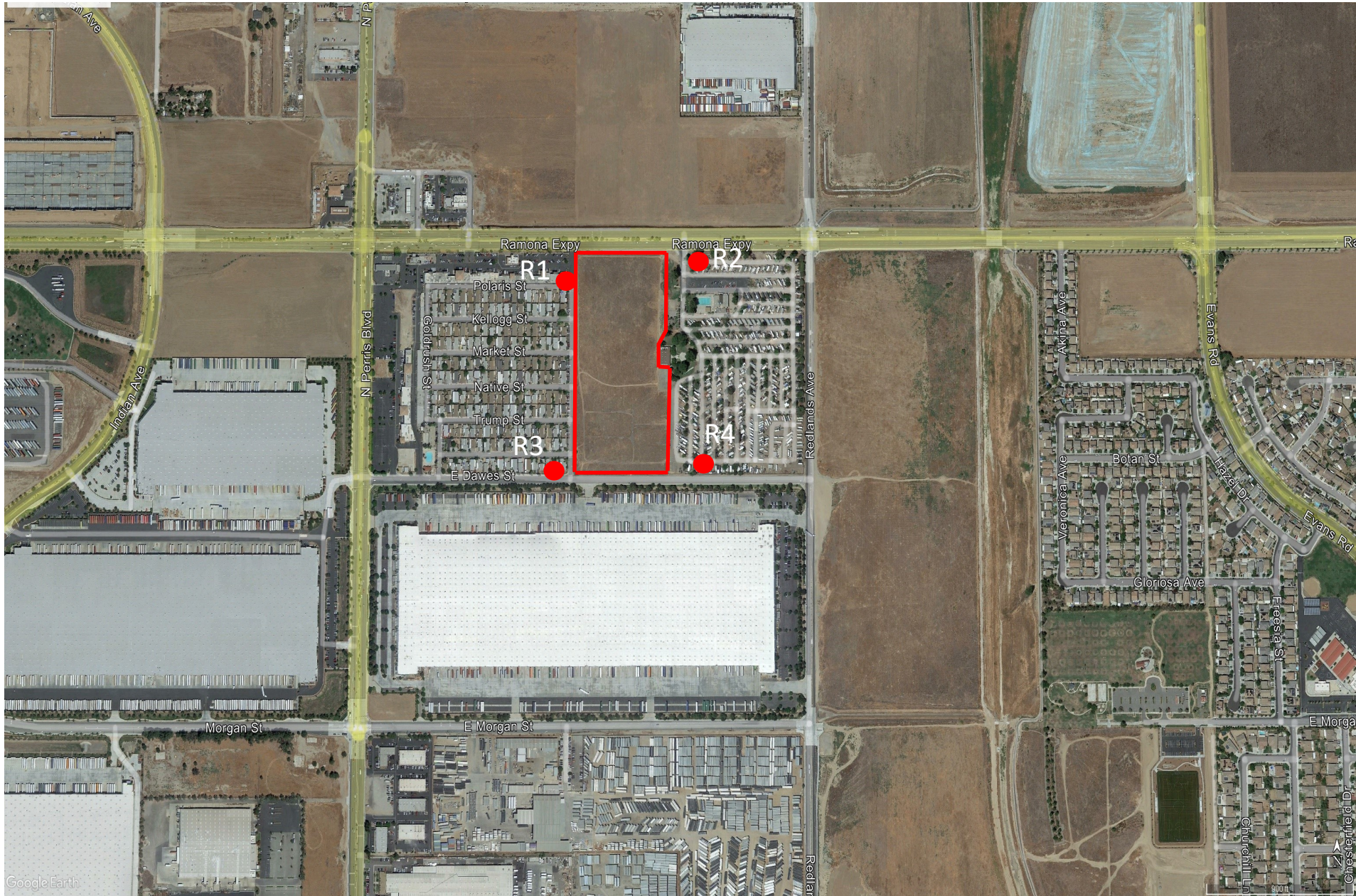


Figure 4.9-2—Noise Receivers

 - Project Site



“conditionally acceptable” refers to exterior ambient conditions that require the use of construction materials and methods or mitigation to achieve interior noise standards for the specified land use type.

Based on these metrics, the City of Perris General Plan Noise Element (City 2016) establishes noise compatibility guidelines for land uses and provides policies for new commercial and industrial facilities. Noise Element 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 which requires that an acoustical impact analysis be prepared 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 is replicated in Table 4.8-2. Consistent with state guidelines, noise levels at single-family residences and mobile homes, are normally acceptable up to 60 dBA CNEL and conditionally acceptable up to 70 dBA CNEL. Transient lodging noise levels are normally acceptable up to 65 dBA CNEL and conditionally acceptable up to 70 dBA CNEL.

**Table 4.9-2  
 Land Use Compatibility for Community Noise Environments**

Land Use	Normally Acceptable <sup>a</sup>	Conditionally Acceptable <sup>b</sup>	Normally Unacceptable <sup>c</sup>	Clearly Unacceptable <sup>d</sup>
Single-Family, Duplex, Mobile Homes	50-60	60-65	65-75	75-85
Multifamily	50-60	60-65	65-75	75-85
Transient Lodging – Hotels, Motels	50-60	60-70	70-80	80-85
School, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	-	50-65	-	65-85
Sports Arena, Outdoor Spectator Sports	-	50-70	-	70-85
Playgrounds, Neighborhood Parks	50-70	-	70-75	75-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	-	70-80	80-85
Office Building, Business and Professional, Commercial	50-65	65-75	75-85	-
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	-

<sup>a</sup> Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

<sup>b</sup> Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning would normally suffice.

<sup>c</sup> Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

<sup>d</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

Note: Noise levels are provided in A-weighted decibels, CNEL.  
 Source: Office of Noise Control, California Department of Health

The specific goals and policies of the General Plan related to noise that are relevant to the Project and a discussion of the Project's consistency is provided in Table 4.7-2, *City of Perris General Plan Consistency Analysis*, in Section 4.7, *Land Use and Planning*, of this EIR.

### ***City of Perris Noise Ordinance***

Operational noise including the expected loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements are typically evaluated against standards established under a City's Municipal Code. Chapter 7.34, Noise Control, of the City of Perris Municipal Code is the City's noise ordinance. Section 7.34.040 of the Perris Municipal Code limits exterior noise levels at nearby properties to 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 7.34.060 of the City's Municipal Code Chapter states that is 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 Lmax in residential zones. In addition, the Noise Element addresses nuisance noise and states that it should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitivity.

### ***PVCCSP Standards and Guidelines and Mitigation Measures***

The PVCCSP includes guidelines relevant to noise. Specifically, Section 4.2.8 addresses the potential need for sound walls to mitigate potential impacts to sensitive properties from adjacent development and Section 4.2.2.4 addresses parking and loading area placement to minimize impacts on sensitive properties. The PVCCSP EIR includes mitigation measures for potential impacts to noise, which are listed below:

**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 combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

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

**MM Noise 5** New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCCSP 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.

***City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities***

The City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Many policies address the generation of noise at industrial facilities and would be applicable to the proposed warehouse component of the Project. The relevant policies are listed below:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
4. Truck loading bays and drive aisles shall be designed to minimize truck noise.
6. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
16. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
3. Truck traffic shall be routed to impact the least number of sensitive receptors.

Goal #4: Provide Buffers between Warehouses and Sensitive Receptors.

4. Establish a Truck Routing Plan consistent with the City's truck route and that avoids sensitive receptors.

1. A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
8. An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
10. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
14. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.

1. In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
3. Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
4. Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
9. Minimize noise from construction activities.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.

4. A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and off-site increases to ambient noise levels.

### **Vibration Guidelines**

Vibration is a unique form of noise as the energy is transmitted through buildings, structures and the ground whereas audible noise energy is transmitted through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second. Vibration impacts to buildings are generally discussed in terms of PPV which describes particle movement over time (in terms of physical displacement of mass). Vibration can impact people, structures, and sensitive equipment Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and other high impact

demolition and excavation-related activities. Grading also has the potential to cause short-term vibration impacts if large bulldozers, loaded trucks, or other heavy equipment operate within proximity to sensitive land uses. Use of the PPV descriptor is common when addressing potential impacts to structures. The maximum vibration level standard used by the California Department of Transportation (Caltrans) for the prevention of structural damage to typical residential buildings is 0.2 inch per second PPV (Caltrans 2020).

The vibration velocity level (VdB) is used to describe potential impacts to people. The threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (Federal Transit Administration, 2018).

Construction activities referenced above that would generate significant vibration levels are not proposed (i.e., blasting, pile driving, jackhammering). However, to provide information for use in completing the CEQA evaluation, construction-related vibration impacts are evaluated using both PPV and associated VdB criteria. Table 4.9-3 shows PPV, approximate VdB and related human reaction and effects on buildings.

**Table 4.9-3  
 Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Traffic  
 Vibration Levels**

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effects on Buildings
0.006–0.019	64–74	Range of threshold of perception.	Vibrations unlikely to cause damage of any type.
0.08	87	Vibrations readily perceptible.	Recommended upper level to which ruins and ancient monuments should be subjected.
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities.	Virtually no risk of architectural damage to normal buildings.
0.2	94	Vibrations may begin to annoy people in buildings.	Threshold at which there is a risk of architectural damage to normal dwellings.
0.4–0.6	98-104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Architectural damage and possibly minor structural damage.

Source: Caltrans, April 2020

**4.9.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the State CEQA Guidelines, a Project would normally have a significant adverse environmental impact related to noise if it would:



- a. Result in the 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. Result in the generation of excessive groundborne vibration or groundborne noise levels.
- c. For a project located within the vicinity of a private airship 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, expose people residing or working in the project area to excessive noise levels.

#### **4.8.4 ENVIRONMENTAL IMPACTS**

##### **Thresholds of Significance**

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.

According to the PVCCSP EIR, typically, a jurisdiction will identify either a 3 dBA or 5 dBA increase as being the impact 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 baseline noise levels is considered a significant impact at all other sensitive land uses. Noise impacts are considered significant if any of the following occur as a direct result of the proposed development.

##### ***Off-Site Traffic Noise***

To assess the off-site transportation CNEL noise level impacts associated with the Project were used to assess the incremental traffic-related noise impacts at the sensitive land uses located east and west of the site 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 (PVCCSP EIR, Page 4.9-20).
- When the resulting ambient levels at non-noise sensitive land uses (e.g. industrial, etc.):
  - are less than 70 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase; or
  - exceed 70 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase (City of Perris General Plan Exhibit N-1, Land Use Compatibility for Community Noise Exposure).

### **Operational Noise**

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against the stationary source City of Perris  $L_{max}$  exterior noise level standards in the Municipal Code and the 24-hour CNEL noise level criteria for new industrial facilities identified in City of Perris General Plan Noise Element.

- If Project-related operational noise levels
  - exceed the 80 dBA  $L_{max}$  daytime or 60 dBA  $L_{max}$  nighttime noise level standards at the nearby sensitive receiver locations in the City of Perris (City of Perris Municipal Code, Section 7.34.040); or
  - exceed the 60 dBA CNEL exterior noise level standard at residential receiver locations within 160 feet of the Project area, in the City of Perris (City of Perris General Plan Noise Element, Implementation Measure V.A.1).
- If the resulting ambient noise levels at the nearby noise-sensitive receivers near the Project area:
  - are less than 60 dBA  $L_{eq}$  and the Project creates a 5 dBA  $L_{eq}$  or greater Project-related noise level increase; or
  - exceed 60 dBA  $L_{eq}$  and the Project creates a 3 dBA  $L_{eq}$  or greater Project-related noise level increase (PVCCSP EIR, Page 4.9-20).

### **Construction Noise and Vibration**

Noise from construction activities are typically evaluated against standards established under a City's Municipal Code. In addition, since the City of Perris has not identified or adopted specific vibration level standards guidelines for maximum-acceptable vibration criteria for different types of land uses were derived from the California Department of Transportation (Caltrans) (April 2020).

- If Project-related construction activities create noise levels at sensitive receiver locations in the City of Perris which exceed the construction noise level limit of 80 dBA  $L_{max}$  (City of Perris Municipal Code 7.34.060).
- If short-term project generated construction source vibration levels could exceed the Caltrans maximum acceptable vibration standard of 0.2 PPV at sensitive receiver locations (PVCCSP EIR, Page 4.9-27).

### **Impact Analysis**

**Threshold a Would the project result in the 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?**

Consistent with the analysis presented in the PVCCSP EIR, the Project has the potential to result in a temporary or permanent increase in ambient noise levels during construction of the Project, during long-term operation of the warehouse component and from Project-related traffic.

### **Construction-Related Noise Impacts**

The PVCCSP EIR concludes that construction-generated noise resulting from implementation of the PVCCSP and its subsequent implementing development and infrastructure projects could result in potentially significant impacts, but concluded that compliance with the day and hour limits of the Municipal Code (Noise Ordinance) and incorporation of mitigation measures MM Noise 1 through MM Noise 5 would reduce impacts to less than significant. The PVCCSP EIR further concludes that the transport of workers and equipment to and from the Project site would incrementally increase noise on local streets. The noise increase would be negligible when added to baseline conditions. In addition, truck traffic on public roads is exempt from local regulations. Therefore, short-term construction noise associated with worker commutes and equipment transport would be less than significant.

The primary source of noise during construction activities would be comprised of heavy machinery used during site preparation (i.e., clearing/grubbing), grading and clearing the site, as well as equipment used during building construction and paving. Table 4.9-4 shows the typical noise levels associated with heavy construction equipment. As shown in Table 4.9-4, average noise levels associated with the use of heavy equipment at construction sites can range from 80 to 85 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FTA 2018). Project construction would occur over the entire project site. Construction activities will vary in distance from the nearest sensitive properties which are the Park Place Mobile Home Park units located adjacent to Painted Canyon Street and camping spaces located east of the site in the Camper Resorts of America campground. The closest mobile home residences (west of the site) and camping spaces (east of the site) would be approximately 50 feet from the site boundaries. The closest residences in the Park Place Mobile Home Park would be approximately 25 feet from the property line.

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 for 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 phase. 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 70 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 70 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.

**Table 4.9-4  
 Typical Maximum (Lmax) Construction Equipment Noise Levels**

<b>Equipment Onsite</b>	<b>Typical Maximum Level (dBA) 25 Feet from the Source</b>	<b>Typical Maximum Level (dBA) 50 Feet from the Source</b>	<b>Typical Maximum Level (dBA) 100 Feet from the Source</b>
Air Compressor	86	80	74
Backhoe	86	80	74
Bobcat Tractor	86	80	74
Concrete Mixer	91	85	79
Loader	86	80	74
Bulldozer	91	85	79
Jack Hammer	94	88	82
Pavement Roller	91	85	79
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	90	84	78
Mobile Crane	89	83	77
Excavator/Scraper	91	85	79

*Source: Federal Transit Administration Noise and Vibration Impact Assessment Manual (September 2018), Table 7-1.*

*Noise levels are based on actual maximum measured noise levels at 50 feet (Lmax).*

*Noise levels are based on a noise attenuation rate of 6 dBA per doubling of distance.*

The Federal Highway Administration Roadway Construction Noise Model 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 Roadway Construction Noise Model 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 Roadway Construction Noise Model 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 hourly Lmax by phase are shown below in Table 4.9-5. These are the most conservative noise levels that could occur proximal to the neighboring properties.

**Table 4.9-5  
 Estimated Construction Noise Levels**

Phase	Lmax Noise Levels
Site Preparation (dozer, backhoe, front-end loader)	87.7
Grading (dozer, backhoe and front-loader)	87.7
Building Construction (crane, manlift, backhoe and front-end loader)	77.6
Paving (paver and roller)	86.0
Architectural Coating (air compressor)	74.7

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 4.8-5, the highest hourly noise levels are projected to be 87.7 dBA Lmax at 25 feet during site preparation, grading and paving and periodically higher when equipment is operating along the property line. As stated, the closest residential properties are located approximately 25 feet from the property line. Building construction noise levels are conservatively estimated to be 77.5 dBA at 70 feet from the property line. As stated, this does not consider screening by the buildings as they are constructed. The Lmax associated paving activities and application of architectural coating would be approximately 86.0 dBA Lmax (at 20 feet) and 74.7 dBA Lmax (at 70 feet), respectively.

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. However, nearby off-site residences at the Park Place Mobile Home Park and camping spaces along the western boundary of the Camper Resorts of America facility, would be exposed to elevated noise levels associated construction. 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 could exceed the 80 dBA Lmax standard at the closest sensitive properties. Implementation of PVCCSP EIR mitigation measures MM Noise 1 through Noise 4 listed above would reduce short-term construction noise during site preparation and grading. Implementation of Project specific mitigation measure MM NOI-1 along with the PCVVSP EIR measures referenced above, would reduce potential impacts to less than **less than significant** levels.

**MM NOI-1:** The Project developer shall install temporary construction noise barriers with a minimum height of 12 feet along both the western and eastern property boundaries during site preparation and grading operation. The barriers shall have a minimum Sound Transmission Classification of 25 which reduce temporary maximum construction equipment noise to measured ambient conditions at both the Parkway Mobile Home Park and Camper Resorts of America. Temporary barriers can be removed after construction of the perimeter screening walls provided the screening walls are constructed prior to the paving phase.

### **Operational-Related Noise Impacts**

Operation of the proposed project was evaluated for potential exterior traffic related impacts caused by increased traffic volumes associated with the project as well as interior noise levels caused by traffic. As documented in the project's Local Transportation Assessment (Mizuta Traffic Consulting, February 2023), the proposed project is considered a typical development that would not cause traffic on the existing road network to exceed City established thresholds or affect the distribution of nighttime traffic. All project traffic accessing the hotel and restaurants would be concentrated on Ramona Expressway and traffic accessing the industrial warehouse building would be concentrated on East Dawes Street. All heavy trucks would access the site and I-215 via East Dawes Street, Redands Avenue and Harley Knox Boulevard consistent with approved truck routes.

**Traffic Noise.** Traffic is the primary noise source that would be generated by operation of the proposed project. Based on the PVCCSP EIR significance criteria for off-site traffic noise, when baseline noise levels at sensitive uses are less than 60 dBA, a 5 dBA increase is considered significant. When baseline noise levels exceed 60 dBA at sensitive uses, a 3 dBA increase is considered significant. 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 measured noise level near the southern site boundary was 60.2 dBA. 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. Noise levels at existing receivers along both Ramona Expressway and East Dawes Street exceed 60 dBA CNEL; thus a project-related increase of 3 dBA or more would be considered a significant impact.

The roadway network adjacent to the project site, including the site driveway, was modeled using the Federal Highway Administration Traffic Noise Model 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., October 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 4.8-2 above.

