Brew Enterprises Industrial Warehouse
SPA 22-05375 and DPR 22-00036

Initial Study and Mitigated Negative Declaration

Lead Agency:

City of Perris
101 North D Street
Perris, California 92570

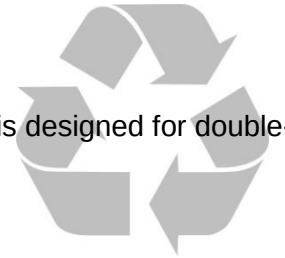
Applicant:

Brew Enterprises II, LLC
3535 Inland Empire Blvd.
Ontario, CA 91764

Prepared By:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, California 92507

Public Review Draft
February 1, 2024



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1 Introduction

Pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code, Sections 21000, et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines, California Code of Regulations, Title 14, Sections 15000 et seq.), this Initial Study has been prepared in order to determine whether implementation of the proposed Brew Enterprises Industrial Warehouse project ("proposed project" or "project") on the south side of Harley Knox Boulevard and west of Perris Boulevard could result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). Section 5.0 of this Initial Study has evaluated each of the issue areas contained in Appendix G to the State CEQA Guidelines. The objective of this environmental document is to inform City of Perris (City) decision makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with the proposed project.

If an Initial Study prepared for a proposed project determines that no significant effects on the environment would occur or that potentially significant impacts can be reduced to less than significant levels with implementation of specified mitigation measures or uniformly applicable development policies, then the Lead Agency can prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to State CEQA Guidelines Sections 15070–15075. Adoption of an ND or MND is a determination by the Lead Agency (i.e., the City of Perris) that a project would produce less than significant impacts or that all potentially significant impacts can be reduced to less than significant levels with mitigation incorporated. If an Initial Study prepared for a proposed project determines that it may produce significant effects on the environment and no mitigation measures are identified to reduce the impacts to less than significant levels, an EIR shall be prepared. This further environmental review is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

The proposed project site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The PVCCSP was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284) and has been subsequently amended several times, with the last amendment occurring in March 2023. Potential environmental impacts resulting from implementation of the PVCCSP have been evaluated in the PVCCSP EIR (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the Specific Plan area were anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before". As such, the environmental analysis for the proposed project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 2.4 of this Initial Study).

The PVCCSP EIR analyzed the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the PVCCSP planning area. The City of Perris requires that future development projects within the PVCCSP planning area comply with the required PVCCSP Standards and Guidelines, and applicable PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner. Relevant

standards and guidelines and applicable PVCCSP EIR mitigation measures that are incorporated into the proposed project are listed in the introduction to the analysis for each topical issue in Section 5 and are assumed in the analysis presented.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is charged with the responsibility of deciding whether to approve the proposed project.

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from approval of the proposed project and is based on the Environmental Checklist provided in Appendix G to the 2023 State CEQA Guidelines. The Checklist is found in Section 5.0 of this Initial Study. The Checklist is used to evaluate whether there are any significant environmental effects associated with implementation of the proposed project, even with implementation of required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The explanation for each answer is also included in Section 5.0. This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study as follow:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.10)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4)
- Discussion of ways to mitigate significant effects identified, if any (see Section 4)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Section 4.11)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5)

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

1.1 – Purpose of CEQA

The body of State law known as CEQA was enacted by the California legislature in 1970. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

“The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.

d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment."

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which would avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make such project alternatives or such mitigation measures infeasible, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

The City invites written comments from all agencies and individuals regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. Comments on the Initial Study must be submitted within the 30-day review period to:

Alfredo Garcia, Associate Planner
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003 ext. 287
algarcia@cityofperris.org

Following a 30-day period of circulation and public review of the Initial Study, all comments would be considered by the City of Perris prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Alfredo Garcia, Associate Planner
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003 ext. 287
algarcia@cityofperris.org

The Initial Study and Mitigated Negative Declaration has also been made available online at the City of Perris website here:

https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review

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2 Project Description

2.1 – Project Title

Brew Harley Knox Warehouse Project
Specific Plan Amendment (SPA) 22-05375 and Development Plan Review (DPR) 22-00036

2.2 – Lead Agency Name and Address

City of Perris
101 North D Street
Perris, California 92570

2.3 – Contact Person and Phone Number

Alfredo Garcia, Associate Planner
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003 ext. 287
Email: algarcia@cityofperris.org

2.4 – Project Location

The 4.01-gross-acre (3.55-net-acre) project site is located on one parcel, APN 302-090-021, south of Harley Knox Boulevard about 650 feet west of Perris Boulevard, east of Indian Avenue, north of the Flood Channel and the Home Depot warehouse in the City of Perris, CA. The undeveloped project site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris and is designated as Commercial in the PVCCSP. **Exhibit 1, *Regional Location Map***, and **Exhibit 2, *Vicinity Map*** depict the regional location and local vicinity of the project site, respectively.

2.5 – Project Sponsor's Name and Address

Brew Enterprises II, LLC
3535 Inland Empire Boulevard
Ontario, CA 91764
Mike Wolfe (909) 373-2915

2.6 – General Plan Land Use Designation

PVCC SP – Perris Valley Commerce Center Specific Plan

2.7 – Zoning District(s)

Specific Plan - Perris Valley Commerce Center - Commercial

2.8 – Environmental Setting

When the PVCCSP was adopted in 2012 the area was largely undeveloped land used for agricultural purposes (sod farming, other) with smaller elements of development consisting of some warehousing/distribution facilities, neighborhood and community commercial, small scale industrial facilities, a rural residential neighborhood, and a mobile home park. Over the past 11 years since its adoption, a substantial amount of new development has occurred within the PVCCP planning area, primarily logistics/distribution warehouses, roads and other infrastructure improvements. This includes the commercial and industrial uses along Harley Knox Boulevard east and west of the project site (see **Exhibit 3, PVCCSP Land Use Plan, and Exhibit 4, Site Photographs** which shows views of the site and adjacent land uses).

2.9 – Surrounding Land Uses

The project site is bordered by vacant land designated in the PVCCSP as Light Industrial (LI) and Commercial (C), and the land to the west is scheduled to be developed. There is a flood control channel and industrial uses to the south, and a vacant lot to the east that is zoned and proposed to be developed for commercial use under the PVCCSP. North of the site is Harley Knox Boulevard and industrial and commercial land uses and some vacant land. The nearest, existing single-family homes are located approximately 1,150 feet east-southeast of the project site along East Nance Street. Single-family residences are also present further away on Harley Knox Boulevard approximately 2,000 feet east of the project site as well as near the southwest corner of the Markham Street/Brennan Avenue intersection approximately 0.9 mile east of the project site in Moreno Valley. **Table 2-2-1 (Surrounding Land Uses)** lists the existing land use, General Plan designations, and zoning districts surrounding the project site.

Table 2-2-1
Surrounding Land Uses

Direction from Site	General Plan[1] Land Use	Zoning[1] Designation	Existing Land Uses
Project Site	General Industrial	PVCCSP Commercial	Vacant
North	General Industrial	PVCCSP Industrial and Commercial	Harley Knox Boulevard, vacant, warehouse, commercial center
South	General Industrial	PVCCSP Light Industrial	Vacant, warehouse building (not occupied yet)
East	General Industrial	PVCCSP Commercial	N. Perris Boulevard, vacant land, truck-related industrial uses
West	General Industrial	PVCCSP Light Industrial	Indian Avenue, truck-related industrial, commercial, vacant[2]

[1] Within the Perris Valley Commerce Center Specific Plan (PVCCSP)

[2] Three small warehouse buildings proposed

2.10 – Project Description

The proposed project involves the construction and operation of a 58,974-square-foot industrial non-refrigerated warehouse located on 4.01 gross acres, with a net acreage of 3.55 acres. The building area consists of 4,000 square feet dedicated as a mezzanine/office space, with the remaining 54,974 square feet designated as warehouse space. The project site is currently undeveloped, disturbed, and vacant, and consists of one parcel, APN 302-090-021. The project site and surrounding lands are designated as PVCC SP – Perris Valley Commerce Center Specific Plan in the City of Perris General Plan. The project site is designated as Commercial within the PVCCSP. The properties surrounding the project site are designated as Commercial (C) and Light Industrial (LI) in the PVCCSP. **Exhibit 5, Project Site Plan**, illustrates the overall design of the proposed project. The proposal includes Specific Plan Amendment (SPA) 22-05375 to rezone the project site from Commercial (C) to Light Industrial (LI) within the PVCCSP and Development Plan Review (DPR) 22-00036 to allow the construction of a 58,974-square-foot industrial warehouse building. The commercial designation does not permit warehouses.

Architecture

The proposed building would consist of concrete tilt-up construction with painted and scored accents. The design will provide glazing and a variation of colors to provide relief along the length of the building. The elevations will utilize a combination of materials and colors. The primary field color of the building would be white with beige and CC as the main accent colors (see **Exhibit 6, Project Elevations**). Building entries would feature a brick façade, with non reflective glazing on the wall panels to allow for interior natural light. The office areas would include clear anodized aluminum canopies to provide a prominent office entrance. The structure would have a maximum building height of 45 feet. See **Table 2-2-2 (Development Standards)** for the various standards by which the project would be developed relative to City requirements. The project also includes a 42,000-square-foot solar panel system on the roof of the proposed building.

Table 2-2-2
Development Standards

Development Standards	Required/ Allowed	Provided
Lot Coverage (percent) Floor Area Ratio (FAR)	50% FAR 0.75	35.57% 38.16%
Building Height Maximum	50 feet	45 feet
Landscaping Setbacks	15 feet	27 feet
Landscape Coverage	12%	19.21% 29,692 sf
Screenwall Steel Tube Fencing 8-feet	Req-14-ft in height, 8-ft visible from public ROW	14-ft Screenwall – east 8-ft Steel Tube – south
Parking	63 stalls	64 stalls

ROW = right-of-way sf = square feet ft = foot or feet

Walls and Fencing

The project screenwalls would be 14 feet high with pilasters on 9-foot centers to screen the truck court along the Harley Knox Boulevard frontage with 8-foot sliding gates that would provide security. A 14-foot-high screenwall will be constructed on the east property line. The screenwalls would be painted to match the colors and variations of the building. The west and south property lines would provide 8-foot-high tube steel fences.

Landscaping

Landscaping would be provided along Harley Knox Boulevard, adjacent to the building and truck court gates, on the west and east property lines, and throughout the parking areas. The City landscape minimum requirement is 12% while the project provides 19.21% or 29,692 square feet of landscaping on the proposed site.

Circulation and Access

Auto-only access would be via one (1) 28-foot-wide driveway located on the west side of the site along Harley Knox Boulevard, while truck-only access would be via one (1) 40-foot-wide driveway located on the east side of the site along Harley Knox Boulevard. This driveway only allows right-in, right-out turning access to the project site. An existing median in Harley Knox Boulevard would prevent trucks and passenger vehicles from turning left into the site's eastern or western driveways from westbound Harley Knox Boulevard. Emergency vehicle access would be provided with a 28-foot-wide access aisle/fire lane around the building and in the truck courtyard.

Building Operations

The industrial warehouse is designed for non-refrigerated storage and transportation uses; however, end users have not been identified at this time. As such, details about the future operation of the facilities are not currently available. The analysis in this Initial Study is based on 24-hour day, 7 days per week operational schedule to provide maximum flexibility for future users.

Drainage

Runoff from the project would be captured via proposed on-site catch basins and conveyed via proposed storm drainpipes to a combination of an underground storage facility (i.e., a buried corrugated metal pipe) and detention system or approved equal) and a proprietary Modular Wetland System (MWS) located near the southeastern corner of the site. The water quality treatment described above would occur prior to discharging water to a linear gravel trench flow spreader. Off-site flows from the would be collected via a proposed perimeter concrete ditch and conveyed east via a proposed storm drainpipe to the aforementioned gravel trench flow spreader near the southeastern corner of the project site. The drainage characteristics of the project site would be maintained similar to those of the existing condition and sheet-flow towards the existing Perris Boulevard storm drain system.

Construction Activities

Construction of the proposed project is anticipated to begin in 2024 and take approximately 12 months to complete. The project would involve construction of approximately 58,974 square feet of industrial warehousing with site preparation, grading, building construction, paving, and architectural coating phases/activities. Soil would be balanced on site. The proposed Project is anticipated to

require varying types of equipment throughout the different construction phases including, but not limited to, skip loaders, backhoes, loaders, graders, cranes, and forklifts.
Table 2-2-3 (Construction Activity, Duration, and Equipment), summarizes the major construction activities and the typical pieces of heavy-duty, off-road construction equipment that would be using during each activity.

Table 2-2-3
Construction Activity, Duration, and Equipment

Construction Activity	Duration (Days)[1]	Typical Equipment Used[2]
Site Preparation	8	Tractor/Loader/Backhoe
Grading	8	Scraper, Tractor/Loader/Backhoe, Grader
Building Construction (Foundation)	15	Tractor/Loader/Backhoe
Building Construction (Vertical)[3]	180	Tractor/Loader/Backhoe, Forklift, Crane
Trenching	20	Excavator, Backhoe
Building Construction (MEP/Other)	30	Forklift
Paving	18	Paver, Paving Equipment, Roller
Architectural Coating	18	Air Compressor

Source: Table 2-2, MIG 2023.
[1] Days refers to total active workdays in the construction phase, not calendar days.
[2] The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.
[3] The Building Construction (Vertical) phrase overlaps with the Trenching Phase and with the Building Construction (MEP/Other) Phase.

2.11 – Required Approvals

The City of Perris, as Lead Agency for the project, has discretionary authority over the project. In order to implement this project, the Applicant would be required to obtain the following entitlements. The proposed warehouse distribution facility is not consistent with the permitted uses within the PVCCSP; therefore, a Specific Plan Amendment is required.

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

- Adopt this Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Approve Specific Plan Amendment (SPA) 22-05375 to rezone 4.01 acres from Commercial to Light Industrial within the Perris Valley Commerce Center Specific Plan;
- Approve Development Plan Review (DPR) 22-00036 to facilitate the construction of a 59,974-square-foot non-refrigerated light industrial building located on the south side of Harley Knox Boulevard, approximately 650 feet west of Perris Boulevard.

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

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;

- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.

2.12 – Other Public Agency Whose Approval Is Required

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

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;

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

- Approval of water and sewer improvement plans by the Eastern Municipal Water District (EMWD).

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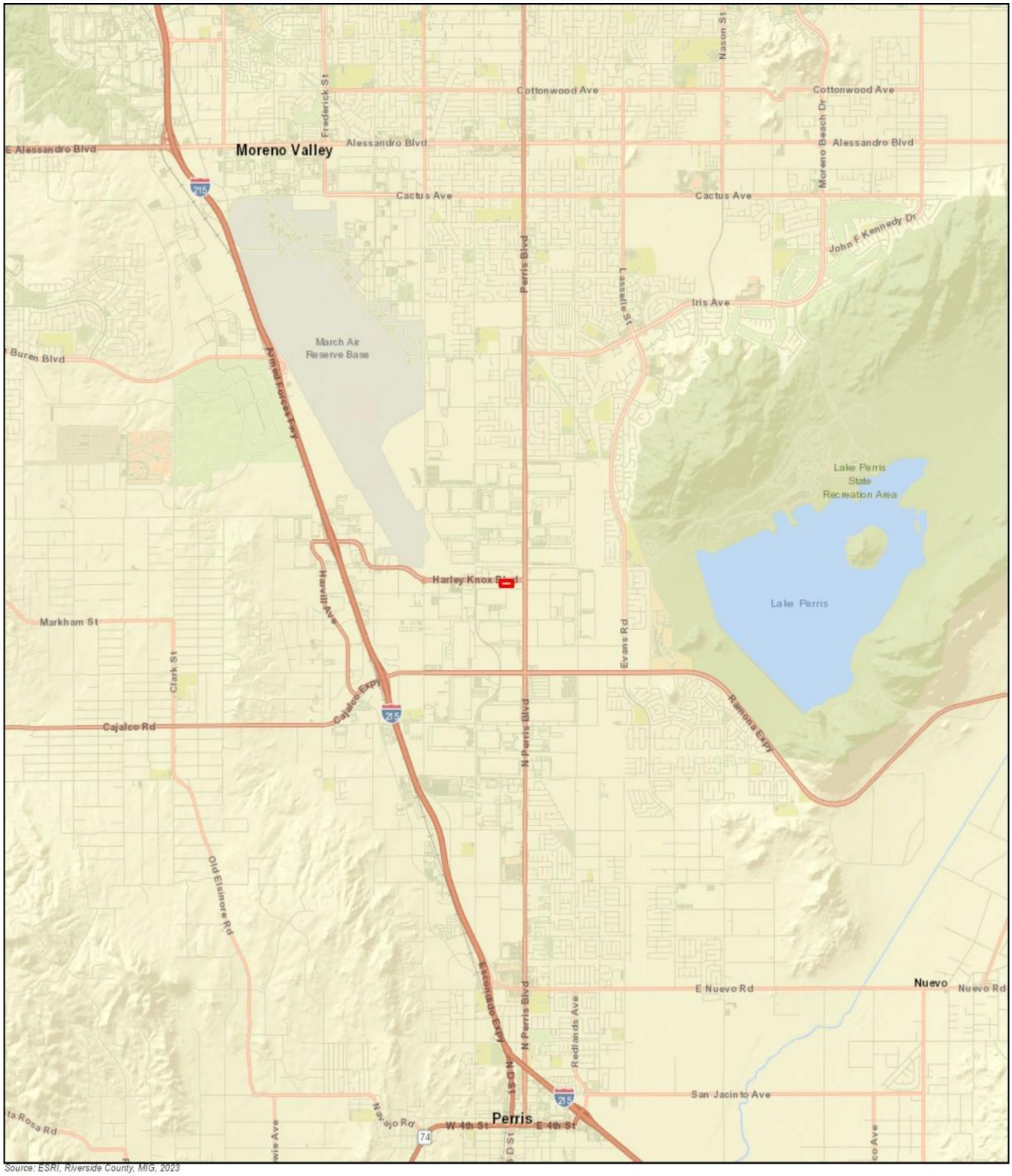

Source: ESRI, Riverside County, MIG, 2023

Legend

Project Area

0 4,500 9,000 18,000 Feet

Exhibit 1 Regional Context Map

Brew Enterprises Industrial Warehouse Project
Perris, California

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- Project Site

Not to Scale

Source: Google Earth

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Exhibit 2 Project Vicinity Map

Brew Enterprises Industrial Warehouse Project
Perris, California

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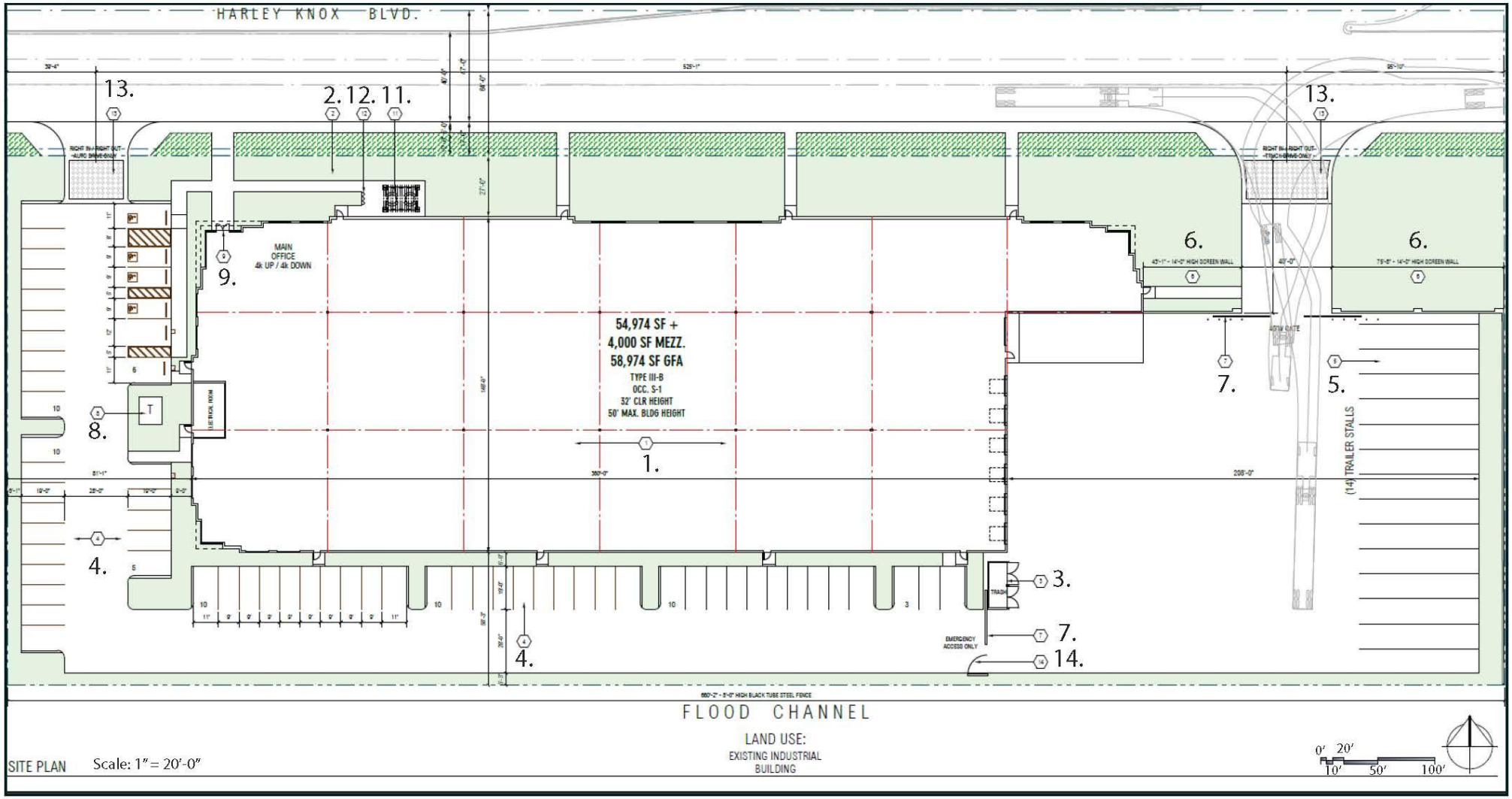

Keynotes

1. Painted Concrete Tilt-Up Warehouse / Office / Manufacturing Facility
2. Shaded Area: Proposed Irrigated Landscaping per CC&R Guidelines with Minimum 6" Concrete Curbs at all Perimeters
3. Painted Concrete Trash Enclosure Screen Walls Shall be Minimum 6'-0" High with Canopy Top. See Sheet A2-1P for Elevations and Sections
4. Typical Standard Parking Stall Minimum 9' x 19' - Stripe per City Standards
5. Truck Trailer Parking
6. New 14'-0" Concrete Tilt-Up Screen Walls At Truck Yard. See Plan for Minimum Heights as Measured from Inside the Truck Yard.
7. Rolling 8'-0" High Wrought Iron Fence into the Truck Court
8. Transformer Pad Location.
9. Accessible Primary Entrance to the Building with Bike Racks.
10. Provide Bocce Court and Kit Area.
11. Concrete Covered Lunch Patio with Landscape Furniture, See Sheet A3-1P.
12. CalGreen Required Bike Racks, See Tabulations for Number of Bike Racks.
13. Decorative Paving at Entry Driveway.
14. 8'-0" Tube Steel Swing Gate with KNox Lock fr Emergency Trucks Only.