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 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 4.9-2 and the modeling results are shown in Table 4.9-6. As shown, the highest modeled increase would occur at Receiver 4 because the highest concentration of traffic would be associated with the heavy truck use along East Dawes Street east of the site. The increase would be 4.7 dBA CNEL which would exceed the 3 dBA threshold. This would be a significant impact if not mitigated. The increase in noise levels at the remaining receivers would be less than 3 dBA; thus, no adverse impact would occur at these locations. Implementation of mitigation measure MM NOI-2 would reduce truck traffic noise along the southern boundary of the Camper Resorts of America facility east of the Project site to 64.4 dBA CNEL which would result in a less than 3 dBA increase from baseline conditions. However, implementation of this mitigation measure would require the approval of the owner of the Camper Resorts of America facility for the construction within it's property. If the Camper Resorts of America facility does not approve the construction of a new wall segment along the southern boundary of the campground site, the noise impact would remain significant. Because the Project applicant has not informed the City that an agreement has not been reached with the owner of the Camper Resorts of America facility, the impact to this facility is considered to be **significant and unavoidable** as of the time that this Draft EIR was prepared.

**Table 4.9-6  
 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	65.2	+0.0	No
Receiver 3	62.8	63.0	+0.2	No
Receiver 4	62.3	67.0	+4.7	No

**MM NOI-2.** If allowed by the owner of the Camper Resorts of America facility, the Project applicant shall construct a 6-foot-tall concrete masonry unit wall from the southeastern property corner approximately 486 feet along the southern boundary of the Camper Resorts of America facility. The concrete masonry unit wall shall connect to the existing concrete masonry unit wall. The Project applicant shall also increase height of the existing concrete masonry unit wall to 6 feet if feasible or shall replace the existing wall with a new 6-foot-tall concrete masonry unit wall.

**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, its value will always be larger than the Lmax for an event longer than one second. Thus, for the purpose of this evaluation, the SEL provides a more conservative reference noise level than Lmax. 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:

$$L_{dn} = SEL + 10 \log Neq - 49.4$$

SEL is the average SEL/Lmax 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. The Lmax (78.1 dBA) associated with truck movement is addressed below.

**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 noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the 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. Typical backup alarms generate a noise level of 109.7 dBA at four feet at a single frequency of one KHz. Backup alarms on trucks are commonly mounted on the back of the truck at a height of 3 feet above the ground. Assuming 470 truck operations daily, using the equation above and an SEL/Lmax of 71.2 dBA, the CNEL/Ldn for general activity within the loading area would be 48.5 dBA CNEL. An Lmax of 71.2 dBA would attenuate to 60 dBA or less at approximately 180 feet from the eastern property boundary. The truck court area is approximately 250 feet east of the eastern property boundary; thus, the Lmax would attenuate to approximately 59.8 dBA or less at the property line. As stated above, a 14-foot-high screening wall would be constructed along the eastern site boundary perimeter from the southeastern corner of the site north approximately 220 feet where it would transition to 8 feet. Sound from activities in the loading dock and truck parking area would be less than the 60 dBA Lmax nighttime standard without the screening wall. The screening wall would provide further attenuation for the Camper Resorts of America facility. Impacts would be less than significant.

**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. HVAC systems are not anticipated to be audible at off-site receivers.

**Combined Sources.** The combined noise from operation of the HVAC units and loading dock activities (i.e., 71.2 dBA + 57.7 dBA) would be approximately 71.4 dBA Lmax at 50 feet. The distance from the truck court to the eastern property line is approximately 185 feet. Conservatively, if both sources were



proximal to one another, the noise level would attenuate to 60 dBA L<sub>max</sub> at the eastern property line. This would meet both the 80 dBA L<sub>max</sub> daytime and 60 dBA L<sub>max</sub> nighttime standard referenced in the Municipal Code along the eastern property line. As stated, the loading dock operational CNEL would be approximately 48.5 dBA at the eastern property line. The HVAC units would not be audible at the eastern property or affect the CNEL. The loading dock noise would be less than 60 dBA CNEL and within the standard defined in the General Plan.

As stated above, truck movement would generate a SEL/L<sub>max</sub> of approximately 78.1 dBA and 55.4 dBA CNEL/L<sub>dn</sub>. The addition of loading dock and HVAC noise (48.5 dBA L<sub>dn</sub>/CNEL) would have no effect on overall noise levels at the eastern property boundary assuming the three sources are operating simultaneously on the site. As stated above, the L<sub>dn</sub> associated with truck movement would be 55.4 dBA which is below the day and nighttime residential compatibility standard identified in the General Plan Noise Element as shown in Table 4.8-2. While truck movement activities would be below the 80 dBA L<sub>max</sub> daytime standard, truck movement could exceed the 60 dBA L<sub>max</sub> nighttime standard during individual events. As stated, the project would construct a 14-foot-high perimeter wall along the eastern warehouse property boundary from the southeastern corner of the site north approximately 220 feet north where it would transition to 8 feet. The typical noise source height for heavy trucks (i.e., the exhaust stack) is 11 feet above ground level. Assuming the source is approximately 40 feet (i.e., the length of a typical trailer) from the eastern property line and the nearest receiver is approximately 60 feet east of the property line, the 14-foot-high perimeter wall would reduce the L<sub>max</sub> to approximately 53.4 dBA L<sub>max</sub> along the 14-foot-high wall section. With the reduction, the L<sub>max</sub> would be below the 60 dBA L<sub>max</sub> nighttime standard at the Camper Resorts of America facility. Thus, truck movement impacts would be less than significant provided night-time truck parking is limited to the southern 220 feet of the parking area.

The perimeter wall transitions to 8 feet in height approximately 220 feet north of the southeastern corner of the warehouse site which is approximately 242 feet south of the existing club house located on the Camper Resorts of America site. The 8-foot wall would reduce truck movement noise to 61.6 dBA L<sub>max</sub> which would exceed the 60 dBA nighttime standard assuming 60 feet to the nearest camping site. Extending the perimeter wall height from 8 feet to 10 feet above ground level north of the 14-foot section would reduce truck parking noise to 59.6 dBA L<sub>max</sub> which would meet the nighttime standard.

However, 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 8-foot screening wall sections would reduce backup alarm noise to approximately 61.5 dBA L<sub>max</sub> which would exceed the 60 dBA L<sub>max</sub> nighttime standard referenced in the Municipal Code. When combined with truck parking noise, the noise levels during individual events would be approximately 64.6 dBA L<sub>max</sub> which would exceed the nighttime standard. Without mitigation, this would be a significant impact. To mitigate the combined noise, the 8-foot wall section would have to be increased to 12 feet. This would reduce the backup alarm noise to 57.5 dBA L<sub>max</sub> and truck parking noise to 56.1 dBA L<sub>max</sub>. Alternatively, nighttime truck back-in parking could be limited to the southern 220 feet of the parking area adjacent to the planned 14-foot-high wall section.

**MM NOI-3:** Increase the northern section (i.e., from the northern terminus of the 14-foot section) of the eastern perimeter wall height from 8 feet to 12 feet a distance of approximately 242 feet.

**MM NOI-4.** Restrict nighttime (i.e., 10:00 p.m. to 7:00 a.m.) truck back-in parking to the 220-foot section of 14-foot-high perimeter wall.

### **Warehouse Noise Levels at the Proposed Hotel Site**

As discussed, the majority of the exterior noise associated with the warehouse operation is located within the truck court area and adjacent parking lot. That area is screened from the hotel by the northern building wall and northeast corner of warehouse building (see Figure 3-4). Further, the site configuration limits vehicle access within the northeast portion of the warehouse site to employee vehicles. No heavy trucks would travel proximal to the northern site boundary adjacent to the hotel. The hotel would be located approximately 100 feet north of the property boundary and 265 feet north of the northeastern corner of the truck court and an additional 140 feet from the northern most truck parking area (e.g., a total distance of approximately 305 feet). As stated, the warehouse building would screen noise from the truck court. However, assuming the truck movement noise levels are approximately 78.1 dBA Lmax, truck movement noise would result in an Lmax of 52.1 dBA at the hotel building. The Ldn/CNEL (55.4 dB) would be inaudible at the hotel building. This would be less than the PVCCSP 60 dBA Lmax nighttime standard and 60 dBA Ldn/CNEL compatibility standard referenced in the General Plan Noise Element addressed above (see Table 4.8-2). This impact would be less than significant.

### **Additional Project-Level Mitigation Measures**

As stated, project-specific mitigation measures MM NOI-1 through MM NOI-4 would reduce potential project impacts to less than significant levels.

### **Level of Significance After Mitigation**

Construction-related noise impacts, on-site operational, and off-site traffic-related operational noise impacts would be less than significant. Because the Project applicant has not informed the City that an agreement has not been reached with the owner of the Camper Resorts of America facility to allow the construction of a new and higher wall within the Camper Resorts of America facility as required by mitigation measure MM NOI-2, the impact to this facility is considered to be **significant and unavoidable** as of the time that this Draft EIR was prepared.

<b>Threshold b Would the project result in generation of excessive groundborne vibration or groundborne noise levels?</b>
---

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. As stated, 0.2 PPV (94 VdB) is the vibration level at which damage to residential structures can occur and is considered annoying to most people exposed to the vibration energy (FTA 2018). Heavy impact construction methods that could generate enough vibration to damage buildings proximal to the project site (i.e., pile driving, rock breaking, drilling, blasting) would not be required for the project. However, both PPV and the related VdB are used to address construction vibration and related effects to structures and people residing in adjacent residences. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible. The PPV and accompanying VdB level associated with common construction equipment is shown in Table 4.9-7.

Construction activity on the project site would be temporary and vibration events would be transitory occurring only during equipment pass by. 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. 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 4.9-7  
 Vibration Source Levels for Construction Equipment**

	<b>Peak Particle Velocity (inches/second) at 25 feet</b>	<b>Approximate Vibration Level LV (dVB) at 25 feet</b>
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 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 EIR 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**.

**Operation-Related Vibration**

The proposed project would provide an industrial building, hotel and two restaurants. These uses do not generate vibration; thus, no vibration impacts are anticipated to occur with operation of the project.

**Additional Project-Level Mitigation Measures**

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project-generated vibration impacts during construction would be less than significant.

Threshold 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?

The Project site is located approximately 1.6 miles south of March Air Reserve Base/Inland Port Airport (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-L65 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.

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

## **4.9.5 CUMULATIVE IMPACTS**

The PVCCSP EIR determined that the noise impact of construction of development and infrastructure projects in the PVCCSP area would not be cumulatively considerable or significant, but off-site impacts due to traffic from buildout of allowed uses under the PVCCSP would exceed significance thresholds along roadway segments adjacent to sensitive receptors resulting in a substantial increase in the ambient noise environment. Therefore, the potential cumulative noise impacts would be significant, and the cumulative contribution of PVCCSP-generated traffic would be considerable.

As discussed under the analysis of Threshold a, Project construction-related noise impacts would be less than significant with implementation of PVCCSP EIR mitigation measures Noise 1 through Noise 5 and Project specific mitigation measure MM NOI-1. As it is unlikely that any other cumulative developments would be under construction in proximity to the Project concurrent with Project construction, cumulatively considerable construction-related noise impacts would be less than significant. Additionally, the analysis of operational noise level contributions demonstrates that Project-related operational noise would not

result in a cumulative increase in noise levels that exceeds the City's thresholds of significance with implementation of mitigation measures MM NOI-3 and/or MM NOI-4.

With respect to traffic-related noise impacts, Table 4.9-6 presents a comparison of the baseline and with Project CNEL noise levels at project build out. Based on the 5 dBA CNEL increase significance criteria when noise levels at noise-sensitive land uses are below 60 dBA CNEL or the 3 dBA CNEL increase criteria when the noise levels already exceed 60 dBA CNEL, the Project's off-site traffic related noise impacts would result in a significant cumulative increase in noise levels that exceeds the City's thresholds of significance at Receiver 4. Mitigation measure MM NOI-2 would reduce potential impacts to less than significant. The TIA prepared for the proposed Project determined that Project traffic, when added to cumulative traffic condition, would not enough traffic to the studied intersections to adversely affect traffic operation. Because traffic noise levels are dependent on changes in traffic volumes, the cumulative traffic condition is not expected to cause a cumulative noise impact.

The analysis presented under Threshold b demonstrates that Project-related vibration impacts would be less than significant during Project construction. As it is unlikely that other sources of vibration would occur concurrent with Project construction activities, impacts would be less-than-cumulatively considerable.

The Project site is located outside the noise contours for both MARB/IPA and Perris Valley Airport; and thus, on-site hotel guests, employees and vendors would not be exposed to airport-related noise levels in excess of 70 dBA. Additionally, there are no components of the Project that would cause or contribute to increased aircraft activity in the local area. Thus, Project impacts due to airport-related noise would be less than cumulatively considerable.

#### **4.9.6 REFERENCES**

Birdseye Planning Group, March 2024. Distribution Park Commercial and Industrial Project Noise Report. Included in Appendix H of this EIR.

Mizuta Traffic Consulting, Inc., 2023. Distribution Park Commercial and Industrial *Project Traffic Analysis, City of Perris*. October 2023. Included in Appendix J of this EIR.

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## **4.10 PUBLIC SERVICES**

This Section identifies and evaluates the Project's potential impacts on existing public fire protection and police protection services. The analysis in this Section is based in part on information from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR, City of Perris General Plan and Distribution Park Commercial and Industrial Project Initial Study. All references used in this Section are listed below under Subsection 4.13.6, *References*. Refer to Section 6.1, *Effects Determined Not to be Significant*, of this EIR for a discussion of impacts to schools, parks, and other public facilities.

There were no comments received on the Notice of Preparation or at the December 20, 2023 Draft EIR public scoping meeting regarding public services.

### **4.10.1 EXISTING SETTING**

#### **Fire Protection Services**

The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department, provides fire prevention and suppression to the City of Perris. 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. Other Riverside County Fire Department stations respond to emergency service calls in the City on an as-needed basis. (City of Perris, 2016c).

#### **Police Protection Services**

The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City. The Perris Police Station is located at 137 North Perris Boulevard Street, approximately 3.7 miles south of the Project site (City of Perris, 2020; Google Earth Pro, 2020). Sheriff response times vary by time of day and priority of the call. Average response time from dispatch to on-scene arrival for Priority I calls as of August 2019 was 9.44 minutes and for Priority IA calls as of August 2019 was 6.76 minutes (City of Perris, April 2023).

### **4.10.2 EXISTING POLICIES AND REGULATIONS**

#### **State**

##### ***Public Resources Code (PRC) Sections 4290-4290.5***

This portion of the Public Resources Code (PRC) requires minimum Statewide fire safety standards pertaining to road standards for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these Statewide standards. The State requirements, however, do not supersede more restrictive local regulations.



## ***California Code of Regulations Title 24, Parts 2 and 9 – Fire Codes***

Part 2 of Title 24 of the California Code of Regulations refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure,” in the 2019 California Building Code, July 2021 Supplement, addresses fire safety standards for new construction and Section 701A.3 addresses “New Buildings Located in Any Fire Hazard Severity Zone or any Wildland-Urban Interface Fire Area.” (BSC, 2022)

### **Local**

#### **City of Perris Municipal Code Section 19.68.020 (Development impact fees)**

City of Perris Section 19.68.020, Development Impact Fees, establishes a development impact fee (DIF) program that requires new development to cover its fair share cost of providing facilities reasonably needed to serve that development. The DIF fee amounts shall be established and adjusted by resolution of the city council from time to time in accordance with the procedures set forth in State law. (City of Perris, 2019)

### **PVCCSP Standards and Guidelines and Mitigation Measures**

The PVCCSP includes Standards and Guidelines relevant to public services. These Standards and Guidelines are summarized below. There are no mitigation measures for public services included in the PVCCSP EIR.

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

##### ***4.2 On-Site Standards and Guidelines***

###### ***4.2.1 General On-Site Project Development Standards and Guidelines***

- Crime Prevention Measures

###### ***4.2.2 Site Layout for Commerce Zones***

- 4.2.2.2 Vehicular Access and On-Site Circulation: Emergency Vehicle Access

###### ***4.2.4 Lighting***

- 4.2.4.1 General Lighting: Safety and Security; and Outdoor Lighting
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required

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

### ***5.4 Off-Site Infrastructure Standards***

#### *5.4.1 Water Standards and Guidelines*

- Fire Protection

## **Landscape Standards and Guidelines (Chapter 6.0 of the PVCCSP)**

### ***6.1 On-Site Landscape General Requirements***

- Avoid Interference with Project Lighting/Utilities/Emergency Apparatus.

#### *6.1.2. Landscape in Parking Lots*

- Pedestrian Linkages

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

### ***8.2 Industrial Development Standards and Guidelines***

#### ***8.2.1 Industrial Site Layout***

- 8.2.1.4 Employee Break Areas and Amenities: Outdoor Break Areas; Additional Amenities for Buildings Exceeding 100,000 S.F.; and Connection to Adjacent Amenities.

## **4.10.3 THRESHOLDS OF SIGNIFICANCE**

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on public services if it will:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
  - i. Fire protection
  - ii. Police protection
  - iii. Schools
  - iv. Parks

v. Other public facilities

The Notice of Preparation (NOP) for this EIR, included in Appendix A, identified environmental issues for which it was determined the Project would result in less than significant impacts. The City has determined that the Project would have less than significant impact under Public Services thresholds iii, iv, and v; thus, schools, parks and other public facilities are not evaluated herein. Refer to Section 5.0, *Other CEQA Consideration*, of this EIR, for further discussion of these thresholds.

#### **4.10.4 ENVIRONMENTAL IMPACTS**

##### **Impact Analysis**

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

- i. Fire protection?
- ii. Police protection?

##### **Fire Protection Services**

Implementation of the Project would not involve new residential uses or increase the City's population; however, the operation of the proposed commercial and warehouse buildings would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped site. The development and operation of the Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, the Project Applicant would be required to pay North Perris Road and Bridge District (NPRBBD) fees, inclusive to the City's DIF fees, which provides a funding source for construction of fire facilities due to impacts related to the future growth in the City. The Project would not require the construction of new or expanded fire protection facilities and would be primarily served by Riverside County Fire Department Station No. 90, an existing fire station located approximately 1.3 miles south of the Project site.

The Project would not conflict with any of the applicable policies from the City of Perris General Plan pertaining to the topic of public services (including fire protection services). The proposed Project would include both commercial and light industrial land uses which have been evaluated in the PVCCSP EIR. As stated above, the PVCCSP EIR concluded that buildout of the PVCCSP would result in less-than-significant impacts to fire protection services with mandatory adherence to General Plan policies and City of Perris Municipal Code Section 19.68.020 (i.e., payment of DIF fees related to public services).