Not to Scale

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Exhibit 3 Site Plan

Brew Enterprises Industrial Warehouse Project
Perris, California

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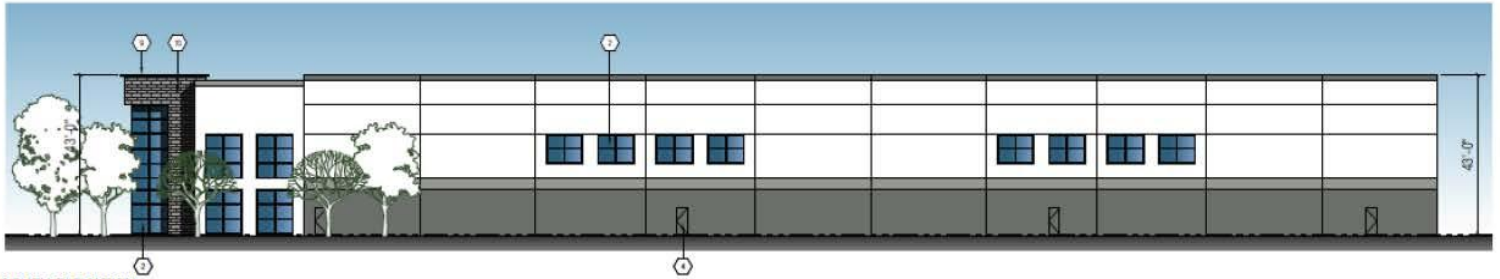
NORTH ELEVATION - HARLEY KNOX

EAST ELEVATION

WEST ELEVATION



SOUTH ELEVATION

FINISH SCHEDULE

1. FIELD COLOR - SHERWIN WILLIAMS - PURE WHITE - SW7005
2. ACCENT COLOR - SHERWIN WILLIAMS - GRAY MATTERS - SW 7066
3. BASE ACCENT COLOR - SHERWIN WILLIAMS - CITYSCAPE - SW 7067
4. BRICK MATERIAL - ACME BRICK - RUSHMORE - GRAY
5. GLAZING - SEE KEYNOTE 2 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.

KEYNOTES

1. PRIMARY ACCESSIBLE BUILDING ENTRY
2. BLUE GLAZING IN CLEAR ANODIZED ALUMINUM STOREFRONT. ALL GLASS TO BE AS NON-REFLECTIVE AS POSSIBLE TO ALLOW FOR INTERIOR NATURAL LIGHT. THE BUILDING ENVELOPE WITH CONFORM TO CALGREEN AND TITLE 24 REQUIREMENTS.
3. PAINTED DOCK HIGH TRUCK LOADING DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. DOWNSPOUTS ON NORTH ELEVATION SHALL BE EXTERNAL PAINTED TO MATCH BUILDING. PAINTED OVERFLOW SCUPPERS ARE ACCEPTABLE
6. ROOF DRAINS AT THE OFFICE CORNERS SHALL BE INTERNAL, BOTH ROOF AND OVERFLOOE DRAINS.
7. NEW 14' HIGH MINIMUM CONCRETE TILT-UP SCREEN WALLS AT TRUCK YARD WITH AN 9'-0" TUBE STEEL SLIDING GATE WITH 80% SCREENING MESH. WALLS TO BE PAINTED WITH ANTI-GRAFFITI PAINT.
8. BUILDING ADDRESS: 15" HIGH ADDRESS NUMBERS FIXED TO FACE OF CONCRETE WALL PANEL. MANUF: SIGNATURE SIGNS, PLASTIC FACE NUMBERS WITH CONTINUOUS ALUMINUM RETAINER. SIGN TO BE EXTERNALLY ILLUMINATED DURING THE HOURS OF DARKNESS.
9. CORNICE DETAIL AT ENTRY PANEL PARAPETS, PAINTED TO MATCH BUILDING
10. BRICK FACADE AT BUILDING ENTRIES AND EAST SIDE SET INTO CONCRETE PANEL.
11. PROVIDE 36" TALL ALUM CANOPY OVER PRIMARY ENTRY DOORS.

Exhibit 4 Project Elevations

Brew Enterprises Industrial Warehouse Project
Perris, California

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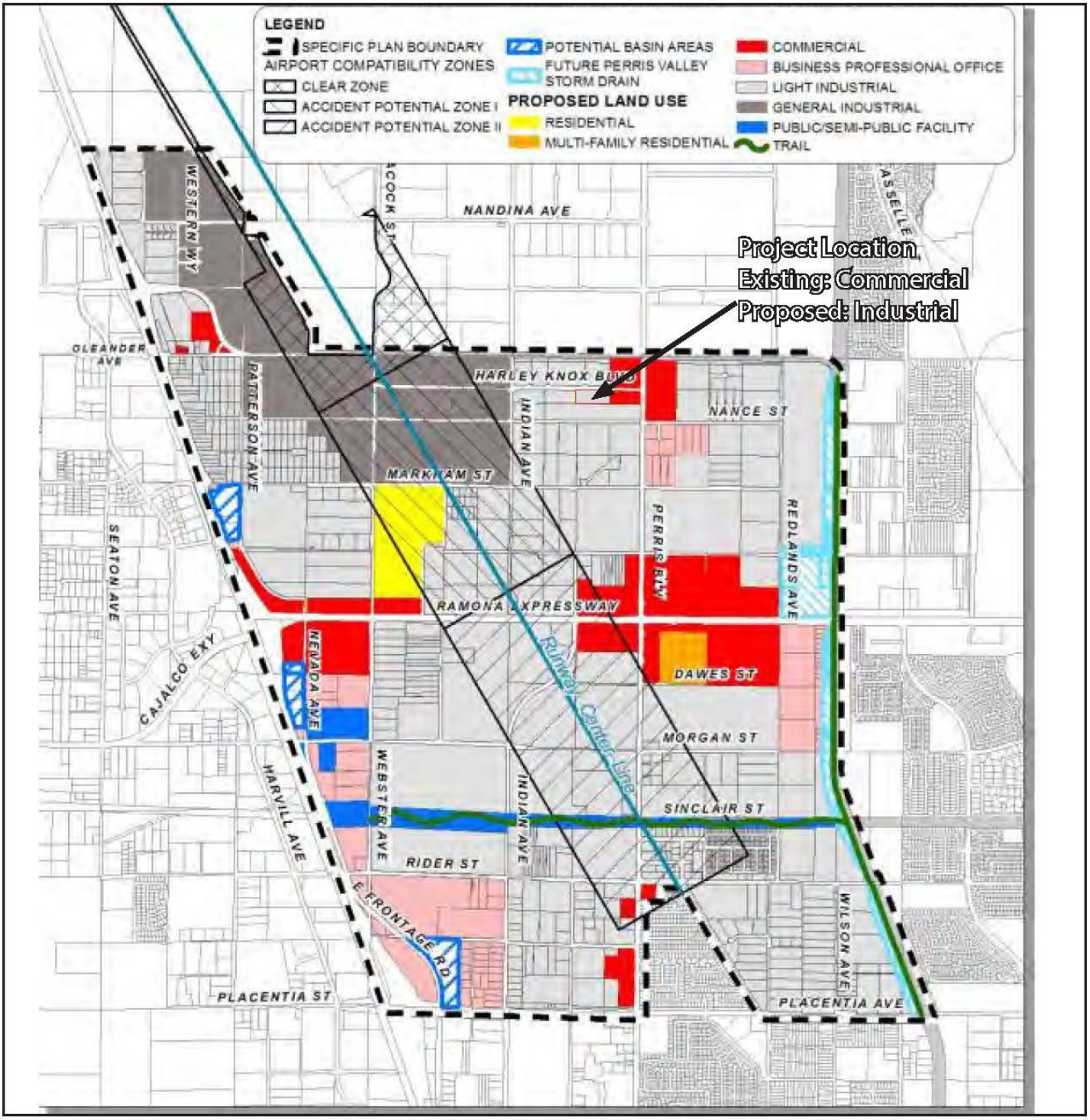

Exhibit 5 Land Use Map

Brew Enterprises Industrial Warehouse Project
Perris, California

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Looking east along Harley Know Blvd.
from northwest corner of site.

Exhibit 6a Site Photographs

Brew Enterprises Industrial Warehouse Project
Perris, California

MIG

Looking west along Harley Know Blvd.
from northwest corner of site.

Exhibit 6b Site Photographs

MIG

Brew Enterprises Industrial Warehouse Project
Perris, California

Looking south along the east property line
toward existing warehousing

Exhibit 6c Site Photographs

MIG

Brew Enterprises Industrial Warehouse Project
Perris, California

Looking west across site from eastern boundary

Exhibit 6d Site Photographs

MIG

Brew Enterprises Industrial Warehouse Project
Perris, California

3 Determination

3.1 – Environmental Factors Potentially Affected

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

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

3.2 – Determination

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☑	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Alfredo Garcia, Associate Planner 2-5-24

Name Date

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4.1 – Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

ON-SITE DESIGN STANDARDS AND GUIDELINES (Chapter 4.0 of the PVCCSP)

The PVCCSP Design Standards and Guidelines (Guidelines) intend to create eco-friendly, high-quality developments to establish a regional character that identifies the community. The PVCCSP planning area is highly sought after due to rapid regional growth, available land, a locally available employee base, proximity to major transportation routes and the March Inland Port facility. The

PVCCSP seeks to unify the area's character and develop a business community that fosters long-term economic success. Through the utilization of an established set of Guidelines, it is the City's intent to strike a balance between the creation of mixed-use developments that are aesthetically pleasing, while respecting the basic industrial/commercial use and function of the PVCCSP.

These Guidelines are the main tool used by the City of Perris to evaluate development projects subject to discretionary review. In processing development proposals, Perris uses these guidelines to evaluate proposed site design, architecture, landscaping, and other special features such as plazas, lighting, site amenities, and the use of green technologies as clearly defined herein. Project standards and guidelines can be found in the following sections of the PVCCSP:

Section 4.0 On-Site Design Standards and Guidelines
Section 5.0 Off-Site Design Standards and Guidelines
Section 6.0 Landscape Standards and Guidelines
Section 8.0 Industrial Standards and Guidelines
Section 12.0 Airport Overlay Zone

Perris Valley Commerce Center On-Site Development Standards (Chapter 4.1 of the PVCCSP)

In order to ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each land use category. A summary of the standards applicable to aesthetics for commercial sites within the PVCCSP planning area is provided below.

On-Site Design Standards and Guidelines (Chapter 4.2 of the PVCCSP)

These On-Site Design Standards and Guidelines are set forth for those engaged in the design, construction, review, and approval of development within the PVCCSP planning area. They identify techniques and minimum standards for achieving the level of design quality that the community of Perris has come to desire in new development. The City's review of a development proposal will assess compliance with their intent and the inclusion of elements and features both required and recommended in a comprehensive analysis of a project.

The Design Guidelines may be interpreted with some flexibility. The ultimate goal is to attain the best possible design for the various land uses and developments within the PVCCSP planning area. Property owners and developers within the PVCCSP area are urged to become familiar with them and apply them accordingly. Developers and designers are encouraged to bring forth high quality development plans.

Applicants should identify those specific standards and guidelines suited to their project that will be incorporated in the project's design to achieve their development goals while bringing quality development to the community both in General Project Development Standards and in the individual zones, Section 5.0 – Section 13.0.

General On-Site Project Development Standards and Guidelines (Chapter 4.2.1 of the PVCCSP)

<u>Uses and Standards Shall Be Developed In Accordance with the Specific Plan</u>
Properties within the PVCCSP planning area shall be developed in general conformance with the Land Use Plan (Figure 2.0-1).

Uses and Standards Shall Be Developed In Accordance With City of Perris Codes
Uses and development standards will be in accordance with the City of Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the PVCCSP zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals including subdivisions, development plans, and conditional use permits. If there are any conflicts between the PVCCSP and the City of Perris Municipal Code, the PVCCSP will supersede. If the PVCCSP is silent on particular subjects, the City shall refer to the Municipal Code for guidance.

Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan
Development of properties governed by the PVCCSP area shall be in accordance with the mandatory requirements of all City of Perris ordinances, including state laws, and shall conform substantially to the PVCCSP, as filed in the office of the City of Perris Development Services Department, unless otherwise amended.

No Changes to Development Procedures Except as Outlined in the Specific Plan
Except for the PVCCSP Development Standards/Design Guidelines adopted with the PVCCSP, no portion of the PVCCSP which purport or propose to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted PVCCSP.

Subdivision Map Act
Lots created pursuant to the PVCCSP, and subsequent tentative maps, shall be in conformance with the development standards of the zoning applied to the property and all other applicable City standards, as well as the Subdivision Map Act.