Section 19.68.020 of the City's Municipal Code requires payment of DIF fees to mitigate the cost of public facilities needed to serve new development. Mandatory DIF payments would ensure that the Project provides fair share funds for the provision of additional protection services, which may be applied to fire

facilities and/or equipment, to offset the Project's proposed incremental increase in the demand for fire protection services. Thus, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protection services. Impacts would be less than significant.

### **Police Protection Services**

The Project would not lead to a direct increase in the City's population that would substantially generate demand for police protection services. However, the Project Applicant would develop an undeveloped, vacant site with one warehouse building that would generate new employees. Assuming one employee per 1,030 square foot for the light industrial warehouse, the Project could add up to 267 new employees. The hotel and restaurant employment will vary based on the type of hotel and restaurant that leases the space. Accordingly, it is anticipated that implementation of the Project would generate a nominal increase in the demand for services from the Perris Police Department.

The Project would not conflict with any of the applicable policies from the City of Perris General Plan pertaining to the topic of public services (including police protection services). Additionally, the Project would be comprised of uses that have been evaluated in the PVCCSP EIR. As stated above, the PVCCSP EIR Initial Study concluded that buildout of the PVCCSP would result in less-than-significant impacts to police protection services with mandatory adherence to General Plan policies and City of Perris Municipal Code Section 19.68.020 (i.e., payment of DIF fees related to public services).

Mandatory payment of required DIF fees would ensure that the proposed Project provides fair share funds for the provision of additional police protection services, which may be applied to police facilities and/or equipment, to offset the proposed Project's incremental increase in the demand for police protection services. Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered police protection facilities, and would not exceed applicable service ratios or response times for police protection services. Impacts would be less than significant.

### ***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

### **Level of Significance After Mitigation**

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR and Initial Study.

### **4.10.5 CUMULATIVE IMPACTS**

The development of the Project site in accordance with the land uses permitted within the PVCCSP would result in an incremental increase in demand for fire and police protection services to the site. However, both the Riverside County Fire Department and the Perris Police Department have existing facilities in place to adequately serve the Project site in its developed condition in addition to the Departments' other service commitments in their respective areas. There is no reasonable potential that new police or fire protection stations would be needed or that existing stations would need to be physically altered to

accommodate necessary personnel and equipment. Accordingly, the Project would have a less-than-cumulatively considerable impact with respect to resulting in adverse physical impacts related to police and fire protection services.

#### **4.9.6 REFERENCES**

- Building Standards Commission (BSC). 2022 (January 1). *2022 California Buildings Standard Code Title 24*. Web. Accessed December 2023. Available: <https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo>
- California Legislative Information (CA Legislative Information). 2020 (January 1). *Public Resources Code Division 4 Part 2 Chapter 2 Sections 4251-4290.5*. Web. Accessed January 31, 2020. Available: [https://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=PRC&division=4.&title=&part=2.&chapter=2.&article=](https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=4.&title=&part=2.&chapter=2.&article=).
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- National Fire Protection Association (NFPA). 2019a. *NFPA 1720 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Volunteer Fire Departments*. Web. Accessed: August 6, 2019. Available: <https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-andstandards/detail?code=1720>.

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## **4.11 TRANSPORTATION**

This section assesses transportation impacts resulting from implementation of the Project. In accordance with Senate Bill (SB) 743, further discussed under 4.10.2 Existing Policies and Regulations, below, the California Natural Resources Agency adopted changes to the California Environmental Quality Act (CEQA) Guidelines in December 2018, which identify that vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised State CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California were required to begin using VMT to evaluate project transportation impacts on July 1, 2020. The City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA*, which includes guidance for conducting the required VMT analysis, on June 9, 2020.

Notwithstanding the current method of analysis for CEQA purposes, the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measure MM Trans 7 requires project-level traffic impact studies to be prepared for individual development projects in the PVCCSP area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual development projects within the PVCCSP area. The Project applicant has prepared the *Distribution Park Commercial and Industrial Project Traffic Analysis*, City of Perris has been prepared (Mizuta Traffic Consultants, October 2023), and is provided in Appendix I of this EIR, for informational purposes and to comply with PVCCSP EIR mitigation measure MM Trans 7. Information from the Project-level traffic analysis is also used as the basis for addressing other Project impacts (e.g., air quality and health risk, greenhouse gas emissions and noise), as discussed in the respective sections of this EIR. The VMT Analysis, *Distribution Park Commercial and Industrial Project Vehicle Miles Traveled Analysis*, is provided in Appendix J of this EIR (Mizuta Traffic Consultants, October 2023).

A response to the Notice of Preparation was received from the Riverside Transit Agency (RTA). The RTA comment stated that they had no specific project-related comments. No further comments were received during the Draft EIR public scoping meeting on December 20, 2023.

### **4.11.1 EXISTING SETTING**

#### **Regional and Local Roadway Circulation System**

As identified in the PVCCSP EIR, there are two primary transportation facilities located within the PVCCSP area: I-215 and Ramona Expressway. I-215, traversing north to south, is the only State highway located in the Specific Plan area and parallels its western boundary. Ramona Expressway traverses east to west through the PVCCSP area and abuts the Project site to the north. Under existing conditions, regional access to the Project site is provided via I-215. Local access to the Project site is currently provided from Ramona Expressway and East Dawes Street. Figure 4.11-1, *PVCCSP Circulation System*.

#### **Truck Routes**

The City's designated truck route map is shown on Figure 4.11-2, *City of Perris Truck Route Plan*. As shown, Harley Knox Boulevard is identified as a designated truck route. The truck route for the Project site area under existing conditions is for truck traffic to travel east on East Dawes Street, north on Redlands Avenue and west on Harley Knox Boulevard to I-215.

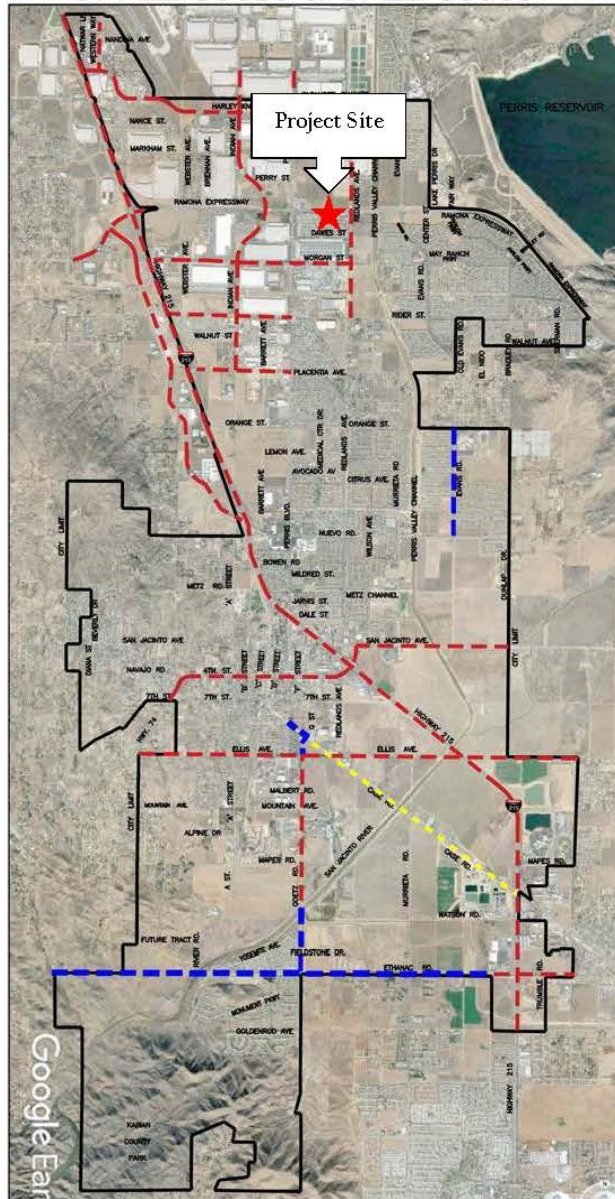




Source: Perris Valley Commerce Center Specific Plan, Figure 3.0-1

**Figure 4.11-1— PVCCSP Circulation Plan**

**CITY OF PERRIS TRUCK ROUTES**  
**GPA22-05068 & OA22-05069**



LEGEND:	
	PERRIS CITY LIMITS
	TRUCK ROUTES TO REMAIN IN PLACE
	NEW TRUCK ROUTE
	REMOVED TRUCK ROUTES

Source: City of Perris

**Figure 4.11-2— Truck Routes**

## **Transit Service**

The Riverside Transit Agency (RTA) provides service to the general area with Route 28. The nearest transit stop is located approximately one-quarter mile east of the Project site along North Perris Boulevard. No transit services are provided along either Ramona Expressway or East Dawes Street. Per PVCCSP Figure 3.0-5, a potential route with stop locations are shown along Ramona Expressway (see Figure 4.11-3, *Transit Routes*). Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The RTA responded to the Notice of Preparation for this Draft EIR on November 28, 2023, and had no comment on the Project.

## **Bicycle and Pedestrian Facilities**

To promote alternative modes of transportation, the City of Perris General Plan Circulation Element and PVCCSP identify trails and bicycle facilities. The PVCCSP Trail System is shown on Figure 3.0-5 of the PVCCSP. As depicted in Figure 3.0-5, a regional trail segment is planned along the north side of Ramona Expressway (see Figure 4.11-4, *Trail System*). There is no existing trail segment located along Ramona Expressway.

The City of Perris General Plan Circulation Element, Figure CE-14, shows a planned separated Class IV bikeway along Ramona Expressway fronting the Project site. 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.

### **4.11.2 EXISTING POLICIES AND REGULATIONS**

Section 4.10 of the PVCCSP EIR provides a discussion of “Related Regulations” relevant to development within the PVCCSP area, including Levels of Service, City of Perris General Plan, Fair Share Fee Programs, Guidelines Pertaining to Fire Department Access, and Design Considerations. The Project specific Traffic Analysis included in Appendix I of this EIR also discusses existing regulations related to transportation and circulation. Following is a summary of existing policies and regulations that are particularly relevant to the Project.

## **State of California**

### ***Senate Bill 743 and VMT-Based Analyses***

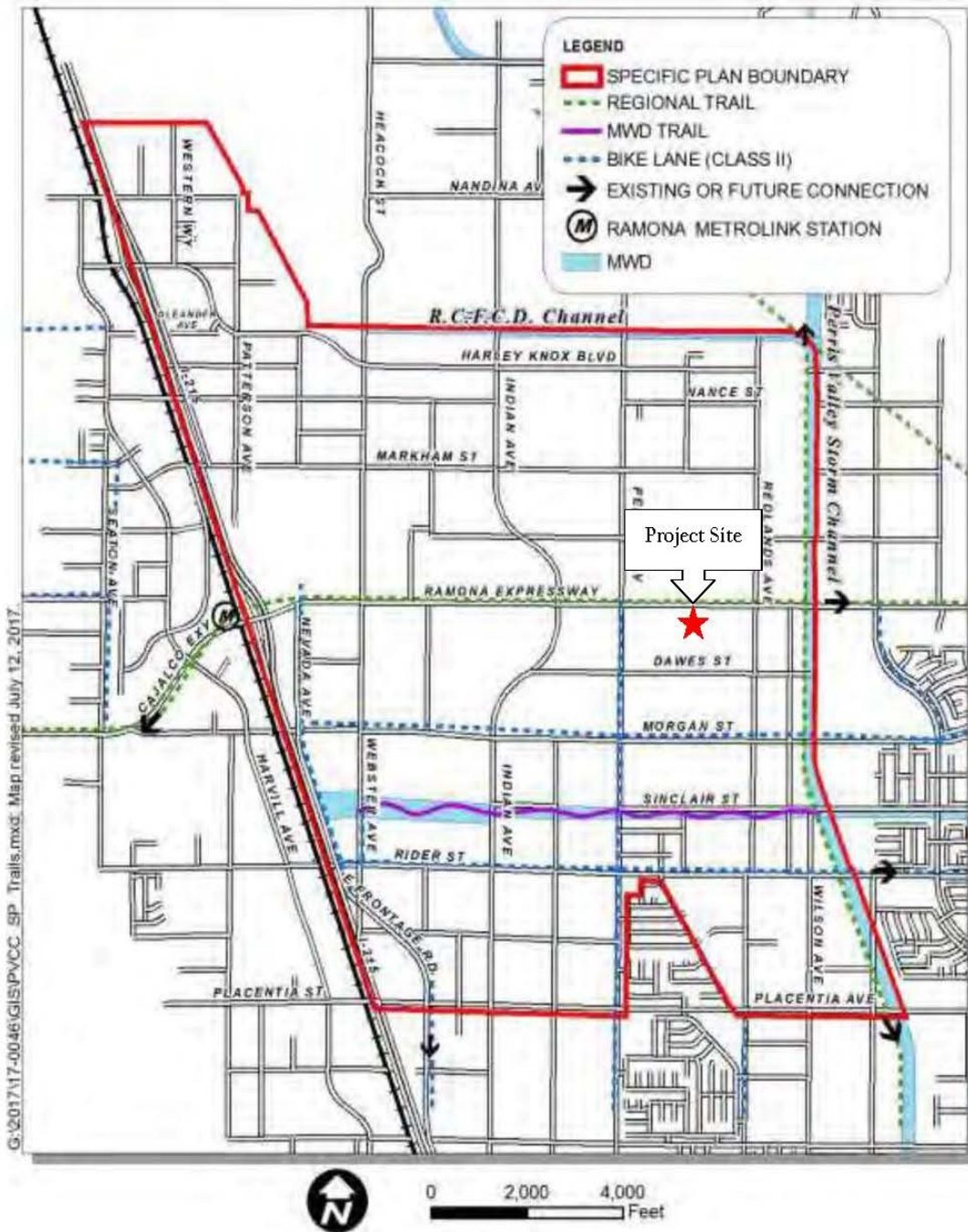
SB 743, which was codified in Public Resources Code Section 21099, requires changes to the State CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Public Resources Code Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, the Governor’s Office of Planning and Research proposed, and the California Natural Resources Agency certified and adopted changes to the State CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation.





Source: Perris Valley Commerce Center Specific Plan, Figure 3.0-4.

Figure 4.11-3— Transit Routes



Source: Perris Valley Commerce Center Specific Plan, Figure 3.0-5

Figure 4.11-4— Trail System

The updated State CEQA Guidelines include the addition of State CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the State CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project's VMT. Pursuant to SB 743 and Public Resources Code Section 21099, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system is not provided in this EIR.

## **Regional Plans**

### ***SCAG Regional Transportation Plan/Sustainable Communities Strategy***

As further discussed in Section 4.7, *Land Use and Planning*, of this EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization. The Project site is within SCAG's regional authority. On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020) and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal 2020 is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal 2020 also recognizes the opportunities and challenges that come with goods movement and includes a focus on its rapidly changing nature. (SCAG, 2020)

In April 2018 SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities and are a major reason why the region is a critical mode in the global supply chain. (SCAG, 2018)

### ***County of Riverside Congestion Management Program***

Within the SCAG region, there are five Congestion Management Agencies that have the responsibility of preparing the Congestion Management Program (CMP) for their respective county. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to focus on meeting federal Congestion Management System guidelines. The intent of a CMP is to more directly link land use, transportation, and

air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. RCTC adopted the current CMP in 2011. None of the Project study area intersections are identified as CMP facilities in the County of Riverside CMP. However, RCTC monitors the CMP roadway network system to minimize LOS deficiencies. RCTC does not require traffic impact analyses for development proposals.

### **Local and Regional Funding Mechanisms**

Transportation improvements throughout Riverside County, including the City of Perris, are funded through a combination of direct project mitigation, fair share contributions, or through local and regional transportation mitigation fee programs. The Project site is located along a segment of Ramona Expressway that is within the North Perris Road and Bridge Benefit District (NPRBBD), a transportation improvement funding district established by the City of Perris in 2008 to ensure timely impact mitigation with significant local control. Other fee programs applicable to development in the City include the Transportation Uniform Mitigation Fee (TUMF) program and the City of Perris Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. Applicable programs are summarized below based information presented in the Project-specific Traffic Analysis (Mizuta Traffic Consulting, Inc. December, 2023).

#### ***Transportation Uniform Mitigation Fee (TUMF) Program***

The Western Riverside Council of Governments (WRCOG) is responsible for establishing and updating TUMF rates. The County may grant to developers a credit against the specific components of fees for the dedication of land, or the construction of facilities identified in the listed of improvements funded by each of these fee programs. Fees are based upon projected land uses and a related transportation need to address growth based upon a 2016 Nexus study. TUMF is an ambitious regional program created to address cumulative impacts of growth throughout western Riverside County. Program guidelines are being handled on an iterative basis. Exemptions, credits, reimbursements, and local administration are being deferred to primary agencies. The County of Riverside serves this function for the Project. Fees submitted to the County are passed on to WRCOG as the ultimate program administrator. TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Project site is located in the Central Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth.

#### ***North Perris Road and Bridge Benefit District (NPRBBD)***

The NPRBBD is comprised of approximately 3,500 acres of land located in the northern portion of the City of Perris and is consistent with the boundary of the PVCCSP. As such, the Project will be subject to the NPRBBD. The purpose of the NPRBBD is to improve the efficiency of the financing of specific regional road and bridge improvements that are determined to provide benefit to the developing properties within the NPRBBD boundary. In addition, the NPRBBD includes additional improvements to supplement the TUMF and City of Perris Development Impact Fee (DIF) program network (discussed below). NPRBBD fees are inclusive of TUMF and DIF. The City of Perris DIF program is discussed below. A significant portion of the fees collected through this mechanism are earmarked for use within the boundary sufficient

to fully fund the included improvements. The balance of TUMF is transmitted to WRCOG for use in addressing cumulative impacts elsewhere within Western Riverside County. The City treats the DIF component collected within the NPRBBD in a similar way to ensure the local circulation network outside the program boundaries is adequately addressed. NPRBBD fees are to be paid in conjunction with TUMF and City DIF fees as a one-time fee payment to the City prior to the issuance of a building permit.

### ***City of Perris Development Impact Fee (DIF) Program***

In 1991 the City of Perris created a DIF program to impose and collect fees from new residential, commercial and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. This DIF program has been successfully implemented by the City since 1991 and was updated in 2014. The City updated the DIF program to add new roadway segments and intersections necessary to accommodate future growth and to ensure that the identified street improvements would operate at or above the City's LOS performance threshold. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

Similar to the TUMF Program, after the City's DIF fees are collected through the NPRBBD, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs, which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City of Perris uses this data to determine the timing of the improvements listed in its facilities list and to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards. The City's DIF program establishes a timeline to fund, design, and build the improvements.

The City of Perris has an established, proven track record with respect to implementing the City's DIF Program. Many of the intersections included in the Project-specific Traffic Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under DIF program, as a result of the City's continual monitoring of the local circulation system, the City insures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

### ***Fair Share Contribution***

Project improvements may include a combination of fee payments to established programs, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program, where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving



jurisdiction may elect to collect a fair share contribution or to require the development to construct improvements.

### ***City of Perris General Plan Policies***

The purpose of the Circulation Element of the General Plan is to provide for a safe, convenient and efficient transportation system for the City. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The Circulation, Conservation, and Open Space elements of the City's General Plan identify goals and policies related to vehicular and non-vehicular transportation and circulation. The goals and policies applicable to the proposed Project and a discussion of the Project's consistency is provided under the discussion of Threshold a, below.

### **PVCCSP Standards and Guidelines and Mitigation Measures**

The PVCCSP includes Standards and Guidelines relevant to transportation and circulation. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections (City of Perris, 2022).

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

#### ***4.2 On-Site Standards and Guidelines***

##### *Vehicular Access and On-Site Circulation (Section 4.2.2.2)*

- **Establish Truck Routes.** Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3 in the PVCCSP) should avoid conflicts with established communities and be separated from passenger vehicles where possible.
- **Minimize Vehicular Conflict.** Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible.
- **Access Points Easily Identifiable.** Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.
- **Shared Access.** The City encourages shared driveway access whenever possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets.
- **Emergency Vehicle Access.** Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.
- **Visual Link to Building and Entry.** A well-designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.

- **Primary Entry Drive/Location of Building.** The primary entry drive should be oriented toward the main entrance of the building.
- **Entry Median.** A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.
- **Landscape Parkways/Sides of Entry.** Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.
- **Dual Axle Entrances.** Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50-foot radius curb returns.
- **Avoid Back-up Onto Public Streets.** To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.
- **Minimize Interactions.** Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.
- **Consideration of Large Truck Maneuverability.** The design and location of loading facilities should take into consideration the specific dimensions required for the maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.

*Pedestrian Access and On-Site Circulation (Section 4.2.2.3)*

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

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

***5.2 Off-Site Vehicular Circulation***

***5.2.1 Roadway Standards and Guidelines***

- **Roadway Design Requirements.** All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 (in the PVCCSP), or as otherwise approved by the City Engineer.
- **Cross-Sections.** All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 (in the PVCCSP).
- **Lane Requirements/Expanded Intersections.** All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 (in the PVCCSP) and provide expanded

intersections as depicted in Figures 5.0-2a to Figure 5.0-2d (in the PVCCSP). Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in Table 5.0-2 (in the PVCCSP).

- **Intersection Sight Distance.** Intersections, including driveways, shall comply with required site distance as shown in Figure 5.0-3 (in the PVCCSP).
- **Traffic Signal Interconnect.** Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduit shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter shall be traffic bearing type.
- **No Textured Pavement Within City Right-of-Way.** No textured pavement accents will be permitted within the City maintained rights-of-way, unless part of a gateway, mid-block crossing of [Metropolitan Water District] Trail or otherwise approved by the City Engineer.

### 5.2.2 Truck Route Standards and Guidelines

- **Establish Truck Routes.** Routes in which large trucks will travel will be established to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 (in the PVCCSP) and Figure 4.10-2 above for City established truck routes.
- **Interim Truck Routes.** Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.<sup>1</sup>
- **Large Turning Radius.** A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50 feet being the preferred driveway turning radius.
- **Concrete Intersections and Approaches.** All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.
- **Increased Stacking.** Typical stacking distance at turn pockets is 200 feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.
- **Acceleration/Deceleration Lanes.** Acceleration, deceleration, as well as right-turn lanes may be required to prevent traffic congestion at truck entrances and exits.
- **Mitigation Measures.** Each development project shall comply with the on- and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

The PVCCSP EIR includes mitigation measures relevant to the analysis of potential traffic and circulation impacts. These are restated below, incorporated as part of the Project, and assumed in the analysis presented in this section. These mitigation measures will be included in the Mitigation Monitoring and

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<sup>1</sup> Ramona Expressway is no longer a designated truck route in the PVCCSP.

Reporting Program (MMRP) for the Project. To satisfy the requirement of PVCCSP EIR mitigation measure MM Trans 4, the RTA submitted an Notice of Preparation response via e-mail (see *Technical Appendix A*) on November 28, 2023 stating that they reviewed the development plans and have no comments on the Project. Although no longer required for purposes of CEQA, PVCCSP EIR mitigation measure MM Trans 7 requires project-level traffic impact studies to be prepared for individual development projects in the PVCCSP area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. This requirement has been met through the preparation of the Traffic Analysis included in Appendix I of this EIR.

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

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

**MM Trans 3** Each implementing development project shall participate in the phased construction of offsite 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 includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

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

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

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

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

credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.

***City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities***

The City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities identifies a number of goals and policies to reduce potential negative impacts on sensitive receptors. Several policies address vehicles traveling to and from industrial facilities and would be applicable to the proposed warehouse component of the Project. The relevant policies are listed below:

Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.

3. When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
7. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
8. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.
9. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
10. It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district within the City.
11. It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the City for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
12. Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
14. Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
15. Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
16. Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

18. Signs should be posted in the appropriate locations that state parking and maintenance of all trucks is to be conducted within designated areas and not within the surrounding community or on public streets.
19. Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.

Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.

1. The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
2. Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
3. Truck traffic shall be routed to impact the least number of sensitive receptors.
4. To the extent possible, establish separate entry and exit points within a warehouse/ distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
5. Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
6. Establish overnight parking within the warehouse/distribution center.

Goal #4: Provide Buffers between Warehouses and Sensitive Receptors.

10. Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal #6: Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.

8. Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.

Goal #7: Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies.

5. Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

### 4.11.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of State CEQA Guidelines, a project will normally have a significant adverse environmental impact on transportation if it will:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and
- d. Result in inadequate emergency access.

### 4.11.4 ENVIRONMENTAL IMPACTS

#### **Project Design Features**

As required by PVCCSP EIR mitigation measure MM Trans 1, roadways adjacent to the site as well as access improvements recommended in Section 8.0 of the Traffic Analysis have been incorporated into the Project (refer to the discussion provided in Section 3.6.3, Vehicular and Non-Vehicular Circulation and Parking, of this EIR). These improvements are identified below as Project design features (PDFs). They are included in this section to ensure that they are implemented and tracked through the Project's Mitigation Monitoring and Reporting Program. Additionally, as required by PVCCSP EIR mitigation measure MM Trans 8, required improvements shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD.

#### ***Roadway Improvements***

- Prior to the issuance of occupancy permits, the Project proponent would construct the roadway improvements outlined below. These roadways would be improved consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project would improve these roadways as required by the final Conditions of Approval or the proposed Project and applicable City of Perris standards.
  - The two commercial/retail driveways off Ramona Expressway include a separate right-turn deceleration lane due to the higher speeds.
  - The east Project Driveway off Dawes Street for trucks should be widened to 40-feet and have a 45-foot curb radius to accommodate the extra width required for truck turning movements.
- Prior to the issuance of occupancy permits, the Project proponent would construct the site driveways consistent with the PVCCSP and City design standards for commercial and industrial uses.
- The eastern truck access driveway to/from East Dawes Street and the industrial/warehouse would incorporate an extended or flaired curb section or similar feature approved by the City of Perris which

would restrict access to right in/left out movements only to prevent eastbound entrance and westbound departures via East Dawes Street.

### **Site Access Improvements**

Prior to the issuance of occupancy permits, the Project proponent would construct the site driveways consistent with the PVCCSP and City design standards for commercial and industrial uses. The eastern truck access driveway to/from East Dawes Street and the industrial/warehouse would incorporate an extended or flared curb section or similar feature approved by the City of Perris which would restrict access to right in/left out movements only to prevent eastbound entrance and westbound departures via East Dawes Street.

### **Trip Generation and Distribution**

Trip generation represents the amount of traffic that is attracted to and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the Project are shown in Table 4.10-1, *Trip Generation Summary*, together with the trip generation summary illustrating daily and peak hour trip generation estimates. The trip generation rate for the Project was based on the rates for the various land uses contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.

As shown in Table 4.11-1, the Project is estimated to generate 2,678 daily trips (ADT) with 297 trips (230 inbound, 67 outbound) during the AM peak-hour and 255 trips (66 inbound, 189 outbound) in the PM peak-hour.

The Project trip distribution was estimated based on existing travel patterns and/or on logical routes to regional facilities. Two different distributions were prepared for the Project. The first distribution is for the commercial/retail and industrial passenger cars. The trips associated with the retail uses were distributed to the driveways off Ramona Expressway. The trips associated with industrial use were distributed to the driveways off Dawes Street. The second distribution is for heavy trucks. All trucks would follow the existing truck routes and would primarily use East Dawes Street via Redlands Avenue and Harley Knox Boulevard to access the site and I-215. The following list summarizes the proposed trip distribution. Passenger car distribution is shown in Figure 4.11-5.

#### **Commercial/Retail/Industrial Passenger Car Trip Distribution**

- 35 percent to/from the north
  - 5 percent via I-215
  - 5 percent via Webster Avenue
  - 5 percent via Indian Avenue
  - 10 percent via Perris Boulevard
  - 5 percent via Redlands Avenue
  - 5 percent via Evans Road



**TABLE 4.11-1: PROJECT TRIP GENERATION**

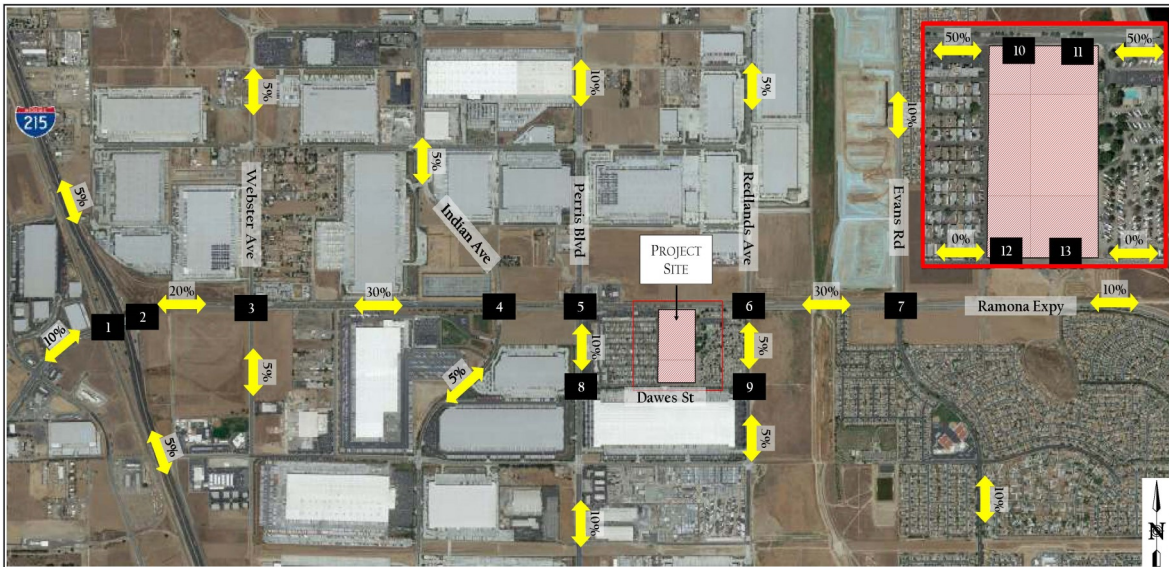
TRIP GENERATION RATES <sup>1</sup>								
Land Use	ITE Code	Weekday Daily	AM PEAK		PM PEAK			
			Rate	In: Out Ratio	Rate	In: Out Ratio		
General Light Industrial	110	4.87 trips/ksf	0.74	0.88 : 0.12	0.65	0.14 : 0.86		
Hotel	310	7.99 trips/rm	0.46	0.56 : 0.44	0.59	0.51 : 0.49		
High-Turnover (Sit-Down) Restaurant	932	107.20 trips/ksf	9.57	0.55 : 0.45	9.05	0.61 : 0.39		
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Hotel	107/ rm	855	28	22	50	33	31	64
High-Turnover (Sit-Down) Restaurant	9.0/ ksf	965	48	39	87	51	31	82
<i>Less Pass by (25%-Daily &amp; AM, 43%-PM)<sup>2</sup></i>		-241	-13	-9	-22	-22	-13	-35
General Light Industrial/Warehouse	275.098/ksf <sup>3</sup>	1,340	180	24	204	26	153	179
<i>Less Passby Trips</i>		-241	-13	-9	-22	-22	-13	-35
<b>Net New Trips</b>		<b>2,678</b>	<b>230</b>	<b>67</b>	<b>297</b>	<b>66</b>	<b>189</b>	<b>255</b>

Notes:

ksf: 1,000 square feet

1. Trip and passby rates for the Project's land uses are based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
2. PM passby trip rate is based on the ITE Trip Generation Manual, 11th Edition. A conservative passby rate of 25% was assumed for the daily and AM peak-hour since there are no published rates for those time periods.
3. Trip generation was initially based on a warehouse square footage of 275,098.

Source: Mizuta Traffic Consulting, 2023; Appendix I



xx% / (yy%) - Enter % / (Exit %)  
 The naming convention for intersections is North / South & East / West

xx% Trip Distribution Percentage

I-215 SB Ramps & Ramona Expy	I-215 NB Ramps & Ramona Expy	Webster Ave & Ramona Expy	Indian Ave & Ramona Expy
Perris Blvd & Ramona Expy	Redlands Ave & Ramona Expy	Evans Rd & Ramona Expy	Perris Blvd & Dawes St
Redlands Ave & Dawes St	W Proj Dwy & Ramona Expy	E Proj Dwy & Ramona Expy	W Proj Dwy & Dawes St

Figure 4.11-5— Passenger Car Trip Distribution

- 35 percent to/from the south
  - 5 percent via I-215
  - 5 percent via Webster Avenue
  - 5 percent via Indian Avenue
  - 10 percent via Perris Boulevard
  - 5 percent via Redlands Avenue
  - 5 percent via Evans Road
  - 20 percent to/from the east via Ramona
    - Expressway
  - 10 percent to/from the west via Ramona
    - Expressway

Industrial Truck Trip Distribution

- 100 percent to/from the east via Harley Knox Boulevard, Redlands Avenue and East Dawes Street

**Impact Analysis**

**Threshold a: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

***Regional***

***Connect SoCal 2020***

SCAG's Connect SoCal 2020 seek to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. Table 4.7-1, *SCAG Policy Consistency Analysis*, in Section 4.7, *Land Use and Planning*, of this EIR, addresses the Project's consistency with SCAG's Connect SoCal. As demonstrated through this analysis, implementation of the Project would be consistent with the goals and policies of SCAG's regional planning program, including the goals related to vehicular and non-vehicular circulation, and good movement.

***City of Perris***

***City of Perris General Plan***

As presented in Section 4.7, *Land Use and Planning*, of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan. Table 4.7-2, *City of Perris General Plan Consistency Analysis*, demonstrates the Project's consistency with General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

***Perris Valley Commerce Center Specific Plan***

As identified previously, the PVCCSP includes various Standards and Guidelines for onsite and off-roadway improvements, vehicular and non-vehicular circulation and site access. As discussed herein, the Project would be developed in accordance with the PVCCSP Standard and Guidelines. In summary, the Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact is less than significant.

### ***City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities***

As stated above, the City of Perris Good Neighbor Guidelines for Siting New and/or Industrial Facilities identifies goals and policies to reduce potential negative impacts on sensitive receptors. Several policies address vehicles traveling to and from industrial facilities and would be applicable to the proposed warehouse component of the Project. Consistent with Goal 1, the Project driveways have been located as far as feasible from neighboring sensitive properties. As noted herein, the commercial and warehouse components of the project driveways and internal circulation routes would be located away from neighboring properties. The warehouse loading docks would be located near the center of the warehouse site and screened by the building and a 14-foot-high wall along the eastern and southern boundaries. All truck parking associated with the warehouse would occur on-site. No truck parking would be associated with the hotel and restaurant uses. The warehouse operator would be conditioned to post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited. The truck entrance/exit would be designed and constructed to facilitate right in and left out truck ingress/egress to prohibit truck traffic using East Dawes Street west of the site.

Consistent with Goal #3 above, trucks accessing the site would utilize approved truck routes and not traverse through residential neighborhoods. As stated, the Project would be designed consistent with City standards; thus adequate turning movements at entrance and exit driveways would be provided. Separate access points for passenger cars accessing the hotel and restaurants as well as the warehouse offices would be separated from the heavy truck warehouse access driveway. The check in gate/guard booth would be positioned in excess of 150 feet west of the easterly property line to accommodate queuing. No off-site truck parking would be allowed. Parking, including overnight parking, would be provided on-site.

Consistent with Goal #4, signage would direct all truck exiting the warehouse to travel east on East Dawes Street to the minimize impacts to the Park Place Mobile Home Park to the west of the site. Consistent with Goal #6, a construction traffic control plan would be prepared prior to grading. The plan would detail the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors. Consistent with Goal #7, Transportation Demand Management Measures would be required for the warehouse use to reduce work related vehicle trips.

### ***Additional Project-Level Mitigation Measures***

No mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant.

**Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

SB 743 was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Governor’s Office of Planning and Research recommended the use of VMT as the required metric to replace the automobile delay-based 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 exhibit shows that the Project site is located within the Transit Priority Area. Additionally, the WRCOG VMT Screening Tool was used to verify the determination. The Project site is located in Traffic Analysis Zone 1819 and this is located inside a Transit Priority Area. Thus, the Project would meet criterion 2. Transportation impacts would be less than significant.

***Level of Significance After Mitigation***

No mitigation is required.

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

The analysis contained in the PVCCSP EIR concludes that implementation of the PVCCSP and the subsequent implementation of development and infrastructure projects would not substantially increase

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

### ***Construction-Related Hazards***

As described in Section 3.0, *Project Description*, the Project would be constructed in four phases. During each construction phase, traffic to-and-from the Project site would be generated by activities such as construction employee trips, the use/delivery of heavy equipment, and the overlap of construction-related activities. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities because construction activities typically begin and end outside of the peak hours. Accordingly, a majority of the construction employees would not be driving to/from the Project site during hours of peak congestion. Construction materials would be delivered to the site throughout the construction phase – mostly outside of peak hours – based on need and would not occur every day. Heavy equipment would be utilized within the Project site during the construction phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks (sometimes with multiple pieces of equipment delivered to the site on a single trip). Like the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur daily but would occur periodically throughout the construction phase. Trucks delivering materials and equipment would follow designated truck routes and would not increase traffic-related hazards during construction.