Water Quality Management Plan
Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033. Approval by the City of a WQMP plan requires submittal of a document with supporting data which includes at a minimum, a site “Post-Construction BMP Plan,” and treatment control facility sizing calculations. Site design, based on Low Impact Design (LID) elements and Source Control BMP’s, must be incorporated into the site design. If these two types of BMP’s do not sufficiently manage hydromodification and treat expected pollutants, then treatment control facilities must be implemented in order to assure proper flow management and pollutant treatment. Treatment control BMP’s are in accordance with Riverside County Storm Water Best Management Practice Hand Book. The Regional Water Quality Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.

Uses Affecting March Air Reserve Base
The following uses shall be prohibited within the specific plan:

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

- Any use which would generate excessive smoke or water vapor or which would attract large concentrations of birds, or which otherwise may affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- Any use which would obstruct Federal Aviation Regulations, Part 77 Conical Surface. (This is also a standard of condition of approval on City projects).
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Avigation Easements
Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to March Air Reserve Base/March Global Port through the March Joint Powers Authority (MJPA). Provide and disclose a "Notice of Airport in Vicinity" to building tenants.

Accident Potential Zones
All proposed projects that lie within Accident Potential Zones must comply with Airport Overlay Zone Standards. Refer to Section 12.0 for special Airport Overlay Zone development standards and guidelines.

Crime Prevention Measures
Development projects should take precautions by installing on-site security measures. Security areas include, but are not limited to, entry areas for automated teller machines (ATM's), display areas and bus stops. It is recommended that these areas provide for 30-feet of candlepower. Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

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

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

Architecture (Chapter 4.2.3 of the PVCCSP)

Scale, Massing and Building Relief (Chapter 4.2.3.1 of the PVCCSP)

Scaling in Relationship to Neighboring Structures
Scaling of buildings in relationship to neighboring structures and adjacent developments should be considered to promote compatible design.

Variation in Plane and Form
Provide variation in plane and form of buildings and resulting adjacent spaces both inside and out with the use of recesses, varied roof lines, pop-outs, positioning and relationships of buildings in all areas visited by the general public and/or office areas.

Project Identity
Building and site development shall incorporate an architectural component that provides an identity to the project.

Do Not Rely on Landscaping
Building design should not rely on landscaping to soften, buffer or otherwise provide relief for massive building form, but rather it should be used to accent superior architectural designs.

Distinct Visual Link
Establish a distinct visual link in multi-building complexes by using architectural and site design elements to unify the project.

Break Up Tall Structures
Break up tall structures, 20 feet and greater, by providing different treatments to the lower, middle, and top stories that define these three parts.

Avoid Monotony
Avoid monotony and repetition in building elevations and the street scene by incorporating varying building heights, massing, roof lines, design elements, color variation, reveal lines, window treatments, texture and materials, building placement, and landscape.

Avoid Long, Monotonous and Unbroken Building Facades
Avoid long, monotonous and unbroken building facades that repeat the same design element several times along the same elevation without intermittent variations. Building design shall avoid long, uninterrupted facade plain or blank walls. The exterior wall facades shall be varied in depth, direction, and/or significant projections. Facades greater than one hundred (100) feet in length, shall incorporate projections or recesses with a depth of five to ten feet. Such articulation shall cumulatively account for at least twenty (20) percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred (100) horizontal feet.

Provide Vertical or Horizontal Offsets
Provide vertical or horizontal offsets in the wall surfaces including columns, projections, and recesses.

Fenestration
Fenestration shall be used for functional and programmatic requirements and shall be designed to break up the visual size of the building facade. Door and window openings shall be recessed 2 to 4 inches to
further articulate the facade. Buildings which include uses that do not lend themselves to fenestration (e.g., loading areas, warehouse and storage functions) should be designed so that these uses are screened from the public right-of-way.

Architectural Elevations and Details (Chapter 4.2.3.2 of the PVCCSP)

Primary Building Entries
Provide defined recognizable building entrances. Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features.

Elements of a Building
Elements should relate logically to each other, as well as to surrounding buildings in order to enhance the given or potential characteristics of a particular building and area.

Large Sites with Multiple Buildings
Develop and adhere to a consistent design character and style that provides complementary buildings,
ancillary structures, and landscape elements in conjunction with these standards.

Discernable Base, Body and Cap
Principal buildings over 20 feet in height should strive to have a clearly discernable base, body, and cap. The cap shall consist of a cornice, parapet, awning canopy or eave. The base and cap shall be clearly distinguishable from the body through changes in color, material, pattern, profile or texture.

Visual Relief
Articulating details should include doorway or entry surrounds, windows, balconies, details such as horizontal bands, recessed or textured design elements, accent windows, awnings, accenting cornice treatments, exposed expansion joints, reveals, change in texture, or other methods of visual relief.

Building Relief
Building relief shall be provided along all facades visible from streets and highways, areas accessible to and visible by the public.

Downspouts
Downspouts should be internalized to avoid external damage and shall drain under walkways to landscape areas, underground storm drain and loading docks to avoid slip hazards.

Roofs and Parapets (Chapter 4.2.3.3 of the PVCCSP)

Integral Part of the Building Design
Roofs should be an integral part of the building design and overall form of the structure and should relate to the general design and nature of other roofs along the street, as well as harmonize with the surrounding development.

Overall Mass
Building roofs should be designed to reduce the overall mass of a structure.

Varied Roof Lines
The use of varied roof lines is encouraged. Permitted roof styles include gable, vaulted, and hip roofs. Flat roofs are permitted if sufficiently disguised through the use of parapet walls. Superficial application of artificial roof elements, such as a mansard, to disguise a flat roof, should not be used. This does not preclude roof top equipment wells when set behind conventional roof forms.

Form and Materials
Roof forms and materials should be stylistically consistent with the overall design theme of the building.

Avoid Monotony
The monotony of long and large unbroken roofs shall be avoided through the use of gables, dormers, height offsets, or other architectural variations.

Variation in Parapet Height
Variation in parapet height should be used in conjunction with wall relief or as any distinctive feature to break a long horizontal parapet line.

Flat Roof and Parapets
Special attention should be given to the finish of parapets when buildings have flat roofs. Parapets should be finished with cornices, other horizontal decoration and/or clean edges with no visible flashing, depending on the architectural style of the buildings. Distinction must be achieved with enhancements more substantial than a paint band.

Conceal Roof Mounted Equipment
Parapet walls and roof systems shall be designed to conceal all roof-mounted mechanical equipment from view to adjacent properties and public rights-of-way.

Public Art (Chapter 4.2.3.4 of the PVCCSP)

Public art is often used as a means of creating consensus and civic pride. It is a means in which to engage a broad and diverse spectrum of people. Typically, public art is used to recognize the city and/or its components by use of historic monuments or displays that illustrate an envisioned environment to establish an identity. Public art adds value to both public and private development as well as infrastructure by creating a sense of community. Public art can provide education but also attracts people closer to the object to promote social gathering and interaction. Public art becomes an identifiable point amongst the urban environment.

Professional Artist/Location
Public art should be created by a recognized, professional artist and shall be subject to approval by the Development Services Department. Selection criteria shall include artistic merit, broad experience as a professional artist, references, experience applicable to the type of project and interest in and understanding of the City and surrounding area. Public art should be properly located so as to receive proper recognition by the viewing public.

Color and Materials (Chapter 4.2.3.5 of the PVCCSP)

Facades
The use of low reflectance, subtle, neutral, or earth tone colors as the predominant colors on the facade is encouraged.

Building Trim and Accent Areas
Building trim and accent areas may feature brighter colors, including primary colors. Applied paint over brick or stone on any part of a building facade or other site elements is discouraged.

Metal Siding
Metal siding as the primary sheathing of the facade is prohibited where visible from the public. Metal may be used as an architectural treatment or aesthetic accent in the form of awnings, trellises, exposed structural beams, and accent relief features such as columns for canopies.

High Quality Natural Materials
The use of high quality natural building materials such as brick, stone, tinted/textured concrete (tilt-up) are appropriate. The following is a list of permitted materials for the building base, body, and cap. Other materials not specifically mentioned may be permitted on a case-by-case basis.

- Building Base: Brick, native stone, manufactured stone or decorative concrete masonry units.
- Building Body: Wood, brick, native stone, manufactured stone, concrete, glass, or stucco. Imitation wood siding, sheet metal, corrugated metal, or other similar metal panels, are considered inappropriate and should be avoided. Mirrored or highly reflective glass is prohibited. Spandrel glass may be used to conceal floor systems.
- Building Cap: The building cap shall consist of materials introduced on the base and/or body of the building. Cornices and parapets shall be distinguishable from the building body by design and profile. Awnings, canopies, and eaves shall generally incorporate alternate color and materials.

Furnishings (Chapter 4.2.3.6 of the PVCCSP)

Site Furnishings
Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed in plazas, at building entrances, open spaces and other pedestrian areas to create a more pedestrian friendly environment. Site furnishings exceeding three feet in height should not block pedestrian access or visibility to plazas, open space areas and/or building entrances and should be made of durable, weather–resistant and vandal–resistant materials. Site furnishings should be depicted on all site plans and landscape plans.

Newspaper Racks, Phone Booths, ATM and Vending Machines
Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure. Exterior placement of vending machines is discouraged.

Lighting (Chapter 4.2.4 of the PVCCSP)

Furnishings (Chapter 4.2.4.1 of the PVCCSP)

Safety and Security
All projects shall consider proper lighting for safety and security purposes.

Lighting Fixtures Shield
All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture. Parking area lighting shall be provided pursuant to Section 19.02.110.A.

Foot-candle Requirements Sidewalks/Building Entrances
Sidewalks shall have a minimum of 2 foot-candlepower of light across their surface. Building entrances and parking lots shall have a minimum of 1 foot-candlepower of light. Lighting standards shall be energy efficient. Based on Mt. Palomar Observatory's Dark Sky Ordinance, all projects will be conditioned to use low pressure sodium.

Outdoor Lighting

All outdoor lighting and utilities, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of metal, unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal proof. Fixtures should be anchored with concrete footing if low voltage lighting is used.

Decorative Lighting Standards (Chapter 4.2.4.2 of the PVCCSP)

Decorative Lights
Although the primary purpose for lighting is nighttime safety and security, when used creatively it can enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. The effective use of lighting will achieve its objective without disturbing adjacent development, roadways, or residences.

Complimentary Lighting Fixtures
Lighting should contribute to the overall character of the surrounding community, site architecture, or other site features. The fixtures should complement the furnishings, as well as other lighting elements used throughout and surrounding the site, such as pedestrian pathway lighting, and lighting used in adjacent site amenities and the public right–of–way. Any illumination, including free standing or wallmounted lighting, for security, loading docks, parking areas, or internal roads shall utilize fullcut-off fixtures, and be directed downward and away from adjoining properties and public rightof- way (i.e., bulb/source is not visible above the horizontal plane) as depicted in Figure 4.0-14.

Monumentation Lighting
Lighting for entry monumentation should illuminate the sign graphics and gently wash the components of the signage with light.

Compatible with Architecture
Lighting should be architecturally compatible with the building and site design. These lights should be low profile and in scale with the setting and can include post lights and light bollards.

Up-Lighting
Up-lighting, such as building washes or roof lighting, is not permitted in the Airport Overlay Zone due to its proximity to March Global Port and with respect to Mt. Palomar Observatory's Dark Sky Ordinance. A limited amount of up-lighting will be allowed at the discretion of the Development Services Department in all other areas of the Perris Valley Commerce Center when used for the purpose of highlighting building entries and specimen landscaping.

Down-Lighting
Where appropriate, design down-lighting on exterior elevations and landscaping as part of the overall architectural style of the building, accenting, highlighting interesting architectural and landscape architectural features.

Accent Lighting
The use of accent lighting is encouraged but should be combined with functional lighting to highlight special focal points, building/site entrances, public art and special landscape features.

High Intensity Lighting

Sites requiring high intensity lighting where high visibility and color retention are important, such as automotive sales lots, are required to switch to an alternative low level lighting of these areas from 11 p.m. until daylight.

Parking Lot Lighting (Chapter 4.2.4.3 of the PVCCSP)

Parking Lot Lighting Required
Parking areas shall have lighting which provides adequate illumination for safety and security.

Foot-candle Requirements Parking Lot
Parking lot lighting fixtures shall maintain a minimum of 1-foot candlepower across the surface of the parking area.

Avoid Conflict with Tree Planting Locations
Parking lot lights shall be located such that they do not conflict or displace intended tree planting locations.