Construction activities associated with Project improvements and off-site improvements to Ramona Expressway, may result in a temporary lane closure along the site frontage. The occasional interruption of traffic flow on Ramona Expressway and East Dawes Street streets associated with Project-related construction activities may pose hazards to vehicular traffic due to localized traffic congestion or the condition of roadway surfaces. However, Project-specific construction plans are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project applicant would be required to implement measures that would maintain traffic flow and access. Therefore, the Project would have a less than significant impact during construction associated with increased hazards.

### ***Operation-Related Hazards***

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 flared curb section or similar feature approved by the City of Perris, that discourages trucks from turning right when exiting. This facilitates 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. 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.

As shown in Figure 3-4, *Proposed Site Plan*, the internal circulation for passenger cars and pedestrians accessing the hotel and restaurants would be separated from warehouse trucks to avoid conflicts with trucks and pedestrians within the Project site. The warehouse site (Phase II) would be separated from the Phase I improvements by a 6-foot-high block wall; thus, no connection between the northern and southern parts of the site would be provided. This would avoid any potential conflicts between pedestrians and heavy trucks. Further, the parking area for the office uses associated with the warehouse building would be on the west side of the building and separated from the truck circulation area on the east side of the building by fencing. Thus, potential conflicts between passenger cars, pedestrians and heavy trucks would be avoided.

The check in gate/guard booth for the warehouse would be positioned in excess of 150 feet west of the easterly property line to accommodate queuing. This would ensure that trucks do not block East Dawes Street and create a hazard to motorists while they queue to enter the facility.

Adherence to applicable City requirements would ensure the Project would not include any sharp curves or dangerous intersections or driveways. In the absence of a roadway design hazard, no impact would occur during operation. Therefore, no mitigation is required.

***Additional Project-Level Mitigation Measures***

No mitigation measures are required.

***Level of Significance After Mitigation***

Project impacts would be less than significant. This conclusion is consistent with the PVCCSP EIR Initial Study.

**Threshold d Would the Project result in inadequate emergency access?**

As discussed above under Threshold c, construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures. Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access. The roadway improvements required as a part of the Project would improve traffic circulation in the area, in accordance with the PVCCSP. These improvements would facilitate emergency vehicle access into the Project site. The Project driveways have been designed to accommodate large trucks with trailers that would be used for the delivery of goods to the Phase I uses (i.e., hotel and restaurants) and delivery as well as distribution of goods to and from the industrial warehouse (Phase II) site.

As discussed above, adequate turn radii and sight distance would be provided; thus, the Project would provide ample vehicular access for emergency vehicles. The Project is required to comply with the City's development review process including review for compliance with all applicable fire code requirements for access to the site. The Project has been reviewed by the Riverside County Fire Department to determine the specific fire requirements applicable to the Project and has been designed in compliance with these requirements. This ensures that the Project would provide adequate emergency access to and from the site. Therefore, impacts are less than significant and no mitigation is required.

Based on the proposed Project design and with required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

### **Additional Project-Level Mitigation Measures**

No mitigation measures are required.

### ***Level of Significance After Mitigation***

Project impacts would be less than significant. This conclusion is consistent with the PVCCSP EIR Initial Study.

### **4.11.5 CUMULATIVE IMPACTS**

During preparation of the Traffic Analysis, adjacent jurisdictions of the County of Riverside and the City of Perris were contacted to obtain the most current list of cumulative projects from their respective jurisdictions. Table 4.0-1 and Figure 4.0-1, *Cumulative Development Location Map*, depicts the cumulative development projects identified. As shown, the majority of the projects are in the City of Perris with some included within the PVCCSP planning area. Projects in the City of Moreno Valley are north of Harley Knox Boulevard.

As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to Connect SoCal 2020, City of Perris General Plan, and the PVCCSP, as applicable. As stated above under Threshold b, the proposed Project would not have a significant or adverse VMT impact; thus, the Project would not cause or contribute to a cumulatively considerable VMT impact. Further, the Project would not have significant or unavoidable impacts per the remaining Transportation impact thresholds.

Cumulative development projects would contribute to construction traffic and associated temporary lane and road closures during construction. However, the potential construction-related traffic impacts resulting from the Project would be less than significant with implementation of PVCCSP EIR mitigation measure MM Air 2, which requires the preparation of a traffic control plan. The requirement for a traffic control plan during construction is a standard requirement for construction projects in the City.

As with the Project, cumulative development within the PVCCSP would be required to construct roadways and Project access driveways in accordance with applicable PVCCSP Standards and Guidelines ensure



impacts are less than significant. Further, providing sufficient emergency access during construction and operation is also a standard requirement. The Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with traffic-related hazards or emergency access.

#### 4.11.6 REFERENCES

City of Perris, 2005. *Perris Comprehensive General Plan 2030*. Approved April 26, 2005.

Albert A. Webb Associates, 2011. Perris Valley Commerce Center Specific Plan Final Environmental Impact Report. City of Perris. November 2011, Certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>

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Mizuta Traffic Consulting, Inc., 2023. Distribution Park Commercial and Industrial *Project Vehicle Miles Traveled Analysis, City of Perris*. October 2023. Included in Appendix I of this EIR.

Mizuta Traffic Consulting, Inc., 2023. Distribution Park Commercial and Industrial *Project Traffic Analysis, City of Perris*. December 2023. Included in Appendix J of this EIR.

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## **4.12 TRIBAL CULTURAL RESOURCES**

This section evaluates the proposed potential impacts to tribal cultural resources. The analysis in this Section is based primarily on the following one site-specific reports. References used to prepare this section are listed in Section 4.11.6, References.

- PaleoWest, August 2023. *Cultural Resource Investigation in Support of Alabbasi Commercial Perris Project, City of Perris, Riverside County, California*. Included as Appendix E of this EIR.

The Cultural Resource Investigation was prepared in compliance with Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measure MM Cultural 1. The Confidential Appendix for the Cultural Resource Investigation is not appended to this Draft EIR. While it is on file with the City of Perris Planning Division, it is not available for public review. Review is limited to qualified professional ethically required to keep the data in the reports from public dissemination and ultimately protecting resources from any possible adverse impacts. This level of confidentiality is referenced in Section 6354.10 of the *California Government Code*.

No comments regarding cultural resources were raised at the EIR scoping meeting. In its Notice of Preparation comment letter, the Native American Heritage Commission (NAHC) provided information about Assembly Bill (AB) 52 and Senate Bill (SB) 18, which address requirements for consultation with Native American tribes related to tribal cultural resources; and, provided standard guidance on the scope of the analysis of potential impacts to archaeological resources and tribal cultural resources. The Agua Caliente Band of Cahuilla Indians provided a Notice of Preparation comment letter which recommended Native American monitoring during ground disturbing activities. The Rincon Band of Luiseño Indians comment letter stated they reviewed the Cultural Resources Assessment and are in agreement with the measures which include archaeological and Luiseño tribal monitoring, a monitoring report, and protocols for discovery of cultural material and human remains. As further discussed, the Project requires a Specific Plan Amendment; thus, the City of Perris has performed Native American consultation required by both AB 52 and SB 18.

### **4.12.1 EXISTING SETTING**

Section 4.4, Cultural Resources, of the PVCCSP EIR, includes a detailed discussion of the environmental setting for cultural resources, including geologic setting, ethnohistoric setting, archaeological setting, and historic setting. This information remains applicable to the Project. Section 4.4, *Cultural Resources*, of this Draft EIR summarizes Project-specific existing setting information presented in the technical reports prepared for this Project based on the research and field surveys conducted. Following is a summary of information provided in the Project-specific technical report relevant to the ethnohistoric setting and tribal cultural resources.

#### **Ethnohistoric Setting**

This section summarizes the ethnohistoric setting of the Native American Tribes known to inhabit the region containing the Project site.

**Luiseño.** Luiseño territory generally extended from present-day Riverside County south to Escondido, and to Oceanside in the west. Prior to the institution of the Mission System, the Luiseño were likely divided between coastal and inland groups. When Spanish settlers instituted the mission system in the 1770s, traditional social and political organization was disrupted. Luiseño villages were organized as autonomous neighboring groups loosely connected through a system of lineages and clans. The Luiseño were primarily hunters, gatherers, and harvesters. The landscape within the Luiseño traditional use area varied, and methods of subsistence largely depended on the region of settlement. Hunting and gathering places were owned by individuals, families, the chief, or by the collective community. Game animals included deer, cottontail rabbit, jackrabbit, woodrat, mice, ground squirrels, antelope, quail, doves, ducks, and other birds. Acorns, roots, leaves, seeds, and fruit of many other plants were also common sources of food.

The material culture of the Luiseño included a wide variety of utilitarian items, including projectile points, woven and skin mats, baskets, pottery ollas, shell and bone fishhooks, cooking slabs, digging stick weights, manos, metates, and mortars. Most Luiseño houses were made of locally available material, were conical and partially subterranean, and often featured an adjacent brush-covered ramada for domestic chores. Other buildings found in most villages included Earth-covered sweat houses, ceremonial houses with fenced areas, and granaries for food storage.

It is estimated that when the Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 each. However, other estimates place the total Luiseño population at 4000–5000. Ultimately, the Luiseño population declined rapidly after European contact because of diseases such as smallpox and harsh living conditions at the missions and ranchos, where the Native people often worked as seasonal ranch hands.

After the American annexation of California, the influx of American settlers further eroded the foundation of the traditional Luiseño society. During the latter half of the nineteenth century, almost all the remaining Luiseño villages were displaced, and their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage are associated with the Soboba, Pechanga, and Pala Reservations.

**Cahuilla.** The Cahuilla belong to nonpolitical, nonterritorial patrimoieties that governed marriage patterns, patrilineal clans, and lineages. Each clan, “political-ritual-corporate units” composed of 3–10 lineages, owned a large territory where each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of many different ecological niches.

In prehistoric times Cahuilla shelters are believed to have been dome shaped and, after contact, tended to be rectangular. Cahuilla shelters were often made of brush, palm fronds, or arrowweed. Most of the Cahuilla domestic activities were performed outside the shelters within the shade of large, expansive ramadas.

The Cahuilla were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants were also used. Fish, birds, insects, and large and small mammals were also available.

To gather and prepare these food resources, the Cahuilla had an extensive inventory of equipment, including bows and arrows, traps, nets, disguises, blinds, spears, hooks and lines, poles for shaking down pine nuts and acorns, cactus pickers, seed beaters, digging sticks and weights, and pry bars. In addition, the Cahuilla also had an extensive inventory of food processing equipment, including hammers and anvils, mortars and pestles, manos and metates, winnowing shells and baskets, strainers, leaching baskets and bowls, knives (made of stone, bone, wood, and carrizo cane), bone saws, and drying racks made of wooden poles to dry fish.

Mountain tops, unusual rock formations, springs, and streams are sacred to the Cahuilla, as are rock art sites and burial and cremation sites. In addition, various birds are revered as sacred beings of great power and sometimes were killed ritually and mourned in mortuary ceremonies similar to those for important individuals. As such, bird cremation sites are considered sacred by the Cahuilla.

### **Tribal Cultural Resources**

As discussed in Section 4.4, *Cultural Resources*, of this EIR, PaleoWest conducted a records search at the Eastern Information Center located at the University of California, Riverside, which is the State of California's official cultural resource records repository for the County of Riverside. The results of the records search are provided in the Confidential Appendix to the Cultural Resource Investigation; however, this material is confidential and not included as part of the Cultural Report provided for public review (Appendix D). Based on the results of the records search, no tribal cultural resources were located on the Project site.

The 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.

During preparation of the PaleoWest contacted multiple Native American tribes regarding the Project and requested a records search of the Sacred Lands Files from the NAHC. Further, the City of Perris provided a notification of the Project to tribes that have requested such notice, as required by AB 52 and SB 18, and entered into consultation with tribes that requested consultation. The results of this Native American outreach/consultation did not reveal the presence of any tribal cultural resources within the Project site; however, tribes did indicate that tribal historic and tribal cultural resources are in the area and could be encountered during excavation activities.

As discussed in Section 4.4, *Cultural Resources*, of this Draft EIR, PaleoWest conducted pedestrian surveys of the Project site on January 5, 2023. No tribal cultural resources (or any other resources) were discovered during the survey.

#### **4.12.2 EXISTING POLICIES AND REGULATIONS**

As previously discussed in Section 4.4, *Cultural Resources*, of this EIR, Section 4.4 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of cultural resources,

including regulations relevant to the analysis of tribal cultural resources. The PVCCSP EIR is incorporated by reference. The following discussion addresses regulatory information particularly relevant to tribal cultural resources, including regulations that became effective subsequent to preparation of the PVCCSP EIR.

## **State**

### ***Assembly Bill (AB) 52***

California AB 52 (2014) Chapter 532 is an act to amend Section 5097.94 of, and add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved by the Governor on September 25, 2014. AB 52 requires: (OPR, 2017)

*“a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project, if the tribe requested to the lead agency, in writing, be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.”*

If the tribes desire notification of proposed projects in that area that may cause a substantial adverse change in the significance of a tribal cultural resource, AB 52 requires that Native American tribes send written notice of their geographic areas of traditional and cultural affiliation to CEQA lead agencies. The CEQA lead agency is then required to provide such notification and consult with the tribe(s) if the tribe(s) requests consultation. (OPR, 2017)

The provisions listed in AB 52 are applicable to projects that have a notice or preparation or a notice of negative declaration filed on or after July 1, 2015. By requiring the CEQA lead agency to consider the effects relative to tribal cultural resources and to conduct consultation with California Native American tribes, AB 52 imposes a state-mandated program. AB 52 requires the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within a geographic area in which the tribe is traditionally or culturally affiliated; the contact information of those agencies; and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

As indicated above, the City provided notice of the Project to the Native American tribes that have requested such notice on January 21, 2023. The results of the AB 52 consultation process are discussed below under the analysis of Threshold “a.ii”, below.

### ***Senate Bill (SB) 18***

California SB 18 requires that lead agencies consult with California Native American tribes during the local planning process for the purposes of protecting Traditional Tribal Cultural Places whenever a project proposes to amend or adopt any general plan or specific plan, or designate land as open space. Because

the Project requires a Specific Plan Amendment, the City of Perris is subject to the requirements associated with the SB 18 process for Native American consultation. The results of the SB-18 consultation process are discussed below under the analysis of Threshold “a.ii”, below.

***California Health and Safety Code (Sections 7050.5, 7051, and 7054)***

These sections collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for: (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

***California Public Resources Code (Section 5097.98)***

Section 5097.98 of the *California Public Resources Code* addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. This Section also establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

***California Public Resources Code (Section 5097.5)***

Section 5097.5 of the *California Public Resources Code* protects, among other things, paleontological sites on State lands. Sections 4306 and 4309 of the *California Administrative Code* establish authority and processes to protect paleontological resources while allowing mitigation through the permit process. Potential impacts to paleontological resources must be assessed for any project subject to review under CEQA.

**Local**

***City of Perris General Plan Policies***

The specific policies outlined in the City’s General Plan that are related to tribal cultural resources and the Project are listed in Table 4.7-2, *City of Perris General Plan Consistency Analysis*, of Section 4.7, *Land Use and Planning*, of this EIR.

***PVCCSP Standards and Guidelines and Mitigation Measures***

There are no Standards and Guidelines included in the PVCCSP related to tribal cultural resources. The PVCCSP EIR includes mitigation measures relevant to the analysis of cultural resources impacts.

PVCCSP EIR mitigation measure MM Cultural 1 below outlines the requirements for preparation of a Phase I Cultural Resources Study that is required of all new development projects within the PVCCSP



area. The other PVCCSP EIR mitigation measures that are applicable to the proposed Project have been replaced by the City of Perris as discussed below.

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

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

The proponents of the subject implementing development projects and the professional archaeologists 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.
4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed.

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<sup>1</sup> For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

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

#### 4.12.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on tribal cultural resources if it will:

- a. Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
  - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

#### 4.12.4 ENVIRONMENTAL IMPACTS

##### Impact Analysis

<b>Threshold a.i</b>	<b>Would the Project cause a substantial adverse change in the significance of a tribal cultural resource ...and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</b>
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Based on the results of the Cultural Resource Investigation conducted for the Project (PaleoWest, January 2023 (updated August 2023); Appendix E), 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 Resource Investigation 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 4.4, *Cultural Resources*, implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City of Perris. With implementation of mitigation identified above, potential impacts to Tribal Cultural Resources would be less than significant.

***Additional Project-Level Mitigation Measures***

No additional mitigation measures are required.

**Level of Significance After Mitigation**

Impacts would be less than significant.

<b>Threshold a.ii</b>	<b>Would the Project cause a substantial adverse change in the significance of a tribal cultural resource...and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.</b>
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AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a Project if they have requested notice of projects proposed within that area. Tribal consultation required per AB 52 and 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 Indians.

To date, the Agua Caliente Band of Cahuilla Indians and the Pechanga Band of Indians have responded with interest in the Project. The City has initiated consultation with these Tribes which remains ongoing. Much of the written and oral communication between the Native American tribes and the City of Perris is considered confidential in respect to places that have traditional tribal cultural significance (OPR, 2017), and although relied upon in part to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review. In summary, the City provided information to the Tribes, as requested, including the technical reports prepared (including the Cultural Resource

Investigation provided in Appendix E of this EIR and the Confidential Appendix available at the City), Project plans, and proposed mitigation measures. The tribes indicated they would provide additional information and comments to the City, including comments on the proposed mitigation measures, following review of the requested materials. No further comments have been received from tribes as part of the SB 18 and AB 52 consultation process.

In addition to the Native American scoping and consultation conducted pursuant to the requirements of AB 52 by the City of Perris, 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. A total of seven responses were received and are summarized in Section 4.4, *Cultural Resources*. As stated, no cultural resources, including tribal cultural resources, were observed during the field survey and no information obtained through Native American consultation or review of applicable records indicates that tribal cultural resources are present within the Project site.

Although it is not likely, there is a remote possibility that tribal cultural resources may be present beneath the site's subsurface, and if present, could be impacted by deeper ground-disturbing activities associated with Project construction that extends below disturbed soils. Notably, as further described in Section 3.0, *Project Description*, of this EIR, excavation for installation of the Project's utility infrastructure (located on site and connected to existing utility lines in the adjacent roadways) would range from 10- to 15-feet below the ground surface. The proposed building sites would be subject to excavation; the building site would be over excavated to a depth of at least 5 feet below existing grade. Without mitigation, construction activities including excavation could encounter unknown tribal cultural resources resulting in a potentially significant impact.

Project-level mitigation measure MM CR-1 (restated below), which implements PVCCSP EIR Mitigation Measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City, requires that an archaeological monitor and Luiseño tribal representative be present during initial ground-disturbing activities and identifies steps that would be taken if any artifacts of Native American origin are discovered to ensure potential impacts to tribal cultural resources are less than significant. Project-specific mitigation measure MM CR-2 (restated below) implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City, and identifies actions to be taken in the event that human remains are found. With implementation of Project-specific mitigation measures MM CR-1 and CR-2, potential impacts to tribal cultural resources would be less than significant.

### **Additional Project-Level Mitigation Measures**

**MM CR-1** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the 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 the Pechanga Band of Indians, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon Band of Luiseño Indians for a Native American 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 Native American 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 Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American 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 Native American 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 Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative will be notified. The designated Native American tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken in a manner that avoids destruction or other adverse impacts.

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

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 Native American 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 and the Native American tribe(s) involved with the Project.

**MM CR-2:** In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site 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 5097.981 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 Eastern Information Center.

### ***Level of Significance After Mitigation***

Project impacts are less than significant.

### **4.12.5 CUMULATIVE IMPACTS**

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the City, including the PVCCSP area that have a potential for uncovering tribal cultural resources. As noted previously, the City of Perris conducted Native American consultation with potentially culturally affiliated tribes, as required by AB 52 and SB 18. As a result of this consultation effort, no tribal cultural resources were identified on site, although tribes did indicate a concern over potential impacts to subsurface resources. Other cumulative developments within the region also would have the potential to result in impacts to subsurface tribal cultural resources. Therefore, the Project’s potential impacts to subsurface tribal cultural resources represents a cumulatively considerable contribution to a significant cumulative impact, prior to mitigation.

As discussed in Threshold “a.ii,” with implementation of Project-level mitigation measures MM CR-1 and MM CR-2, the Project’s potential impact to tribal cultural resources would be less than significant. Each development proposal received by the City undergoes environmental review and is subject to the same resource protection requirements as the Project. Neither the Project nor other cumulative developments are expected to result in significant impacts to tribal cultural resources provided site-specific surveys are conducted and required measures, including construction monitoring, are implemented to protect the

tribal cultural resources. Thus, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to tribal cultural resources.



#### **4.12.6 REFERENCES**

PaleoWest, August 2023. *Cultural Resource Investigation in Support of Alabbasi Commercial Perris Project, City of Perris, Riverside County, California*. Included as Appendix D of this EIR.

Office of Planning and Research (OPR). 2017 (June). *Technical Advisory AB 52 and Tribal Cultural Resources in CEQA*. Web. Accessed: February 25, 2020. Available: <http://nahc.ca.gov/wpcontent/uploads/2017/06/Technical-Advisory-AB-52-and-Tribal-Cultural-Resources-in-CEQA.pdf>

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## 5.0 ALTERNATIVES

### 5.1 INTRODUCTION

An environmental impact report (EIR) must identify methods to mitigate or avoid the significant effects that a project may have on the environment. In compliance with Section 15126.6(a) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), an EIR must “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects and evaluate the comparative merits of the alternatives.” The City of Perris, as the CEQA Lead Agency for the Distribution Park Commercial and Industrial Project, is responsible for selecting a range of project alternatives to avoid or substantially lessen the significant impacts identified in this EIR. This section identifies potential alternatives to the Project and evaluates them, as required by CEQA.

Key provisions of the State CEQA Guidelines on alternatives (Sections 15126.6[b]–15126.6[f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- *“The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective or would be more costly” (Section 15126.6[b]).*
- *“The specific alternative of ‘no project’ shall also be evaluated along with its impact” (Section 15126.6[e][1]).*
- *“The ‘no project’ analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (Section 15126.6[e][2]).*
- *“The range of alternatives required in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (Section 15126.6[f]).*

- *For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (Section 15126.6[f][2][A]).*
- *“If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in proximity to natural resources at a given locations” (Section 15126.6[f][2][B]).*
- *“An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (Section 15126.6[f][3]).*

Pursuant to the guidelines stated above, a range of alternatives to the Project is considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides the following:

- A description of alternatives considered.
- A comparative analysis of the alternatives under consideration and the Project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the Project to less than significant.
- An analysis of whether the alternatives meet most of the objectives of the Project (as presented in Section 3.5 of this EIR and restated below).

### **5.1.1 SUMMARY OF THE PROJECT**

The proposed Project would result in the construction and operation of a new 271,098-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. 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. Walls and fences would be provided on-site as required for screening, privacy, and security.

Vehicle access to the hotel and restaurant uses would be via two new access driveways along the south side of Ramona Expressway. Access to the warehouse would be via two new access driveways along the north side of East Dawes Street. Roadway improvements would be made along the Ramona Expressway project frontage. The improvement would install a new 12-foot-wide acceleration/ deceleration lane and replace the existing curb/gutter and sidewalk. Automobile and truck parking would be provided for the proposed buildings.

The Project would be constructed in four phases: Phase I is defined as the 4,000 square foot restaurant and on- and off-site improvements; Phase II would be comprised of the warehouse building improvements; Phase III would be the hotel and Phase IV would be construction of the 5,000 square foot

restaurant. Construction of Phase I would begin in mid-2024 and be completed in late 2025. Construction of Phase II would begin in 2025 and be completed in late 2026. Remaining phases would be dependent on tenant demand.

The proposed warehouse use would require a PVCCSP amendment to change the land use designation on the southern portion of the parcel from Commercial to Light Industrial. The hotel and restaurant uses would be consistent with the existing Commercial land use designation. The Project requires approval of a Specific Plan Amendment 22-05380 authorizing a change in the land use designation on the southern portion of the site from commercial to light industrial; Development Plan Review 22-00037 for construction and operation of the two restaurant buildings and a hotel; Development Plan Review 22-00038 for construction and operation of the proposed industrial/warehouse building; and Tentative Parcel Map case number PLN22-05328 allowing the creation of four separate parcels for the proposed light industrial, hotel and two restaurants. The required approvals and entitlements are further described in Section 3.7, *Summary of Requested Actions*, of this EIR.

### 5.1.2 PROJECT OBJECTIVES

As stated in Section 3.5, of this EIR, and pursuant to Section 15124 of the CEQA Guidelines, the following objectives have been established by the Project Applicant to aid decision makers in their review of the Project.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses.
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development.
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris.
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing uses.
5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods.
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment.
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes.
8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.

9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

### 5.1.3 SUMMARY OF PROPOSED PROJECT SIGNIFICANT AND UNAVOIDABLE IMPACTS

The analysis in Section 4.0 concludes that with implementation of mitigation measures, significant environmental impacts resulting from air and greenhouse emissions would result from operation of the Project. As discussed, an EIR should consider a range of feasible alternatives that would attain most of the Project objectives, listed above, while reducing one or more of the significant and unavoidable impacts of the Project. Significant and unavoidable impacts that would result from implementation of the Project include those listed below.

- **Cumulative Air Emissions.** As shown in Table 4.2-6, daily operational air emissions would exceed the South Coast Air Quality Management District (AQMD) nitrogen oxides (NOx) threshold of significance. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to air quality. Even with incorporation of all feasible PVCCSP EIR mitigation measures and Project-specific mitigation measures, the Project's cumulative air emissions would be significant and unavoidable.
- **Cumulative Greenhouse Gas (GHG) Emissions.** As noted in Table 4.6-5, the Project has the potential to generate a total of approximately 11,975 metric tons of carbon dioxide equivalent (CO<sub>2e</sub>) per year at buildout. As such, the Project would exceed the 3,000 metric tons of CO<sub>2e</sub> per year threshold of significance. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Even with incorporation of all feasible PVCCSP mitigation measures, the Project's cumulative GHG emissions impacts would be significant and unavoidable.
- **Noise.** As shown Table 4.8-6, Project-related traffic, primarily heavy trucks, would cause a substantial increase in noise levels at camp sites located along the southern boundary of the Camper Resorts of America facility located adjacent to and east of the Project site. In addition to the incorporation of PVCCSP EIR mitigation measures, construction of a 6-foot-high concrete masonry unit wall along the southern property boundary would reduce traffic-related noise to a less than significant level. However, implementation of this mitigation measure would require the approval of the owner of the Camper Resorts of America facility for the construction within its property. If the Camper Resorts of America facility does not approve the construction of a new wall segment along the southern boundary of the campground site, the noise impact would remain significant. Because the Project applicant has not informed the City that an agreement has not been reached with the owner of the Camper Resorts of America facility, the impact to this facility is considered to be significant and unavoidable as of the time that this Draft EIR was prepared.

## 5.2 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR FURTHER ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should: (1) identify alternatives that were considered by the lead agency but were rejected because they were determined to be infeasible during the scoping process, and (2) briefly explain the reasons underlying the lead agency's determination. This section of the State CEQA Guidelines states "[a]mong the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered during the scoping and planning process but were not selected for detailed analysis in this EIR. As described in greater detail below, the primary reason for rejecting these alternatives was that they would not avoid or substantially reduce significant impacts associated with the Project and would not be consistent with the Project objectives.

### **5.2.1 ALTERNATIVE SITE**

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project. The first step in the analysis is determining whether any of the significant effects of the project would be avoided or substantially lessened by developing the project at another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (State CEQA Guidelines, Section 15126.6[f][2][B]).

To meet Project objectives as well as the PVCCSP, the Alternative Site must be located within the PVCCSP planning area on contiguous sites designated for both Light Industrial and Commercial land uses or contiguous parcels or on one parcel large enough to accommodate the proposed uses with approval of a land use redesignation as proposed for the Project. Further, any development within the PVCCSP area would be required to comply with the Standards and Guidelines outlined in the PVCCSP and the applicable mitigation measures from the PVCCSP EIR, similar to the Project. Sites designated for Light Industrial or Commercial uses include currently developed sites and vacant land. However, none are owned by the Project applicant. Further, development of commercial and industrial buildings similar to the size proposed by the Project at other sites within PVCCSP area are expected to have similar significant and unavoidable impacts as the Project resulting from an increase in truck and vehicle trips. Therefore, development of the Project at an alternative site within the PVCCSP planning area would not avoid or reduce the direct and cumulative impacts of the Project related to air emission and GHG emissions.

As discussed in Section 4.0 of this EIR, with incorporation of PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures, regulatory requirements and Project-level mitigation measures, the Project would result in less than significant impacts or less than significant impacts with mitigation for construction-related, operational, and cumulative impacts for all topical issues evaluated with the exception of air and GHG emissions. Under this alternative, environmental impacts would be similar to the Project depending on the characteristics of that alternative site, because development of the Project at an alternative site would generate the same number of vehicle and heavy truck trips which are the primary reason air and GHG emissions exceed the impact thresholds. As stated, the Project applicant does not own other land in the PVCCSP planning area that would accommodate the Project and meet the Project objectives. CEQA does not require the consideration of sites not owned by the landowner or which could not be reasonably acquired by the landowner as alternatives to the proposed project (CEQA Guidelines, Section 15126.6[f][1]).

In summary, an alternative site in the PVCCSP area that is designated for Light Industrial or Commercial use may meet the Project objectives, but would not substantially reduce or avoid significant unavoidable impacts related to air and GHG emissions that would result from the Project. Therefore, further analysis of an alternative site(s) in this EIR is not required.

### **5.3 ALTERNATIVE ANALYSIS**

Based on the criteria listed previously, the alternatives described below have been determined to represent a reasonable range of alternatives. As described in Sections 4.1 through 4.11 of this EIR, the potentially significant impacts of the Project can be mitigated to a less than significant level with the exception of cumulative NOx emissions and GHG emissions and noise. Traffic-related noise impacts could be mitigated to a less than significant level if the owner of the Camper Resorts of America facility allows the construction of a new wall segment along the southern boundary of the campground site. Because the Project applicant has not informed the City that an agreement has not been reached with the owner of the Camper Resorts of America facility, the impact to this facility is considered to be significant and unavoidable as of the time that this Draft EIR was prepared.

For the Reduced Project Alternative below, it is assumed that the PVCCSP Standards and Guidelines, Specific Plan EIR mitigation measures, and Project-specific mitigation measures identified for the Project would also be implemented with the alternative; and thus, would reduce or avoid potential significant impacts similar to the Project. The alternatives considered in this EIR include the following.

- Alternative 1 – No Project/No Development
- Alternative 2 – Reduced Intensity
- Alternative 3 – Commercial Alternative

#### **5.3.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE**

Section 15126.6(e) of the State CEQA Guidelines requires an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the State CEQA Guidelines describes the two general types of no project alternative: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. The proposed Project is consistent with the City of Perris General Plan land use designation for the site (Specific Plan); however, as stated, a redesignation of the southern portion of the site from Commercial to Light Industrial is required for consistency with the PVCCSP. This discussion assumes the No Project/No Development Alternative would result in no new development or other improvements on the Project site.

#### **Description of the Alternative**



Under the No Project/No Development Alternative, the proposed development of a hotel, two restaurants and warehouse would not occur. The Project site would remain vacant and undeveloped.

### **Comparative Analysis of Environmental Impacts**

#### ***Aesthetics***

The No Project/No Development Alternative does not involve any development or change in the current condition of the Project site. There would be no change to the visual quality or character of the Project site or surrounding areas. Aesthetic changes associated with development of the Project site would not occur with this alternative. Accordingly, although the Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

#### ***Air Quality***

The No Project/No Development Alternative would not involve any construction activities at the building sites. Therefore, the construction-related air quality emissions resulting from the Project would not occur. Because there would be no development within the Project site, no air emissions would occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Project. As such, no air quality impacts would occur under this alternative.

#### ***Biological Resources***

The No Project/No Development Alternative would leave the Project site in its existing condition. While this alternative would not result in potential impacts to nesting birds and burrowing owls during construction, the Project's impacts would be less than significant with incorporation of mitigation measures. The No Project/No Development Alternative would have no impact to biological resources and no mitigation would be required.

#### ***Cultural Resources***

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No Project/No Development Alternative or the Project. The No Project/No Development Alternative would not involve any excavation or grading activities; thus, there would be no potential to discover previously unidentified archaeological resources. With incorporation of the Project-level mitigation measures, Project impacts to archaeological resources are less than significant. This alternative would avoid potential impacts to cultural resources resulting from implementation of the Project.

#### ***Energy***

The No Project/No Development Alternative would not involve any construction activities or new development on the Project site. In the absence of construction activities and operation of the proposed uses, this alternative would have no demand for near-term or long-term energy or fuel use on the site. This alternative would avoid the energy consumption associated with the Project.

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### ***Greenhouse Gas Emissions***

The No Project/No Development Alternative would not involve any construction activities or new development on the Project site. In the absence of construction activities and operation of the proposed uses (including traffic generation), this alternative would not generate GHG emissions. Thus, the significant and unavoidable cumulative impacts related to GHG emissions that would be generated by the Project would be avoided under this alternative.

### ***Land Use and Planning***

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions in the Project site. This alternative would not result in any direct or indirect physical land use impacts. The City of Perris General Plan land use designation for the Project site is PVCC SP – Perris Valley Commerce Center Specific Plan and the PVCCSP land use (zoning) designation for the site is Commercial. The Specific Plan Amendment redesignating the 12.6-acre southern portion of the 17.1-acre parcel from Commercial to Light Industrial would not be required. Although the Project would result in less than significant impacts associated with land use and planning, the No Project/No Development Alternative would result in no impacts.

The No Project/No Development Alternative would not involve any development. Like the proposed Project, it would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020). As stated in Section 4.7, *Land Use and Planning*, development of the Project would also not conflict with these regional planning programs.

### ***Noise***

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under this alternative. The increase in long-term, traffic-related, and operational noise associated with the Project would not occur. Therefore, this alternative would result in no impacts related to noise.

### ***Public Service***

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped. There would be no increase in demand for fire or police protection. As stated, no impact to schools, parks or other government facilities would occur with the proposed Project. Accordingly, although the Project would result in less than significant impacts associated with public services, the No Project/No Development Alternative would have no impact related to public services.

### ***Transportation***

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur in the Project site and the circulation improvements proposed along Ramona Expressway would not be implemented. No long-term (operational) vehicular trips would be generated under the No Project/No Development Alternative. The Project would have less than significant

impacts related to consistency with plans and programs addressing circulation, vehicle miles traveled (VMT), potential hazards, and emergency access. Project impacts would be less than significant. No impact would occur with the No Project/No Development Alternative.

### ***Tribal Cultural Resources***

The No Project/No Development Alternative would not disturb the Project site. Thus, tribal cultural resources that may be buried beneath the ground surface would not be disturbed. Although with mitigation, Project impacts would be less than significant, no impact would occur with the No Project/No Development alternative.

### **Conclusion**

#### ***Avoid or Substantially Lessen the Significant Impacts of the Project***

The No Project/No Development Alternative would avoid the significant and unavoidable impacts associated with air and GHG emissions. Additionally, because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Project would also be avoided.

#### ***Attainment of Project Objectives***

The No Project/No Development Alternative would not involve any development at the Project site. This alternative would not attain any of the Project Objectives identified above in Section 5.1.2, including implementation of the PVCCSP and the City's General Plan goals and policies related to the economic benefits associated with new commercial and industrial development.

## **5.3.2 ALTERNATIVE 2: REDUCED INTENSITY ALTERNATIVE**

### **Description of the Alternative**

The purpose of the Reduced Intensity Alternative is to address the significant and unavoidable impacts of the Project related to NOx and GHG emissions as well as traffic noise, which are primarily associated with vehicle and heavy truck trips. Under this alternative, the Project site would be developed with a new hotel and two restaurant buildings comprising Phases I, II and IV and a new warehouse building with related improvements comprising Phase II. The primary reason for the NOx and GHG emission exceedance are the heavy truck trips associated with operation of the warehouse; although all vehicles contribute to projected air pollutant emissions. The primary reason for the substantial increase in roadway noise is heavy trucks traveling along Dawes Street east of the Project site. Thus, reducing the warehouse square footage and related daily truck trips would reduce daily air pollutant emissions, annual GHG emissions, and traffic noise. Under this alternative, the warehouse building would be reduced by 25 percent to approximately 206,323 square feet or 75 percent of the building size under the proposed Project.

The configuration of the buildings is not relevant to the analysis of potential NOx and GHG emissions related to vehicle trips. This analysis is solely related to the volume of traffic, which correlates to air and GHG emissions as well as noise from passenger vehicle and heavy truck trips. However, for purposes of

analysis, it is assumed that the hotel and restaurants would be developed as proposed and the warehouse, while smaller, would have a similar configuration as the Project and other components of the Project related to access, infrastructure, and other amenities. The reduced size of the warehouse building would allow for an increased amount of landscaping within the Phase II development area.