Pole Footings
Pole footings in traffic areas shall be designed and installed such that they protect the light standard from potential vehicular damage. Above grade footing should not exceed 24” in height and should not obstruct walkways.

Front of Buildings and Along Main Drive Aisle
Front of buildings and along main drive aisle shall provide 10-foot candlepower.

Signage Program (Chapter 4.2.5 of the PVCCSP)

Sign Program (Chapter 4.2.5.1 of the PVCCSP)

The purposes of a sign program are to establish uniform sign design guidelines and sign area allocations for all uses and/or buildings on a site, and incorporate specific sign exceptions approved pursuant to City of Perris Zoning Ordinance Chapter 19.75.

Multiple Buildings and/or Tenants
Commercial, offices, industrial complexes, and similar facilities with multiple buildings and/or tenants shall submit a ‘sign program’ for the placement of on-site signs according to a compatible design that is common to all structures and uses. An application for a sign program shall be approved by the Planning Division.

Major Roadway Zones/Freeway Corridor
Commercial, offices, industrial complexes, and similar facilities with multiple buildings and/or tenants will be required to include the Perris Valley Commerce Center Logo in their main signage, as well as projects located along the Major Roadway Zones or Freeway Corridor as discussed in Section 4.2.9 and reflected in Figure 4.0-17. Projects along the Freeway Corridor will be required to include the City of Perris Logo or name in the main signage.

Location
Location of signs shall be no closer than 5-feet from the property line and shall be located in a landscaped planter equal to or greater than the area of the sign.

Direct On-Site Traffic Circulation
On-site traffic circulation signage should be organized to effectively direct vehicles to appropriate parking areas.

Monument Signs
Monument signs shall also include the street address number, located such that visibility is not impaired by mature landscaping. They should also incorporate colors, materials and design of primary buildings.

Address Identification Signage
Address Identification Signs shall be twelve-inches high and located on the upper corner of the building wall facing each applicable public right-of-way, pursuant to Section 19.75.

Neon Signage
Neon signage shall only be permitted in commercial zones and must comply with airport restrictions for lighting. See Section 12.0.

Prohibited Signs
Other than Grand Opening Signs as permitted in Municipal Code Section 19.75.090.D, no banners, flags, pennants, balloons, tethered inflatable, signs within public right-of-way, projecting signs or off-site directional signs shall be permitted.

Walls and Fences (Chapter 4.2.6 of the PVCCSP)

Specific Purpose
Walls and fences are generally used for security purposes and to screen areas from public view. Although walls may be necessary, their design should provide variety and visual interest. If there is not a specific purpose for their use, they should not be utilized.

Materials
Walls and fences should be designed and constructed of materials similar to and compatible with the overall design character and style of the development. Permitted materials include split-face masonry, stone veneer, brick, slump, block, wrought iron or tubular steel, as well as a combination of wrought iron and tubular steel with masonry columns. Vinyl fencing is only acceptable in residential zones.

Avoid Long Expanses of Monotone Fence/Wall Surfaces
Long expanses of fence or wall surfaces should be architecturally designed to prevent monotony. Design features should include:

- Varied heights, wall plain offsets, and angles.
- Pilasters or distinctive elements.
- Accent capping, trim, reveals.
- Changes of material and finishes where appropriate.
- Trellis/vine panels, landscape pockets

Most Walls Not Permitted within Street Side Landscaping Setback
Most walls are not permitted within street side landscaping setback areas except for low-profile parking lot screen walls or garden walls. These walls will be limited to a street side visible height of 30

inches. When security fencing is required along the street side landscape setback area, it should be constructed of wrought iron, tubular steel or similar material supported by masonry columns.

Height
Effectively soften screen wall height and mass with earthen berms and dense landscaping as shown in Figure 4.0-15. The intent is to give walls the appearance of being as low and unobtrusive as possible while performing their screening and security functions. The height of screen walls along street frontages should not exceed the maximum height necessary to effectively serve their purpose and should not appear to exceed a height of 8 feet when viewed from the public right-of-way unless otherwise approved by the City Planning Division, and in no case shall the wall/structure itself exceed 12 feet.

Gates Visible From Public Areas
Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, wrought iron, tubular steel, or similar material when needed to serve the needs of security or screening.

Prohibited Materials
No chain-link (with or without grapestake or vinyl inserts), barbed wire, wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences are permitted.

Utilities (Chapter 4.2.7 of the PVCCSP)

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

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

Electrical, Telephone, CATV and Similar Service Wires and Cables
All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground.

Electrical Transmission Lines
Electrical transmission lines 66kv and less shall be installed underground.

All Equipment Shall be Internalized
All equipment shall be internalized into the building design to the greatest extent possible. When unfeasible, they shall be screened and not prominently visible from public rights-of-way.

Visual Overlay Zone Development Standards and Guidelines (Chapter 4.2.9 of the PVCCSP)

The first view of the Perris Valley Commerce Center will be afforded to motorists traveling along the Interstate-215 Freeway and along major roadways within the Commerce Center as reflected in Figure 4.0-17. The City's goal is to provide travelers with the impression of a high caliber, well planned

industrial community. This sense of quality shall be reinforced when traveling though the landscaped thoroughfares. These guidelines are provided to enhance the "Visual Zone" along Interstate-215 and major roadways inside and adjacent to the Commerce Center. These zones include the field of vision from the roadway to the buildings within the Commerce Center. An emphasis will be placed on these "Visual Zones" to ensure the aesthetic enhancements for these crucially important areas.

Major Roadway Visual Zones (Chapter 4.2.9.2 of the PVCCSP)

It is important to note that it is not the intent of this design perspective to de-emphasize the importance of architectural treatment on all sides of a building. The intent is to enhance the public right-of-way. This viewshed and public areas with the most visibility and access shall be considered the "Visual Zone" as depicted in Figure 4.0-18. Site design should strive to place considerable attention to aesthetics in the visual zone. The visual zones are for Primary and Secondary Arterials, as well as Expressways. While parking in front of buildings should be limited to the greatest extent possible, when buildings must be oriented to face a public roadway with parking, berms and enhanced landscape treatments should be used creating a greater aesthetic appearance.

Quality Architectural Presence
A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.

Full Building Articulation and Enhancement
Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.

Integrated Sceenwall Designs
Screenwall designs shall be integrated with accent landscaping.

Enhanced Landscape Setback Areas
Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.

Enhanced Entry Treatment
Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.

Entry Point
Entry plazas and/or significant architectural features or public art shall be used as a focal point.

Screening, Loading and Service Areas
Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.

Limit or Eliminate Landscaping Along Side or Rear Setbacks
To achieve greater front yard landscaping, landscaping along side or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided, but may be consolidated towards the Visual Zone areas.

Uplight Trees and Other Landscape
Trees and other landscape features shall be illuminated by concealed “uplight” fixtures along major collector roads. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.

Landscaped Accent Along Building Foundation
Accent landscaping shall be used along building foundation.

Heavily Landscape Parking Lot
If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.

Limited Parking Fields
Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20.

LANDSCAPE STANDARDS AND GUIDELINES (Chapter 6.0 of the PVCCSP)

On-Site Landscape General Requirements (Chapter 6.1 of the PVCCSP)

Unspecified Uses
All areas not devoted to parking, drive isles, buildings or operational areas shall be landscaped and permanently maintained.

Perimeter Landscape
All buildings should have perimeter landscape, except where loading docks, plazas and entries would interrupt planting. Landscape areas shall be provided on all sides of buildings visible to the public.

Street Entries
Street entries into development sites shall be designed with landscaping and/or architectural features that project a high quality image for the development.

Slopes
Cut slopes are level areas in the landscape formed by cutting into a slope and adding a retaining wall to create stability while fill slopes are the surface formed from earth deposited to build a road or trail. Cut slopes that are equal to or greater than three (3) feet in vertical height and fill slopes equal to or greater than five (5) feet in vertical height, shall be planted with a ground cover to protect the slope from erosion and instability. Slopes exceeding three (3) feet in vertical height shall be planted with shrubs spaced not more than ten (10) feet on center or with trees spaced not to exceed 30 feet on center, or with a combination of shrubs and trees at equivalent spacing, in addition to the groundcover.

Main Entries, Plaza, Courtyards
Trees and shrubs should be used near the main entries of buildings, pedestrian plazas, and courtyards. Large specimen trees are encouraged.

Maintenance Intensive/Litter Producing Trees Discouraged
Trees that produce litter, are shallow rooted or have other maintenance intensive characteristics are not encouraged for use in parking areas, pedestrian plazas, or courtyards.

Avoid Interference with Project Lighting/Utilities/Emergency Apparatus

Landscaping should not interfere with the lighting of the project area or restrict access to utilities (i.e. electrical boxes, meters, etc.) or emergency apparatus (i.e. fire hydrants or fire department connections).

Scale of Landscape
Landscaping should be kept in scale with adjacent buildings and shall be maintained at an appropriate size at maturity.

Planters and Pots
The use of planters and pots in the building recesses and adjacent to the exterior walls is encouraged. Pot and planter materials should complement the architectural style, texture, and color of the building and should be properly irrigated and drained.

MWD Trail Buffer
Properties immediately south of the trail (from Indian Avenue to Webster Avenue) and to the north (from Indian Avenue to the Perris Valley Storm Channel) are encouraged to provide a minimum 10-foot landscape buffer strip planted with large trees to compliment the trail and provide shade. Refer to Figure 5.0-6.

On-Site Landscape Screening (Chapter 6.1.1 of the PVCCSP)

Plant Screening Maturity
Plant materials specified to be used for screening purposes such as trash enclosure, transformers or loading areas, should reach maturity within three years of installation.

Screenwall Planting
Screenwalls shall be made more aesthetically pleasing with the incorporation of plant material and vines.

Trash Enclosures
Trash enclosures shall be visually enhanced by screening and softening with landscaping and overhead trellis treatment.

Landscape in Parking Lots (Chapter 6.1.2 of the PVCCSP)

Minimum 50% Shade Coverage
Shade trees shall be provided within the vehicular parking areas and should attain a minimum 50% shade coverage of the parking area when the trees reach maturity (approximately 15 years). Parking lot shade trees shall be of an evergreen variety capable of producing a large canopy to achieve this shade requirement.

Planter Islands
Planter islands shall have a minimum width of eight (8) feet curb to curb, bounded on the outside by a 6-inch high concrete curb (or its equivalent). Curb break and wheel stops may be substituted where landscaped swales adjacent to the paving are intended for water quality management purposes. Refer to Figure 4.0-6.

Parking Lot Screening

Parking lots shall be screened from the public rights-of-way to a height of 36 inches by use of primary structures or combination of earthen berms, shrubs, and garden walls as depicted in Figure 6.0-1. If walls are incorporated into the design, they must be aesthetically compatible with the project design and no taller than 36 inches within the setback area, as measured from ground surface to top of wall.

One Tree per Six Parking Spaces
A minimum of one tree per six parking spaces shall be provided within the parking lot and its immediate perimeter as shown in Figure 6.0-2.

Concrete Curbs, Mow Strips or Combination
Landscaping in parking lots or along drive aisles must be protected or delineated with six-inch concrete curbs, concrete mow strips, or the combination of both, as approved by the City of Perris. This requirement may be waived or modified as necessary, to mitigate water quality management requirements.

Planter Rows Between Opposing Parking Stalls or Diamond Planters
Planter rows between opposing parking stalls or diamond planters with a minimum inside width of 5-feet shall be allowed for tree plantings capable of providing 50% shade coverage of the parking area, as required. Rock or mulch coverings are encouraged in diamond planters. Planter rows between opposing parking stalls or along perimeter landscape buffers may be designed as vegetated swales for utilization as infiltration trenches for run-off, as a method of pollutant mitigation to manage water quality. These areas may be designed without curbs where wheel stops are provided.

Pedestrian Linkages
Parking areas should be designed with pedestrian walkways which link the building to the street sidewalk system creating an extension of the pedestrian environment. This can be accomplished by using design features such as walkways with enhanced paving, trellis structures, and/or landscape treatment. Walkways should not only link the building to the street, but should link the parking areas to the buildings such that pedestrians do not have to walk in the vehicle lanes to get to building entrances.