Relevant to this alternatives analysis is the amount of average daily trip (ADT) generation. Applying the trip generation calculations for the Project (as presented in Table 4.14-1, *Trip Generation Summary*, in Section 4.14, *Transportation*), a 25 percent reduction in the warehouse building size would result in a decrease in passenger vehicle trips from 870 ADT to 653 ADT and heavy truck trips from 470 ADT to 353 ADT or an overall reduction from 1,340 ADT associated with the proposed Project to 1,006 ADT with implementation of the Reduced Intensity Alternative.

### **Comparative Analysis of Environmental Impacts**

#### ***Aesthetics***

Similar to the Project, development of the Reduced Intensity Alternative would alter the existing visual condition of the Project site through introduction of development on previously vacant, undeveloped site. The Reduced Intensity Alternative would comply with the Standards and Guidelines set forth in PVCCSP, as described in Section 4.1, *Aesthetics*, including building orientation, screening, architecture, lighting, signage, walls/fences, and landscaping. The architectural design of the building would be the same as the Project as identified in Figures 3-5 through 3-8. The shade and shadow effect would be similar to what is shown in Figure 4.1-2 and Figure 4.1-3 for the Project. It is expected that the overall visual appearance under this alternative would be similar to the Project. Development associated with the Reduced Intensity Alternative would comply with requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines, and the Project-level mitigation measure for construction lighting, the Reduced Intensity Alternative, like the proposed Project, would have less than significant aesthetic impacts.

#### ***Air Quality***

As with the Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be lower than that for the Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be reduced. As with the Project, the Reduced Intensity Alternative would be consistent with PVCCSP and would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Reduced Intensity Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, mass daily construction emissions and associated impacts would be less than significant, similar to the Project but the localized emissions generated during the site preparation phase would be less than significant with mitigation.

Operational emissions associated with the warehouse would be reduced by approximately 25 percent consistent with the reduction in building size and trip generation (which is calculated based on building

square footage). Daily NOx emissions associated with the warehouse operation would be reduced from approximately 61.9 to approximately 46.4 pounds per day. Total NOx emission generated by the project would be approximately 60.0 pounds per day which would continue to exceed the South Coast AQMD 55 pounds per day threshold of significance for NOx. Therefore, operational emissions and associated impacts under this alternative would continue to be significant and unavoidable.

### ***Biological Resources***

The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources as the Project. With implementation of Project-specific mitigation, potential impacts to biological resources would be less than significant with the Reduced Intensity Alternative and the Project.

### ***Cultural Resources***

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Intensity Alternative or the Project. The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-specific measures, the Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to cultural resources.

### ***Energy***

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction and operation compared to the Project because of the overall reduction in the warehouse building size. Therefore, the Reduced Intensity Alternative would have reduced energy impacts relative to the Project; however, impacts would remain less than significant.

### ***Greenhouse Gas Emissions***

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational warehouse emissions (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 6,902 metric tons of CO<sub>2</sub>e per year (compared to 9,322 metric tons of CO<sub>2</sub>e per year with the Project). Total GHG emissions would be 10,660 metric tons of CO<sub>2</sub>e per year, assuming that the commercial component is unchanged from the proposed Project. This would continue to exceed the 3,000 metric tons of CO<sub>2</sub>e per year significance threshold used in the GHG analysis. GHG impacts would continue to be significant and unavoidable under this threshold with implementation of the Reduced Intensity Alternative.

### ***Land Use and Planning***

Like the proposed Project, the Reduced Intensity Alternative would result in development of the industrial component of the project. The Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the PVCCSP and would not result in significant land use impacts with approval of the Specific Plan Amendment redesignating the southern portion of the project site from Commercial to Light Industrial. The development of 206,323 square foot warehouse building at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. Like the proposed Project, the Reduced Intensity Alternative would not divide an established community. Impacts would be the same as the Project relative to land use and planning.

The Reduced Intensity Alternative would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with Connect SoCal 2020. Development of the Project would also not conflict with these regional planning programs. Impacts would be the same as the proposed Project.

### **Noise**

Because construction activities would be similar, implementation of the Reduced Intensity Alternative would result in similar noise impacts during construction as the Project. Construction noise impacts could be significant, similar to the Project, and require implementation of mitigation measure MM NOI-1 along with the PVCCSP EIR measures for construction noise. As identified previously, the Reduced Intensity Alternative would generate fewer Project-generated trips than the Project (approximately 353 versus 470 daily heavy truck trips along East Dawes Street, Redlands Avenue and Harley Knox Boulevard). Thus, off-site traffic-related noise levels from trucks would be less than the proposed Project; however, the difference would be less than one decibel. This impact would remain significant and unavoidable. Mitigation measure NOI-2 would be required to reduce the impact to a less than significant level under this Alternative.

Further, the Reduced Intensity Alternative would reduce the truck activity at the building loading docks and within the parking area compared to what would occur with the Project. This would reduce the intensity of on-site operational noise. However, because on-site noise impacts are related to truck parking along the eastern site boundary, impacts are likely to remain under this alternative. This would require implementation of mitigation measures MM NOI-3 and MM NOI-4 like the Project.

### **Public Service**

Under the Reduced Intensity Alternative, the warehouse building would be reduced by 25 percent. This would result in a corresponding reduction in demands placed on public services, including fire protection and law enforcement services. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Reduced Intensity Alternative would be less than significant, but slightly reduced compared to the Project.

### **Transportation**

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements along Ramona Expressway required to serve the Project. The Reduced Intensity Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies

addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, these impacts under this alternative would remain less than significant.

Construction and operation-related warehouse vehicle and truck trips would be reduced by approximately 25 percent with implementation of the Reduced Intensity Alternative. This would result in a corresponding decrease in overall VMT. However, like the proposed Project, the Reduced Intensity Alternative would be developed within a Transit Priority Area; and thus, would result in a less than significant VMT impact.

### ***Tribal Cultural Resources***

The Reduced Intensity Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Project, should unknown resources be disturbed during construction. With incorporation of the Project-specific mitigation measures, like the proposed Project, the Reduced Intensity Alternative would have less than significant impacts to tribal cultural resources.

### **Conclusions**

#### ***Avoid or Substantially Lessen the Significant Impacts of the Project***

Due to the 25 percent reduction in warehouse building size with the Reduced Intensity Alternative, there would be a related 25 percent reduction in average daily trip generation, including truck trips. Significant and unavoidable impacts associated with cumulatively considerable air and GHG emissions would be reduced but would continue to be significant and unavoidable. The reduction in heavy truck trips by 25 percent would have a negligible effect on traffic-related noise impacts at the camp sites located along the southern boundary of the Camper Resorts of America facility. This impact would remain significant and unavoidable. For all other topical areas, similar or reduced impacts would occur with the Reduced Intensity in comparison to the Project.

#### ***Attainment of Project Objectives***

The following addresses whether the Reduced Intensity Alternative would be able to attain the Project Objectives.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses. *The Reduced Intensity Alternative would attain this objective.*
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development. *The Reduced Intensity Alternative would attain this objective.*
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris. *The Reduced Intensity Alternative would attain this objective.*

4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing uses. *The Reduced Intensity Alternative would attain this objective.*
5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods. *The Reduced Intensity Alternative would attain this objective.*
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment. *The Reduced Intensity Alternative would attain this objective; however, the smaller warehouse would generate fewer jobs than the proposed Project.*
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes. *The Reduced Intensity Alternative would attain this objective; however, the smaller warehouse would generate less tax revenue than the proposed Project.*
8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions. *The Reduced Intensity Alternative would attain this objective.*
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. *The Reduced Intensity Alternative would attain this objective*
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire. *The Reduced Intensity Alternative would attain this objective; however, the smaller warehouse would generate fewer jobs than the proposed Project.*

### **5.3.3 ALTERNATIVE 3: COMMERCIAL ALTERNATIVE**

#### **Description of the Alternative**

The purpose of the Commercial Alternative is to address the significant and unavoidable impacts of the Project related to NO<sub>x</sub> and GHG emissions as well as noise, which are primarily associated with vehicle and heavy truck trips. Buildings comprising Phase I would be a new hotel and two restaurants. These uses would be allowed under the current PVCCSP Commercial land use designation; and thus, would remain as part of the Commercial Alternative. To avoid the need for a Specific Plan Amendment changing the land use designation for the southern portion of the parcel from Commercial to Light Industrial to accommodate the proposed warehouse, the Commercial Alternative assumes development of a 175,000-square-foot retail superstore, which is the approximate size of a typical retail store of this type. within the Phase II development area.

The configuration of the buildings is not relevant to the analysis of potential air quality, GHG emissions and noise impacts. These analyses are related to the volume of traffic, which correlates to air and GHG emissions as well as noise generated by passenger vehicle and heavy truck trips. However, for the



purpose of this analysis, it is assumed that the hotel and restaurants (Phase I) would be developed as proposed and the retail building would be developed in a similar configuration as the Project and other components of the Project related to access, landscaping, infrastructure, and other amenities required per the PVCCSP Commercial design guidelines.

Relevant to this alternatives analysis is the average daily trip (ADT) generation. The ITE trip generation rate for retail superstores in CalEEMod was used to estimate the ADT and related air and GHG emissions. The Commercial Alternative would result in a net reduction in daily truck trips; however, the ADT would be higher compared to the Project. As stated, the proposed Project would generate approximately 870 passenger vehicle trips and 470 heavy truck trips, or a total of 1,340 ADT. The Commercial Alternative would generate approximately 8,873 ADT during the weekday and a weekly high of 11,189 on Saturday.

### **Comparative Analysis of Environmental Impacts**

#### ***Aesthetics***

Similar to the Project, development of the Commercial Alternative would alter the existing visual condition of the Project site through introduction of development on previously vacant, undeveloped site. The Commercial Alternative would comply with the Standards and Guidelines set forth in PVCCSP, as described in Section 4.1, *Aesthetics*, including building orientation, screening, architecture, lighting, signage, walls/fences, and landscaping. The architectural design of the building would be similar to the proposed hotel and restaurant buildings as identified in Figures 3-5 and 3-6. It is expected that the overall visual appearance under this alternative would be similar to the Project. Development associated with the Commercial Alternative would comply with requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines, and the Project-level mitigation measure for construction lighting, the Commercial Alternative, like the proposed Project, would have less than significant aesthetic impacts.

#### ***Air Quality***

Development of the Commercial Alternative would result in higher daily emissions in comparison to the proposed Project with the exception of NO<sub>x</sub>. The Commercial Alternative would be consistent with the PVCCSP and would be consistent with the vehicular trips anticipated in the AQMP, thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Commercial Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Project.

Table 5.0-1 shows proposed Project warehouse only emissions and Commercial Alternative emissions for comparison. Phase I emissions are added to both to show Project totals with the warehouse and Alternative 3 totals with Phase I included. With operation of the Commercial Alternative, NO<sub>x</sub> emissions would be lower; however, it would continue to exceed the NO<sub>x</sub> threshold of significance. Operation of the Commercial Alternative would cause an exceedance of the VOC threshold of significance. Thus, Air Quality impacts associated with the Commercial Alternative would be greater than the proposed Project.

**TABLE 5.0-1  
 ALTERNATIVE 3 OPERATIONAL EMISSIONS**

Operations Phase	Estimated Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Phase I, III and IV Hotel/Restaurants	15.5	13.6	112.0	0.3	22.4	5.9
Retail Superstore	49.6	41.6	398.4	1.0	90.8	23.5
Total Daily Emissions	62.4	55.2	510.4	1.3	113.2	29.4
South Coast AQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

**Biological Resources**

The Commercial Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources as the Project. With implementation of Project-specific mitigation, potential impacts to biological resources would be less than significant with the Commercial Alternative and the Project.

**Cultural Resources**

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Commercial Alternative or the Project. The Commercial Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-specific measures, the Commercial Alternative would have similar, less than significant impacts as the Project related to cultural resources.

**Energy**

Implementation of the Commercial Alternative would result in similar energy demand during construction and operation compared to the Project because of the size of the building would be similar to the warehouse building; however, the increased number of vehicle trips would increase the operational fuel demand. Therefore, the Commercial Alternative would have greater energy demand impacts than the Project; however, impacts would remain less than significant.

**Greenhouse Gas Emissions**

Implementation of the Commercial Alternative would result in less energy demand during construction compared to the Project because of the reduction in building size. However, this alternative would result in increased emissions from all operational GHG sources based on the greater number of vehicle trips, energy consumption, water demand and solid waste generation. Total operational warehouse emissions

(which include energy, mobile, solid waste, and water consumption sources) as discussed in *Section 4.7, Greenhouse Gas Emissions*, would be 12,393 metric tons of CO<sub>2</sub>e annually. In comparison, operation of the retail superstore component of Alternative 3 would generate approximately 13,540 metric tons of CO<sub>2</sub>e emissions with the incorporation of similar mitigation used in the proposed Project analysis. The addition of Phase I emissions, 3,773 metric tons of CO<sub>2</sub>e annually, would increase Alternative 3 emissions to 17,313 metric tons of CO<sub>2</sub>e annually. Total emissions would be greater than the proposed Project. Impacts would remain significant and unavoidable.

### ***Land Use and Planning***

Unlike the proposed Project, the Commercial Alternative would result in development of a commercial building rather than the warehouse component of the Project. The Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the PVCCSP and would not result in significant land use impacts. A Specific Plan Amendment would not be required. The development of a commercial retail building at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. Like the proposed Project, the Commercial Alternative would not divide an established community. Impacts would be the same as the Project relative to land use and planning.

The Commercial Alternative would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with SCAG's RTP/SCS or Connect SoCal Plan. Development of the Project would also not conflict with these regional planning programs. Impacts would be the same as the proposed Project.

### ***Noise***

Because construction activities would be similar, implementation of the Commercial Alternative would result in similar noise impacts during construction as the Project. With implementation of mitigation measure MM NOI-1, construction noise impacts would be less than significant, similar to the Project. As identified previously, the Commercial Alternative would generate approximately 8,873 ADT. Because of the location and site configuration, many of the retail superstore vehicle trips would be focused on East Dawes Street. Assuming that peak hour traffic is approximately 10% of the ADT numbers, approximately 887 hourly vehicle trips would be added along East Dawes Street. Truck trips generated by the retail building would be confined to truck routes which would include East Dawes Street, Redlands Avenue and Harley Knox Boulevard. It is assumed the hotel and restaurant uses would generate the same number of trips along Ramona Expressway. Off-site traffic-related noise levels from truck trips may be less than the proposed Project; however, the increase in passenger vehicle trips would increase noise levels at sensitive properties located both east and west of the site. Thus, this alternative would generate noise levels similar to the proposed Project along East Dawes Street, both east and west of the site. This could require mitigation similar to mitigation measure MM NOI-2, along the south side of the Park Place Mobile Home Park.

The Commercial Alternative would not have a truck court; thus, noise associated with the loading dock and truck movement would be avoided. However, the retail building would have routine truck deliveries and some noise would be generated by loading dock activity though likely less than the proposed Project. Further, overnight truck parking is unlikely to occur on the site. This could be mitigated with the use of screening walls, as well as idling and parking restrictions, similar to the proposed Project.

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### ***Public Service***

Under the Commercial Alternative, it is assumed that similar demands would be placed on public services, including fire protection and law enforcement services. However, like the Project, impacts would be less than significant. Overall, impacts associated with public services under the Commercial Alternative would be less than significant.

### ***Transportation***

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements along Ramona Expressway required to serve the Project. The Commercial Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, impacts under this alternative would remain less than significant.

As stated, the Commercial Alternative would generate approximately 8,873 ADT which would be over six times the proposed Project ADT. This would result in a corresponding increase in overall VMT. However, like the proposed Project, the Commercial Alternative would be developed in a Transit Priority Area and the commercial use would be considered to be a local serving use; and thus, would result in a less than significant VMT impact.

### ***Tribal Cultural Resources***

The Commercial Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Project, should unknown resources be disturbed during construction. With incorporation of the Project-specific mitigation measures, like the proposed Project, the Commercial Alternative would have less than significant impacts to tribal cultural resources.

### **Conclusions**

#### ***Avoid or Substantially Lessen the Significant Impacts of the Project***

Due to the difference in use associated with the Commercial Alternative, there would be an increase in daily vehicle trips, air emissions, energy demand, GHG emissions and off-site traffic noise as stated above. Significant and unavoidable impacts associated with cumulatively considerable air and GHG emissions would remain. Off-site traffic noise impacts could be greater than the proposed Project because of the higher traffic volumes. This could be mitigated provided that the Camper Resorts of America and Park Place Mobile Home Park property owners agreed to mitigation. For all other topical areas (i.e., aesthetics, biological resources, cultural resources, geology/soils, land use/planning, public services, transportation and tribal cultural resources), similar or reduced impacts would occur with the Commercial Alternative in comparison to the Project.

#### ***Attainment of Project Objectives***

The following addresses whether the Commercial Alternative would be able to attain the Project Objectives.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses. *The Commercial Alternative would attain this objective.*
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial development. *The Commercial Alternative would attain this objective.*
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris. *The proposed hotel and restaurants would be constructed as part of the Commercial Alternative. Thus, this alternative would attain this objective.*
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new commercial retail building adjacent to the proposed hotel and restaurant uses that is complementary to existing uses. *The Commercial Alternative would attain this objective.*
5. Develop new commercial uses that meet current industry standards, can accommodate a variety of tenants and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods. *The Commercial Alternative would attain this objective.*
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment. *The Commercial Alternative would attain this objective and may provide more jobs than the proposed Project.*
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes. Similar to the proposed Project, *the Commercial Alternative would attain this objective.*
8. Provide commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions. *The Commercial Alternative would attain this objective.*
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. *The Commercial Alternative would attain this objective*
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire. *The Commercial Alternative would attain this objective and may provide more jobs than the proposed Project.*

#### **5.4 COMPARISON OF PROJECT ALTERNATIVES**

Based on the preceding analysis, Table 5.0-2, *Comparison of Alternatives to the Project*, compares the impacts of the alternatives with those of the Project. This table identifies whether the alternative results in: (1) a reduction of the impact; (2) a greater impact than the Project; or (3) a similar impact as the

Project. The impact of the respective alternatives is identified followed parenthetically by the comparison to the impact of the Project.

## **5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the State CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction or operational activities on the site. There would be no impacts related to air quality, greenhouse gas emissions, or noise. While this alternative would avoid the significant effects of the Project, it would not be consistent with the General Plan, zoning, or PVCCSP. Further, none of the Project objectives would be met.