On-Site Plant Palette (Chapter 6.1.3 of the PVCCSP)

Landscape plant palette for the Perris Valley Commerce Center should be consistent with Section 6.2 Off-Site Landscape. The plant palette was selected to complement and enhance the thematic setting for the community, appropriateness to climatic and soil conditions, ease of maintenance and water conservation. Plants other than those listed below, may be used to satisfy design or horticultural needs consistent with the project's objectives. If approved by the City of Perris, plants shall be consistent with California Friendly Landscape and meet all minimum City of Perris Water Conservation Requirements as defined in Development Code Chapter 19.70, Landscaping, including but not limited to:

- Use of drought-tolerant plants.
- Use of landscaped areas designed to retain irrigation water.
- Use of satellite-based irrigation timers.
- Use of automatic irrigation systems.
- Use of plant groupings with similar irrigation requirements to reduce over-irrigation.
- Extensive use of mulch in landscaped areas.

- Installation of drip irrigation systems, where appropriate.
- Limit use of turf for active purposes only.
- Limit use of impervious surfaces.

Off-Site Landscape General Requirements (Chapter 6.2 of the PVCCSP)

Streetscape Landscape (Chapter 6.2.1 of the PVCCSP)

Streetscapes in the Perris Valley Commerce Center are vital in creating a community identity, a visual hierarchy in the street classifications, theme, unification, and quality. These public areas will be the only community spaces threading through the community and will serve as unifying elements that enhance vehicular and pedestrian experiences. The design concept for the streetscapes is to provide regimented, identifiable, and generously landscaped greenbelts that soften views of the buildings and parking facilities while providing an enjoyable experience. To ensure the visual and spatial continuity within this Perris Valley Commerce Center and aid in the identification of street classifications, the landscape design and plant material for the streetscapes has been set forth in this PVCCSP. The plant material specified is native and appropriate non-native drought tolerant species. Trees of varying textures and heights, shrubs, decorative grasses, and groundcover will be used to buffer and separate adjacent land uses, reduce maintenance requirements, and conserve resources.

Planting Guidelines (Chapter 6.3 of the PVCCSP)

All areas required to be landscaped shall be planted with groundcovers, shrubs, or trees selected from the Plan Palette Section 6.1.3. The material shall be planted in the following sizes and shall be in accordance with all City of Perris standards and minimum requirements:

- Trees: Twenty-five percent (25%) of the site trees (excluding all street and screen trees) provided shall be a minimum 24-inch box size. The balance of the trees shall have a minimum size of 15 gallons.
- All 15-Gallon Trees shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department.
- All 24-Box Trees shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department. Larger trees shall be guywired per City of Perris standards.
- Larger Specimen Trees are encouraged for entry points, pedestrian plazas and courtyards.
- Shrubs: The majority of all shrubs used shall have a minimum size of 5 gallons. Smaller shrubs may be used where rapid growth characteristics warrant.

<u>Plant Maintenance</u>
All specimen trees shall be fine pruned after planting to allow for both vehicular and pedestrian safety.

<u>Plant Material Requirements and Purpose</u>
All planting areas shall be designed to be consistent with plant material horticultural requirements and work with the purpose of the planting (i.e. aesthetics, screening, wind, etc.).

<u>Structures Wrapped by Landscaping</u>

Exterior building sides (excluding screen loading type areas) should be grounded by landscaping. A minimum landscape strip of five feet should be provided between parking, sidewalks, and other paved areas adjacent to the structure.

Turf and Ground Cover Areas to be Cross Ripped
All future turf and ground cover areas are to be cross ripped to a depth of six inches both ways through the use of a rototiller or equivalent machine. All soil amendments shall be blended in and rototilled to a depth of six inches.

Deep Root Barriers
Deep root barriers of 24" or greater, shall be installed where trees are planted within five-feet of any building, curb, gutter, utility, or paved surface or within 10-feet of a public right-of-way or sidewalk.

Erosion Control
Refer to the City of Perris Standards, City of Perris Municipal Zoning Code, Chapter 19.70, Section 19.70.040, Landscape Design Guidelines. Prior to the installation of plant material, soil samples from representative slopes and flat areas shall be obtained by the landscape contractor and tested for agronomic suitability in order to determine proper planting and maintenance requirements for proposed plant materials with pre-planting and post-planting recommendations.

Positive Drainage to Street or Collection Device
All landscape areas shall have positive drainage to the street or collection devices.

Concrete Gutters/Swales Are Prohibited Landscape Areas
Concrete gutters/swales are prohibited as drainage devices in landscaped areas. A series of low points and underground drainage systems shall be provided where surface conveyance of runoff would damage and/or erode planting areas or cross sidewalks.

Irrigation and Water Conservation (Chapter 6.4 of the PVCCSP)

Refer to City of Perris Municipal Zoning Code, Chapter 19.70.020, "Water Conservation Requirements for New or Rehabilitated Landscapes."

The PVCCSP EIR does not include any mitigation measures relative to aesthetics. However, the PVCCSP EIR includes the mitigation measures to address potential hazards to March Air Reserve Base/Inland Port Airpoirt (MARB/IPA) operations that are also relevant to the analysis of light and glare impacts.

Explanation of Checklist Answers

a) **Less Than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The City of Perris sits within the Perris Valley, a region characterized by rolling hills and relatively flat valleys within northwestern Riverside County. Distant mountains and hillside views are significant to the area's visual character and provide scenic vistas from various locations within the community.

The City is located within the Perris Valley, between the San Jacinto and Santa Ana Mountains. The City is generally flat, and surrounded with views that include the Lake Perris Dam to the east,

the Bernasconi Hills and the Lakeview Mountains to the east, the Gavilan Hills and the Motte-Rimrock Reserve to the west, as well as, to a lesser extent, MARB/IPA to the northwest.

The project site is located within the PVCCSP planning area, a 3,583-acre specific plan.

As set forth in the Initial Study for the PVCCSP Draft EIR as well as Amendment No. 12 and Development Review[1]:

- The PVCCSP is surrounded by existing development;
- The PVCCSP is not located within a scenic vista, nor will development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista;
- 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.

Since its adoption, new developments have been built within the PVCCSP, including infrastructure improvements and commercial and industrial uses (specifically logistics/distribution warehouses along Harley Knox Boulevard and areas surrounding the project site. As indicated above, the PVCCSP planning area is not located within a scenic vista, nor will development of the plan, including the change in land uses, have an adverse effect on a scenic vista. The specific plan 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. The proposed project would not have a substantial adverse effect on a scenic vista from a public vantage point. Any potential impacts would be less than significant.

b) **No Impact.** The project site is located in an urbanized area of the City of Perris, within the PVCCSP area designated for the development of commercial and light industrial uses. The site is currently undeveloped and vacant and was previously used for agricultural purposes. The project site is flat and contains no rock outcroppings or topographic features that, if disturbed, would diminish the visual character of the area. The project site is not located adjacent to a designated state scenic highway or eligible state scenic highway, as identified on the California Scenic Highway Mapping System.[2] The nearest state designated highway is Route 243 south of Banning, CA., located approximately 27 miles east of the project site. The Mid-County Parkway (same alignment as Ramona Expressway in this area) located approximately 0.8 mile south of the project site is designated locally as a scenic highway by Riverside County. The route extends east-west through the PVCCSP planning area connecting to I-215 to the west at the new I-215/Placentia Avenue interchange which opened in December 2022. The project would be consistent with the commercial and light industrial developments surrounding the site in terms of building height, light industrial uses, and other similar characteristics permitted within the PVCCSP. The project would be located away from the Mid-County Parkway and would comply with building characteristics allowed within the PVCCSP so it would not have any visual impacts on the Mid-County Parkway. There are no scenic trees, rock outcroppings, or historic buildings within the project site and the project site is not located within or adjacent to a state scenic highway corridor. The project would have no impact on scenic resources.

c) **Less Than Significant Impact.** The project site is currently vacant within an urbanizing area of the PVCCSP planning area. As indicated in the Initial Study for the PVCCSP Draft EIR[3], the PVCCSP area is surrounded by existing development, it is not located within a scenic vista, nor will development of the plan, including the change in land uses, have an adverse effect on a scenic vista, the specific plan 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. The site is undeveloped and is largely surrounded by vacant land with light industrial uses to the south and northwest. The warehouse at its tallest point would have a

height of 45 feet at the primary building entrance, while the majority of the building would be 43 feet in height. Therefore, the building would be below the 50-foot maximum building height requirement of the City's Zoning Code.[4] The proposed building would comply with City building regulations and would not block views from any roadways providing public views in this portion of the City, so there would be no aesthetic impacts in this regard.

Construction of the project site would result in short-term impacts to the existing visual character of the area, requiring the use of equipment and storage of materials on site. Such activities would be temporary. Development and operation of the proposed warehouse, associated landscaping, and parking would permanently alter the visual character of the site and surrounding area but would not eliminate the visibility of any scenic vistas or visual corridors. The project site is currently zoned as Commercial (C) within the PVCCSP. The proposed project does not comply with this land use designation and, as such, the project includes a Specific Plan Amendment requesting the site be rezoned to Light Industrial (LI). While the proposed project would not be in compliance with the existing PVCCSP land use desgnation for the site, the guidelines do not govern scenic quality. Additionally, the project site is surrounded by existing commercial uses, light industrial uses, and vacant lots (see previous Exhibit 2). As such, development of the project site is not anticipated to substantially degrade the existing visual character or quality of the site and its surroundings, as the project would match the visual character of the vicinity. While the project would require a specific plan amendment for approval, the project would not conflict with any protected views and is consistent with surrounding uses. Impacts would be less than significant.

d) **Less Than Significant Impact with Mitigation Incorporated.** The issue of light and glare is related to both the creation of daytime glare due to the reflection of the sun (such as from glass surfaces) and/or an increase in nighttime ambient lighting levels (such as from building lights, streetlights, and vehicle headlights). Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused by unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

Nighttime lighting may be used during construction operations within the staging areas to provide security for equipment. This type of lighting is often unshielded and may shine onto adjacent properties and roadways. The project area is industrial in nature with no nearby residences. However, security lights may result in glare to motorists along Harley Knox Boulevard. This potential impact can be reduced to a less than significant level with implementation of the City's standard project review and approval process and with implementation of **mitigation measure MM-A-1**.

Implementation of the proposed project would introduce an incremental amount of new daytime glare to the area from proposed building surfaces, glass, etc. It would also introduce new sources of nighttime light into the area from additional street lighting, parking lot lighting, and building security lighting at the project site. The warehouse building and other associated improvements to the site would be required to comply with Chapter 19.02.110 of the City's Zoning Ordinance, including specifications for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way.

The proposed project would also be required to comply with Section 4.2.4 of the PVCCSP which contains lighting standards for general, decorative, and parking lot lighting. Additionally, these standards include those based on Mt. Palomar Observatory's Dark Sky Ordinance, and as such, the proposed project would use low pressure sodium bulbs to comply[5] with that ordinance.

According to the Riverside County Airport Land Use Commission (ALUC) (Appendix N), the project site is within Safety Zone D ("Flight Corridor Buffer") of MARB/IPA, and as such would have to demonstrate the heights of its new buildings and related lighting would not affect the operation of this facility. This restriction is covered by the City's standard Conditions of Approval (COAs). Issues related to airport impacts are discussed in more detail in Hazards and Hazardous Materials Section 4.9e. Through implementation and compliance of standard City conditions and PVCCSP EIR mitigation measures regarding the creation of new light impacts and potential glare from development of the project site, impacts would be less than significant.

Mitigation Measures

No programmatic mitigation measures for aesthetics are included in the PVCCSP EIR (programmatic EIR). The following mitigation measure is recommended to address the potential impacts associated with nighttime lighting and glare during project construction.

MM-A-1: Prior to issuance of grading permits, the project developer shall provide evidence to the City of Perris that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security or any other purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky or onto adjacent properties and roadways. Compliance with this measure shall be verified by the City of Perris Building Division during construction.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines or mitigation measures related to agriculture and forestry resources are included in the PVCC SP or associated with the PVCCSP EIR.

Explanation of Checklist Answers

a) **No Impact.** According to the California Important Farmland Finder prepared by the California Department of Conservation, the project site is classified as "Farmland of Local Importance." Farmland of Local Importance is either currently producing or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland (Farmland). Therefore, no impacts to Farmland would occur.

b) **No Impact.** Williamson Act contracts are formed between a county or city and a landowner for the purposes of restricting specific parcels of land to agricultural preserve areas. The project site does not contain any agricultural uses nor is it zoned for agricultural use. According to the California Williamson Act Enrollment Finder, there are no Williamson Act contracts associated with the project site.[6] There would be no conflict with existing zoning for agricultural use or a Williamson Act contract; therefore there would be no impact.

c) **No Impact.** The project site has a zoning designation of Commercial and is located within the PVCCSP planning 51rea. No land uses within the PVCCSP area allow for forest land or timberland production. There are no areas of forestland as defined in Public Resources Code Section 12220(g) or timberland as defined in Public Resources Code Section 4526 on the project site or in the surrounding vacant properties. The proposed project would not conflict with existing zoning or cause rezoning of forest land. Therefore, no impact would occur.

d) **No Impact.** As previously described in this section, there is no forest land within the City of Perris so there would be no loss of forest land or conversion of forest land to non-forest use as a result of the project. No impacts would occur.

e) **No Impact.** As discussed in Thresholds 2.a and 2.b, above, the project site's existing zoning classification is Commercial as designated by the PVCCSP (PVCCSP-C). However, the project includes a request to rezone the site to Light Industrial. As shown in the previous Exhibit 2, there are no agricultural uses on or adjacent to the project site. However, some parcels in this portion of the City continue to be dry farmed. As stated above, neither the project site nor adjacent properties are designated as Farmland. Implementation of the proposed project would not result in any pressures on adjacent properties that could result in conversion of Farmland. Therefore, no impact to Farmland or forest land would occur.

Mitigation Measures

No programmatic mitigation measures for agriculture or forest resources are included in the PVCCSP EIR and no project-specific mitigation measures for agriculture or forest resources are recommended in this Initial Study/MND.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are specifically relevant to this air quality analysis.

The proposed project would be required to adhere to PVCCSP EIR mitigation measures MM Air-1 through MM Air-14 and MM Air-18 through MM Air-21.

Explanation of Checklist Answers

An *Air Quality Impact Report* was prepared for the proposed project by MIG, dated December 4, 2023 (See Appendix B). The report estimates the potential air quality emissions for the proposed project and evaluates project emissions against applicable South Coast Air Quality Management District (AQMD)-recommended significance thresholds for construction and operation. By preparing the Air Quality Impact Report, the project has complied with PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15.

a) **Less Than Significant Impact.** The proposed project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. Pursuant to the methodology provided in Chapter 12 of the South Coast AQMD CEQA Air Quality Handbook, consistency with the Air Quality Management Plan (AQMP) is affirmed if the project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the AQMP. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards because this growth is included in the projections used to formulate the AQMP.

The project site is designated for Commercial uses in the PVCCSP. 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. Therefore, the Commercial designation was accounted for in SCAG's Connect SoCal growth projections for the City of Perris.

The project applicant is requesting approval of a Specific Plan Amendment to change (rezone) of the PVCCSP land use designation of the site from Commercial to Light Industrial to allow for the development of the proposed warehouse use. 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. One employee per 1,030 square feet is estimated for Light Industrial floor space and one employee per 500 square feet is estimated for commercial uses. While the project would change the use for the project site from Commercial to Light Industrial uses, based on the employment factors contained in the PVCCSP, the project would result in an estimated 57 jobs for the project site, which would be reduced as compared to the potential employment generated for the entire site under the Commercial designation. Thus, while the project would result in a change in the land use designation for the project site, the proposed change would not result in an increase in intensity (i.e., new residents or new jobs) that were not considered in the AQMP, because the proposed warehouse use would generate reduced employment as compared to the commercial uses assumed in the 2022 AQMP.

Consistency Criterion 2 refers to the CAAQS. In developing its CEQA significance thresholds, the South Coast AQMD considered the emission levels at which a project's individual emissions would be cumulatively considerable (Appendix B - SCAQMD, 2003a; page D-3). As described below in Section 4.3b, the proposed project would not generate construction or operational emissions in excess of South Coast AQMD criteria air pollutant thresholds. Therefore, the proposed project would not conflict with the South Coast AQMD 2022 AQMP, and as such, potential impacts would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast AQMD. Both the State of California and the federal government have established health-based ambient air quality standards for seven air pollutants known as criteria pollutants. These criteria pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established ambient air quality standards for additional pollutants. The ambient air quality standards are designed to protect the health and

welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, the California ambient air quality standards are more stringent than the national ambient air quality standards. The U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), and the South Coast AQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against national and California ambient air quality standards. Based on these comparisons, regions are classified into one of the following categories outlined below and summarized in Table 4.3-1 (South Coast Air Basin Attainment Status):

- **Attainment.** A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to national or California ambient air quality standards. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.

- **Nonattainment.** If the national or California ambient air quality standards are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some national and California ambient air quality standards require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-1
South Coast Air Basin Attainment Status

Pollutant	Attainment Status[1]	
	NAAQS	CAAQS
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10} (24-hr and Annual)	Attainment	Nonattainment
$PM_{2.5}$ (24-hr)	Nonattainment	--
$PM_{2.5}$ (Annual)	Nonattainment	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2 (1-hr)	Attainment	Attainment
NO_2 (Annual)	Attainment (Maintenance)	Attainment
SO_2	Attainment	Attainment
Lead	Partial Nonattainment	Attainment
Visibility Reducing Particles	--	Unclassified
SO_4	--	Attainment
H_2S	--	Attainment

Source: South Coast AQMD, 2018
[1] This table summarizes the South Coast Air Basin's attainments status for the national and California ambient air quality standards (as of September 2018). This table does not prevent comprehensive information regarding the national and California ambient air quality standards. Each national and California ambient air quality standard has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Refer to the table source for detailed information on the national and California ambient air quality standards.

In order to control air pollution in the South Coast Air Basin, the South Coast AQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality

requirements. The South Coast AQMD does not adopt rules for mobile sources; those are established by CARB or the EPA. In general, the South Coast AQMD rules that are anticipated to be applicable to the development of the proposed project, include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds that evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the South Coast Air Basin unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.

These South Coast AQMD rules would serve to limit and control the proposed project's potential to emit air pollutants. The proposed project could generate both short-term construction emissions and long-term operational emissions. The project's potential emissions were estimated using CalEEMod, version 2022.1.1.11. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed South Coast AQMD-recommended pollutant thresholds. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed South Coast AQMD-recommended pollutant thresholds.

Construction Emissions

The proposed project's maximum daily unmitigated construction emissions are shown in Table 4.3-2. The construction emissions estimates incorporate the use of Tier 3 construction equipment as outlined in the City Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities and incorporate measures to control and reduce fugitive dust as required by South Coast AQMD Rule 403. As shown in Table 4.3-2, construction criteria air pollutants associated with the proposed project would be below all South Coast AQMD regional thresholds. Although this impact would be less than signficant, the project would be required to implement PVCCSP EIR mitigation measures **MM Air 2 through MM Air 9** to further reduce project-related air quality impacts from construction.

Table 4.3-2
Unmitigated Construction Emissions Estimates

Season	Maximum Daily Emissions (lbs./day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2024	1.0	18.4	57.9	<0.1	2.4	1.0
Winter 2024	32.9	15.4	49.1	0.1	2.4	0.8
South Coast AQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: MIG, 2023 (see Appendix B) and SCAQMD 2019b.

Operational Emissions

The proposed project's maximum daily unmitigated operational emissions, as estimated using CalEEMod V.2022.1.1.8 are shown in Table 4.3-3. The project emissions presented are for the proposed project's first year of operation, which is presumed to start in late 2024 / early 2025. As shown in Table 4.3-3, the proposed project's maximum daily unmitigated operational emissions would be below the South Coast AQMD's regional pollutant thresholds for all pollutants.

As described above the proposed project's operational emissions would be below applicable South Coast AQMD regional thresholds for criteria air pollutants. Therefore, the proposed project would not result in a cumulatively considerable increase in criteria air pollutants. Impacts would be less than significant. Although this impact would be less than signficant, the project would be required to implement PVCCSP EIR mitigation measures **MM Air 11 through MM Air 14 and Air 18 through MM Air 21** to further reduce project-related air quality impacts from operation.

Table 4.3-3
Unmitigated Operational Emissions Estimates (Year 2024)

Source	Maximum Daily Pollutant Emissions (Pounds Per Day)[1]					
	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile	0.4	4.8	6.0	<0.1	1.1	0.3
Area	1.9	<0.1	2.6	<0.1	<0.1	<0.1
Total Project Emissions[2]	2.3	4.8	8.6	<0.1	1.1	0.3
South Coast AQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: MIG, 2023 (See Appendix B) and SCAQMD, 2019b.
[1] Maximum daily ROG, CO, SO_X, PM_{10}, and $PM_{2.5}$ emissions occur during the summer. Maximum daily NO_X emissions occur during the winter.
[2] Totals may not equal due to rounding.

c) **Less Than Significant Impact.** The proposed project would generate both short-term construction emissions and long-term operational emissions that could affect sensitive residential receptors located near the project; however, as described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed South Coast AQMD-recommended localized significance thresholds or result in other substantial pollutant concentrations. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the South Coast AQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities,

rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors.

The nearest, existing single-family residential receptors are located approximately 1,150 feet east-southeast of the project site along East Nance Street. Single-family residences are also present at distances further than this, such as those on Harley Knox Boulevard approximately 2,000 feet east of the project site, and those near the southwestern intersection of Markham Street and Brennan Avenue, approximately 0.9 miles east of the project site in Moreno Valley.

Construction Emissions

The proposed project's maximum daily construction emissions are compared against the South Coast AQMD-recommended localized significance thresholds (LSTs) in Table 4.3-4. The LSTs are for Source Receptor Area 24 (SRA 24) (Perris Valley) in which the proposed project is located. Construction emissions were estimated against the South Coast AQMD's thresholds for a 2-acre project size. A receptor distance of 656 feet (200 meters) was used to evaluate impacts at sensitive receptor locations for construction activities. The use of construction LSTs based on a 2-acre site is considered to be a conservative approach, since the project would involve grading / site disturbance of approximately 4.01 acres, which is more than 2 acres. In addition, the distance of 656 feet is conservative since the nearest sensitive receptor is approximately 1,150 feet from the project site.

Table 4.3-4
Construction Emissions Localized Significance Thresholds Analysis

Construction Phase	Maximum On-Site Pollutant Emissions (lbs./day)[1]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Site Preparation	6.0	8.1	0.2	0.2
Grading	15.3	19.4	2.2	0.7
Building Construction (Foundation)	3.9	5.3	0.2	0.1
Trenching	4.0	5.9	0.2	0.2
Building Construction (Vertical)	12.8	44.9	0.4	0.4
Building Construction (MEP/Other)	2.4	3.2	0.1	0.1
Paving	6.8	8.9	0.3	0.3
Architectural Coating	0.9	1.1	<0.1	<0.1
South Coast AQMD LST Threshold	335	4,359	67	20
Threshold Exceeded?	No	No	No	No

Source: MIG, 2023 (See Appendix B)
[1] Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.

As shown in Table 4.3-4, emissions from construction activities at the project site would not exceed the South Coast AQMD-recommended LSTs for SRA 24. The conclusion would be the same even if all the construction activities occurred at the same time as the total would still not exceed the SCAMQD LST Thresholds. Although this impact would be less than signficant, the project would be required to implement PVCCSP EIR mitigation measures **MM Air 2 through MM Air 9** to further reduce project-related LST air quality impacts from construction.

Operational Emissions

The proposed project's maximum daily operational emissions are compared against the South Coast AQMD-recommended LSTs in Table 4.3-5. The LSTs are for SRA 24 (Perris Valley) in which the proposed project is located. The operational emissions from on-site area, mobile, and off-road emissions sources were estimated against the South Coast AQMD's thresholds for a 2-acre project size. A receptor distance of 656 feet was used to evaluate impacts at sensitive receptor locations for operational activities.