With regard to the remaining development alternative, the Reduced Intensity Alternative is environmentally superior to the Project. As shown in Table 5-2, the Reduced Intensity Alternative would result in a reduced building size and trip generation; thus, resulting in reduced impacts related to air quality, GHG emissions, and noise. The Reduced Intensity Alternative would not reduce operational NOx emissions or greenhouse gas emissions to less than significant levels; thus, impacts would remain significant and unavoidable. Like the proposed Project, localized construction emissions could be mitigated to a less than significant level with mitigation. Further, construction noise impacts would be similar to the proposed Project as would off-site traffic and on-site operational noise. For the other impact categories, the level of impact would be similar to the Project. Like the proposed Project, the Reduced Intensity Alternative would attain some of the Project objectives, but not to the same extent as the proposed Project as there would be less employment generated and less economic benefit to the City.

**Table 5-2 Comparison of Alternatives to the Project**

<b>Impact Area</b>	<b>Project</b>	<b>No Project/No Development (Alternative 1)</b>	<b>Reduced Intensity (Alternative 2)</b>	<b>Commercial (Alternative 3)</b>
Aesthetics	LS	No Impact (less)	LS (similar)	LS (similar)
Air Quality				
Construction	LSM	No Impact (less)	LS (less)	LS (similar)
Operation	SU	No Impact (less)	SU (less)	SU (greater)
Biological Resources	LSM	No Impact (less)	LSM (similar)	LSM (similar)
Cultural Resources	LSM	No Impact (less)	LSM (similar)	LSM (similar)
Energy	LS	No Impact (less)	LS (less)	LS (greater)
Greenhouse Gas Emissions (Cumulative)	SU	No Impact (less)	SU (less)	SU (greater)
Land Use and Planning	LS	No Impact (less)	LS (similar)	LS (similar)
Noise				
Construction	LSM	No Impact (less)	LSM (similar)	LSM (similar)
On-site Operations	LSM	No Impact (less)	LSM (less)	LSM (similar)
Off-site Traffic-Related	LSM	No Impact (less)	LSM (less)	LSM (greater)
Public Service	LS	No Impact (less)	LS (less)	LS (similar)
Transportation	LS	No Impact (less)	LS (similar)	LS (less)
Tribal Cultural Resources	LSM	No Impact (less)	LSM (similar)	LSM (similar)

Notes:

LS: Less Than Significant; LSM: Less Than Significant with Mitigation; SU: Significant and Unavoidable

## 5.6 **REFERENCES**

City of Perris, 2005. *Perris Comprehensive General Plan 2030*. Approved April 26, 2005. Available at:  
[http://www.cityofperris.org/city-hall/general-plan/General\\_Plan\\_2030.pdf](http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf)

City of Perris. 2013. *General Plan Land Use Map*. Web. Accessed: July 30, 2019. Available:  
<http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-DEIR%2007-20-11.pdf>





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## **6.0 OTHER CEQA CONSIDERATIONS**

Section 15126 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (State CEQA Guidelines) requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. It also sets forth general content requirements for environmental impact reports (EIRs). Potential significant effects of the proposed Distribution Park Industrial and Commercial (Project); mitigation measures to address these effects and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.11 of this EIR. An analysis of alternatives is included in Section 5.0, Alternatives.

This section provides: (1) a summary of effects determined not to be significant, (2) identification of significant environmental effects that cannot be avoided if the Project is implemented, (3) identification of significant irreversible environmental changes that would result from implementing the Project, and (4) growth-inducing impacts of the Project.

### **6.1 EFFECTS DETERMINED NOT TO BE SIGNIFICANT**

Section 15128 of the State CEQA Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant; and therefore; were not discussed in detail in the EIR”. The Notice of Preparation (NOP) for this EIR, included in Appendix A, identified 10 environmental issues were determined by the City to have clearly no potential to be significantly impacted by the Project. This comprised the following topical issues: Agricultural and Forestry Resources, Geology/Soils, Hazards/Hazardous Materials, Hydrology and Water Quality; Mineral Resources, Population and Housing, Public Services (schools, parks, other public facilities), Recreation, Utilities and Service Systems and Wildfire.

As discussed in Section 2.0 and described in Section 3.0 of this Draft EIR, the Project would require the PVCCSP land use designation for the 12.6-acre proposed warehouse site be changed from Commercial to Light Industrial. With that exception, the Project implements and is consistent with the PVCCSP (amended though January 2022). Further, the findings contained in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR; State Clearinghouse No. 2009081086), are also applicable to the Project. Thus, it is concluded that implementation of the Project would not result in significant impacts for the environmental issues discussed below, consistent with the conclusions of the PVCCSP EIR (Webb, 2011).

#### **6.1.1 AGRICULTURAL AND FOREST RESOURCES**

The California Department of Conservation’s Farmland Mapping and Monitoring Program classifies the Project site as Farmland of Local Importance and further notes that the Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (add Source Reference). 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. The Project site is not under a Williamson Act contract (Add Department of Conservation source Reference). Therefore, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use nor conflict with land zoned for agricultural use, or land under a Williamson Act contract.

There is no land zoned as forest land or timberland within the City of Perris, as defined in Public Resources Code Sections 12220(g) and Section 4526, respectively. The site is zoned PVCCSP with a land use designation of commercial. There is no concentration of trees on the Project 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. Further, implementation of the Project would not result in the conversion of forest land to non-forest and would not involve other changes to the existing environment which could result in the conversion of Farmland to non-agricultural use.. No impacts to agricultural or forest resources would occur

### **6.1.2 HAZARDS AND HAZARDOUS MATERIALS**

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). Manufacturing and other chemical processing would not occur within the proposed warehouse uses. The transport of hazardous materials would be limited to areas along selected major transportation corridors, where commercial uses and industrial uses would be concentrated. Compliance with applicable regulations and procedures would reduce potential impacts associated with the transport of hazardous materials to a less than significant level.

Any hazardous materials stored on-site would be required to comply with applicable regulations to minimize any adverse impacts associated with the storage of hazardous materials at the Project site.

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. 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. As stated, in the Phase I Environmental Site Assessment (Priority 1 Environmental, Inc., October 2022), the site is not on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.

The Project site is within March Air Reserve Base/Inland Port 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 and developments that may attract birds. 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 Airport Influence Area. The proposed Project does not include any uses that would be hazards to flight nor result in a safety hazard for people residing or working in the Project area.

Project related traffic would not cause a significant increase in traffic operations to the extent that congestion would occur could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency. The General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone. Therefore, the proposed Project would not expose people or structures to wildland fires. Impacts related to hazards and hazardous materials would be less than significant.

### **6.1.3 HYDROLOGY AND WATER QUALITY**

The Project Applicant has prepared a Preliminary Water Quality Management Plan (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. Further, the Project must obtain coverage under the must obtain the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ). As part of the permitting effort, a Stormwater Pollution Prevention Plan 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. With implementation of 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.

The Project site is located within the Eastern Municipal Water District (EMWD) service area. 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. The Project would have no 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. There are no streams or rivers on the Project site. 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.

The Project site is not located within a Special Flood Hazard Area Inundated by 100-Year Flood Zone. The Project site 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. The Project site is within the Dam Inundation Area for the Lake Perris Dam however, potential impacts related to dam inundation and this threshold would be less than significant. Further, the Project would not be inconsistent with the Water Quality Control Plan for the West San Jacinto Groundwater Sub-basin and Santa Ana River Basin. Hydrology and water quality impacts would be less than significant.

### **6.1.4 MINERAL RESOURCES**

The California Department of Conservation 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 Department of Conservation 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. Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

### **6.1.5 POPULATION AND HOUSING**

The Project site is currently undeveloped; and implementation of the Project would not displace any existing housing or residents nor require the construction of replacement housing. The Project does not involve the development of residential uses and would not directly increase the resident population, but the Project would create jobs and increase employment in the City of Perris. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. The Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local area; therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. As this relates to industrial uses, one employee per 1,030 sf is estimated for Light Industrial floor space. The 278,098-square-foot warehouse would employ an estimated 269 people. The hotel and restaurant use tenants have yet to be specified; however, these uses are anticipated to have an employee count that is consistent with like uses in the City of Perris.

The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of “Growth Inducing Impacts” in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the warehouse use (269 employees) and employees associated with the hotel and restaurant uses would be consistent with the PVCCSP EIR employment projections as well as the City’s projected employment base by 2045 as presented in Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (26,400 employees; (SCAG, 2020). Further, it is anticipated that new warehouse, hotel and restaurant positions would be filled by workers who would reside in the area. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area.

### **6.1.6 PUBLIC SERVICES**

#### ***School Services***

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.

### ***Park Services***

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 or increase the use of parks that would require the construction or expansion of additional park and recreational facilities. As stated in Section 3.0, Project Description; the hotel would provide a pool area for guest use. The warehouse building would provide amenities that may include a fitness center and/or an outdoor sports court. Additionally, the payment of development impact fees per Municipal Code Chapter 19.68 are intended to fund improvements to existing parks and/or development of new parks. This would further reduce any potential Project impacts related to parks. Accordingly, implementation of the Project would not result in environmental effects related to the construction or expansion of recreational facilities or the increased use or substantial physical deterioration of an existing neighborhood or regional park.

### ***Other Public Facilities Services***

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. No 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.

### **6.1.7 RECREATION**

As identified in the PVCCSP EIR, the City requires that buildings exceeding 100,000 square feet provide on-site amenities. As stated in Section 3.0, Project Description and as required by Section 8.2 of the PVCCSP, the warehouse building would have an employee breakroom and other amenities that may include an exercise room and locker rooms/showers. Employees, guests and customers of the warehouse and commercial uses would not result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities. Further, the physical impacts associated with construction and operation of the on-site amenities and recreational features are addressed throughout the analysis presented in this EIR. Thus, the Project would not result in a population increase; and thus, would not increase the use of existing neighborhood and regional parks or other recreational facilities. The Project would not require the construction of new or expanded recreational facilities.

### **6.1.8 UTILITIES AND SERVICE SYSTEMS**

#### ***Wastewater***

Water and sewer conveyance service would be provided by the EMWD as stated in a will serve letter dated October 25, 2022. The Project would connect to an existing 10-inch sewer line in East Dawes Street. An 8-inch 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 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.

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 site is the Perris Valley Regional Water Reclamation Facility. The Perris Valley Regional Water Reclamation Facility is the largest of the four treatment plants operated by the EMWD and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Currently, the facility treats approximately 13.8 million gallons per day. 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 Regional Water Reclamation Facility. The EMWD has provided a will serve letter indicating it has sufficient wastewater treatment capacity of the Project. Impacts related to wastewater treatment service systems would be less than significant.

### ***Potable Water***

Potable water would be provided by the EMWD. 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. It is estimated that Phase I, III and IV hotel and restaurants would use approximately 4.0 million gallons of water annually (10,934 gallons per day) (assuming a reduction of 20% over business as usual). The Phase II warehouse/industrial portion is estimated to use 58 million gallons annually or 159,000 gallons per day. 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 be 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.

### ***Solid Waste***

The proposed Project would generate construction waste as well as ongoing domestic waste. Construction waste associated with the proposed Project would 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. It is estimated 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. 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.



Further, 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, Assembly Bill (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.

### 6.1.9 WILDFIRE

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.

## 6.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental impacts of the Project are discussed in Sections 4.1 through 4.12 of this Draft EIR. With incorporation of applicable PVCCSP EIR mitigation measures, design standards and Project-specific mitigation measures, impacts related to the following topical issues would be less than significant: Aesthetics, Biological Resources, Cultural Resources, Energy, Land Use and Planning, Noise, Public Services, Transportation and Tribal Cultural Resources. The Project would result in two significant and unavoidable impacts related to Air Quality and Greenhouse Gas Emissions.

- **Air Emissions.** As shown in Table 4.2-6, daily air emissions would exceed the SCAQMD NO<sub>x</sub> threshold. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to air quality. Even with incorporation of all feasible PVCCSP EIR mitigation measures and Project-specific mitigation measures, the Project's air emissions would be significant and unavoidable.
- **Greenhouse Gas (GHG) Emissions.** As noted in Table 4.6-5, the Project has the potential to generate a total of approximately 12,393 metric tons of carbon dioxide equivalent per year (MTCO<sub>2</sub>e/yr) with buildout of Phase II. As such, the Project would exceed the 10,000 MTCO<sub>2</sub>e/yr threshold of significance. Even with incorporation of all feasible PVCCSP mitigation measures, the Project's GHG emissions impacts would be significant and unavoidable.
- **Noise.** As shown Table 4.8-6, noise generated by Project-related traffic, primarily heavy trucks, would cause an exceedance of the City of Perris noise standard at camp sites located along the southern boundary of the Camper Resorts of America facility located adjacent to and east of the Project site. In addition to the incorporation of PVCCSP mitigation measures,

construction of a 6-foot-high concrete masonry unit wall along the southern property boundary would reduce traffic-related noise to less than significant. If the property owner does not approve the mitigation, then traffic-related noise would remain significant and unavoidable.

### **6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS**

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed Project. Specifically, Section 15126.2(d) states:

Uses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the proposed Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed to the extent that they could not be restored. The Project site has historically been vacant and undeveloped. However, the City's General Plan and the PVCCSP anticipate that the proposed building sites will eventually support uses that would generate jobs and revenue while expanding the availability of goods and services. Additionally, the Project would permanently alter the site by converting the undeveloped property to urban uses. This is a significant irreversible environmental change that would occur because of Project implementation. Because no significant mineral resources were identified within the Project limits, no significant impacts related to these issues would result from development of the proposed expansion site.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper and other metals used in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover would also be impacted by Project implementation, such as air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased demands for potable water). However, use of these resources is not

expected to adversely impact the availability of these resources. The land use redesignation required to allow the light industrial use on the southern portion of the site would allow a specific use rather than prevent future development of a commercial use(s). Further, as indicated in Section 4.6, Energy, of this EIR, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy. Project development is an irreversible commitment of land and energy resources and would result in ongoing air and GHG emissions; noise generation and related effects associated with operation of commercial and light industrial/warehouse uses.

## 6.4 GROWTH INDUCING IMPACTS

CEQA requires a discussion how a proposed project could be growth inducing. The State CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or the construction of additional housing either directly or indirectly in the surrounding environment (State CEQA Guidelines, Section 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

To address this issue, potential growth-inducing effects are evaluated by evaluating the Project relative to the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. Under CEQA, this issue is addressed to provide additional information on ways the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this EIR.

1. **Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?** As identified in Section 5.0, Other CEQA Topics, of the PVCCSP EIR, the City of Perris General Plan EIR concludes that new development consistent with the Perris General Plan would require extension and upgrading of major infrastructure (e.g., sewer and water facilities, storm drains, roadways, and dry utilities), and indirect extension of infrastructure represents a significant impact. The

Project implements the PVCCSP. While utilities would be extended to the Project site, this would not involve the construction of any major roadways or infrastructure that are not already planned in the City General Plan or PVCCSP to accommodate anticipated growth. Further, existing utility infrastructure and facilities are available adjacent to the site. As stated, existing water and sewer infrastructure would be extended along Ramona Expressway and East Dawes Street from Painted Canyon Street which is located adjacent to and west of the site. The utility infrastructure would be extended to serve the proposed development; and thus, would not induce growth in the Project vicinity.

While a Specific Plan Amendment would be required to allow the warehouse component of the Project, the Project would be designed consistent with approved PVCCSP standards for both commercial and industrial uses. The Project is not considered to be growth inducing with respect to the removal of obstacles to growth.

2. **Would this project result in the need to expand one or more public services to maintain desired levels of service?** The Project would not require the expansion of existing public service facilities to maintain existing levels of service. Therefore, this Project would not have significant growth inducing consequences with respect to public services.

3. **Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?** A project could indirectly induce growth locally by increasing demand for additional goods and services associated with the increase in population. This type of growth is typically associated with the introduction of a major employment center or regionally significant housing development. Additional commercial uses may be attracted to the area by the increased number of residents. However, it is expected that if this type of development were to occur, it would be consistent with planned growth identified in the City's General Plan.

The extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a project. The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees. The Project would contribute to that estimate. Further, it is anticipated that new jobs would be filled by workers who would already reside in the region. Consistent with the conclusions of the PVCCSP EIR, operation of the Project would not generate a permanent increase in population within the City and would not increase the demand for additional goods and services.

4. **Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?** With a Specific Plan Amendment allowing a land use redesignation on the southern portion of the parcel from Commercial to Light Industrial, the Project would implement the PVCCSP. The Project would not require a General Plan amendment or zone change. The PVCCSP EIR mitigation measures applicable to the Project have been identified in Sections 4.1 through 4.11 of this EIR to ensure that implementation is compliant with all applicable City plans, policies, and ordinances. As described herein, no conflicts with adopted land development regulations occur and environmental impacts are further minimized by implementing Project-specific mitigation measures. The Project does not propose any precedent-setting actions that, if approved, would

specifically allow, or facilitate the development of future projects that could induce growth beyond what has been anticipated in the PVCCSP and City of Perris General Plan.

## 6.5 REFERENCES

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Patricia Brenes ..... Planning Manager  
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**7.2 CONSULTANTS INVOLVED IN THE PREPARATION OF THE EIR**

The following individuals were involved in the preparation of the EIR and/or technical reports in support of the EIR.

**Birdseye Planning Group, LLC**  
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Christina Willis..... Senior Planner

**Mizuta Traffic Consultants, Inc.**  
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Marc Mizuta, PE, TE,..... President

**Ldn Consulting, Inc.**  
(Health Risk Assessment)

Jeremy Loudon..... Principal Analyst

**ELMT Consulting, Inc.**  
(Biological Technical Report)

Travis McGill..... Biological Resources Director  
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Benjamen Scherzer, M.S..... Senior Paleontologist



**eoSoils, Inc.**  
**(Preliminary Geotechnical Investigation and Infiltration Feasibility Testing Report)**

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Stephen J. Coover..... Geotechnical Engineer

**Priority One Environmental, Inc.**  
**(Phase I Environmental Site Assessment)**

Paul Robinson ..... Environmental Professional

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**Quechan Tribe of the Fort Yuma Reservation**

Jill McCormick .....Historic Preservation Officer

**Ramona Band of Cahuilla**

Joseph Hamilton .....Chairperson

**Rincon Band of Luiseño Indians**

Cheryl Madrigal..... THPO

**Agua Caliente Band of Cahuilla Indians**

Patricia Garcia ..... Director of THPO

**San Rosa Band of Cahuilla Indians**

Lovina Redner.....Tribal Chair

**Soboba Band of Luiseño Indians**

Issac Vivanco ..... Chairperson

**Torres-Martinez Desert Cahuilla Indians**

Cultural Committee