Table 4.3-5
Operational Emissions - Localized Significance Thresholds Analysis

Operational Emission Source	Maximum Onsite Pollutant Emissions (lbs./day)[1]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Mobile[1]	0.7	0.9	0.2	<0.1
Area	<0.1	2.6	<0.1	<0.1
Energy	0.0	0.0	0.0	0.0
Total On-Site Emissions	0.7	3.5	0.2	<0.1
South Coast AQMD LST Threshold	379	5,136	18	6
Threshold Exceeded?	No	No	No	No

Source: MIG, 2023 (See Appendix B)
1 Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.
2 Mobile source emissions are from Table 4.3-2. Total on-site mobile source emissions were presumed to be equal to 15% of total mobile emissions estimates.

As shown in Table 4.3-5, emissions from operational activities at the project site would not exceed the South Coast AQMD's-recommended LSTs for SRA 24. Although this impact would be less than signficant, the project would be required to implement PVCCSP EIR mitigation measures **MM Air 11, MM Air 13 and MM Air 14, and MM Air 18 through MM Air 21** to further reduce project-related LST air quality impacts from operation.

Carbon Monoxide Hot Spots

The proposed project would result in approximately 103 new vehicle trips on the local roadway infrastructure per day (159 PCE[1] trips), with 10 those trips occurring during the AM peak hour and 10 occurring in the PM peak hour, respectively (See Section 4.17 - Transportation; Ganddini 2023).[2] The project is not located in an area where hourly or daily traffic volumes are anywhere close to 44,000 vehicles per hour, the Bay Area AQMD screening threshold, or 100,000 vehicles per day. The proposed project would not cause intersection volumes to exceed any daily (100,000) or hourly (44,000) screening vehicle volumes maintained by the South Coast AQMD and other regional air districts and, therefore, would not result in significant CO concentrations.

[1] Passenger car equivalent (PCE) factors are applied to trip generation estimates to account for truck traffic. Projects with high truck percentages should convert project trips to PCE.

[2] PCE trips reflect the impact of large trucks, buses, and recreational vehicles on traffic flow. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow down is much longer than for passenger cars and varies depending on the type of vehicle and number of axles. A PCE factor of 2.0 applied to the 2-, 3-, and 4-axle trucks that were associated with the proposed Project (Ganddini 2023).

Individual Cancer Risk from Exposure to Diesel Particulate Matter Concentrations

Exhaust emissions from construction and operation of the proposed project would not expose sensitive receptors to substantial diesel particulate matter concentrations, or associated adverse health risks, for the reasons described below.

First, the proposed project consists of the development of an approximately 58,974 square foot warehouse building on approximately 4.01 acres. Compared to other warehouse projects in the vicinity and South Coast Air Basin as a whole, the proposed building is relatively small for its intended use, meaning that construction activities would be less intensive than those associated with a larger structure. Furthermore, the site is relatively flat, and soil would be balanced on site during the grading phase of the project. Consistent with requirements of the City of Perris Good Neighbor Guidelines, Goal 6 Policies 2 and 11, the proposed project would be required to use the most readily available technology with regard to off-road construction emissions – ideally equipment meeting EPA/CARB Tier 4 Final emissions standards, but at least Tier 3 emission standards. The utilization of these pieces of equipment would help reduce exhaust emissions, including diesel particulate matter, during construction activities.

The proposed project would also not generate operational emissions that have a substantial adverse health impact on sensitive receptors associated with exposure to diesel particulate matter. The proposed project would only have six truck dock doors and generate approximately 36 truck trips per day. These numbers do not meet the PVCCSP EIR mitigation measure MM Air 15 requirements for the preparation of a Health Risk Assessment. On-site equipment (e.g., forklifts) would be required to be electric and/or zero emissions, consistent with the City of Perris Good Neighbor Guidelines Goal 2 Policies 1e and 6.

In addition, the proposed project site is approximately 1,150 feet from the nearest sensitive receptor, located at 75 East Nance Lane. Pollutant emissions generated during construction and operational activities at the project site would have ample time and space to disperse before reaching sensitive receptor locations. The CARB Air Quality and Land Use Handbook identifies that diesel particulate matter concentrations from mobile sources are typically reduced by 70 percent at a distance of approximately 500 feet. Thus, at distances more than double the 500 feet identified in the CARB Air Quality and Land Use Handbook, concentrations are anticipated to be reduced by even more than 70 percent. This, coupled with the EPA/CARB Tier 3/Tier 4 equipment that would be used during construction would result in very low diesel particulate matter concentrations and associated risks at receptor locations.

The proposed project would not result in significant health risk impacts to sensitive receptors associated with diesel particulate matter exposure. A quantitative health risk assessment using dispersion modeling is not required for the project for the reasons outlined above. It should be further noted that the South Coast AQMD's *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions* recommends that, for quantitative health risk assessments, that peak annual diesel particulate matter concentrations should be identified using a 100-meter (328 foot) receptor grid. On-site emissions (i.e., emissions from construction equipment, operational truck travel, and operational idling) would at its closest point occur 1,150 feet from the nearest residential receptor located. Off-site emissions from truck travel would occur approximately 425 feet from residential receptors at its nearest point which would occur as outbound trucks travel east on Harley Knox Boulevard (Appendix B). Therefore, both onsite and offsite emissions would occur much further than the 100-meter recommended receptor grid. Finally, the project is not required to prepare a quantitative health risk assessment per the City Perris Good Neighbor Guidelines Goal 7 Policy 3, because the

project site is more than 1,000 feet from the nearest sensitive receptor and is not required to prepare a quantitative health risk assessment per PVCCSP EIR mitigation measure MM Air 15 because it has less than 11 dock doors for a single building and would generate less than 100 truck trips per day.

Cumulative Cancer Risk from Exposure to Diesel Particulate Matter

The proposed project site is located in an industrial area that includes diesel particulate matter emission sources such as those associated with warehousing activities and truck trips. The construction and operational activities proposed by the project would emit diesel particulate matter emissions and contribute to overall diesel particulate matter concentrations in the vicinity and the South Coast Air Basin as well; however, these emissions would not be cumulatively considerable for several reasons. First, as discussed above, the project is a relatively small warehouse that would not emit substantial levels of diesel particulate matter during construction or operation. The project is also located approximately 1,150 feet from the nearest sensitive receptor, allowing emissions time and space to disperse. Additionally, as discussed in the Air Quality Report (Appendix B), the project site is not considered a disadvantaged community per Senate Bill (SB) 535, nor is it a census tract that experiences some of the worst diesel particulate matter concentrations in the State. The diesel particulate matter percentile for the area is approximately 48, meaning that this Census Tract has air quality that is better than approximately 52% of census tracts in the state. Although the proposed project would emit diesel particulate matter emissions, which would contribute to existing emissions and health risks in the area, it would not do so in a manner that is cumulatively considerable. Operational impacts would be less than significant.

d) **Less than Significant Impact.** According to the South Coast AQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project would result in the construction of a new industrial use that could generate odors related to equipment use (e.g., oils, lubricants, fuel vapors); however, these activities would generally be located more than 1,000 feet from the nearest sensitive receptors, giving potentially odorous compounds time and space to disperse. The activities proposed as part of the project would not generate sustained odors that would affect substantial numbers of people, nor nearby sensitive receptors. Impacts would be less than significant.

Mitigation Measures

The proposed project is required to implement PVCCSP EIR mitigation measures for construction and operational impacts. By preparing the Air Quality Impact Analysis and this Initial Study/MND, the project has complied with PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15. The proposed building would be non-refrigerated, so PVCCSP EIR mitigation measure MM Air 12 is not applicable to the proposed project. In addition, PVCCSP EIR mitigation measure MM Air 18 requires that 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. The project applicant team has contacted the RTA and confirmed that no improvements are needed at this time. Therefore, the project has complied with PVCCSP EIR mitigation measure MM Air 18.

The PVCCSP EIR mitigation measures that are applicable to the proposed project are as follows:

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

MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with South Coast AQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the South Coast AQMD-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 South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or,
- Replacement of ground cover in disturbed areas as quickly as possible.

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

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

MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (South Coast AQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall

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

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

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

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

MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

MM Air 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 NOx] funding programs, as identified on South Coast AQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.

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

MM Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans

shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.

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

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.

With implementation of these programmatic PVCCSP EIR measures, no project-specific mitigation measures for air quality or health risks are recommended in this Initial Study/MND.

4.4 – Biological Resources

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are applicable to the analysis of biological resources for the project.

Developments within the PVCCSP planning area are subject to PVCCSP EIR mitigation measures MM Bio 1 through MM Bio 6.

Explanation of Checklist Answers

A comprehensive General Biological Resources Assessment, Burrowing Owl Survey, and Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (collectively referred to as the MSHCP Report*)* was prepared for the project site on January 2, 2024.[7] (**Appendix C**). By preparing the MSHCP Report, the project has complied with PVCCSP EIR mitigation measure MM Bio 6. The following information is taken from this biological report.

a) **Less Than Significant with Mitigation Incorporated.** The project site consists of 4.01 gross acres of vacant and recently disced land with little to no vegetation present. Vegetation within the project site is primarily comprised of weedy foxtail species (*Hordeum murinum*) that are characteristic of disturbed areas. The only vegetation present is weedy ruderal species and wildlife tolerant of human activity, including small mammals and songbirds. The project site is not located within an MSHCP Criteria Area, Cell Group, or Linkage Area so a Habitat Evaluation and Acquisition Negotiation Strategy, Consistency Analysis, or Joint Project Review are not required. In addition, there are no sensitive or undisturbed native habitats, including riparian/riverine resources, documented within or adjacent to the project site.

Sensitive Plants. No state or federally listed threatened or endangered plant species covered by the MSHCP occur or have suitable habitat onsite. The project site is not within any MSHCP designated Criteria Area or Narrow Endemic Plant Species Survey Area. However, there is potential for non-MSHCP covered special-status plants to be present in this area which are defined here to include: (1) plants that are federal- or state-listed as rare, threatened, or endangered, (2) federal and state candidates for listing, (3) plants assigned a Rank of 1 through 4 by the CNPS Inventory, and (4) plants that qualify under the definition of "rare" in the CEQA, Section 15380. The site provides potentially suitable habitat for a total of 48 special-status plant species based on the proximity of the project to previously recorded occurrences in the region, vegetation types and habitat quality, topography, elevation, soil types, and other species-specific habitat requirements. Based on results of the habitat suitability analysis and survey conducted on April 11, 2023, none of the 48 plant species are expected to occur within the project site, primarily due to the level of discing evident at the project site. Therefore, potential impacts to sensitive plants are less than significant and no mitigation is required.

Sensitive Wildlife. The site supports mainly species that may occupy urban areas and are tolerant of human activity including birds and small mammals. The site is not in a predetermined MSHCP survey area for mammals or amphibians and the recently disced site does not contain high-quality habitat that would support sensitive amphibians or mammals. and the site does not contain habitat that would support amphibians or mammals. The MSHCP Report initially determined that 58 special-status wildlife species have been recorded in the vicinity of the project site. Of these wildlife species, 56 are not expected to occur which correlate to species with Recommendations listed as “None” in the table provided in MSHCP Report (Appendix C). Reasons include the absence of essential habitat requirements for the species, the distance to

known occurrences and/or the species distributional range, the limited availability of foraging and nesting habitat, amount of site disturbance from past and present land uses, and/or the proximity of existing human-related disturbances.

Two (2) wildlife species have potential to occur on the project site, including Cooper's hawk (*Accipiter cooperii*) and burrowing owl (*Athene cunicularia*), both of which are listed as covered species by the MSHCP. It is assumed that both Cooper's hawk and burrowing owl could potentially present at the site, even though the quality of the habitat is relatively poor (due to agricultural uses, discing, and mowing); these species have some probability to occur because they occupy disturbed habitats, urban areas, and/or similar open conditions present at the site. It is not expected the Cooper's hawk would nest in the low areas of the site; however, immediately adjacent tall structures/buildings and trucks could provide nesting urban sites and the undeveloped project site could provide potential foraging habitat. While the potential for the site to support Cooper's hawk is low, payment of the MSHCP Development Fee would reduce any potential impact to this species to a less than significant level. The City requires payment of this fee as part of their standard Conditions of Approval (COAs) which is considered regulatory compliance and not unique mitigation under CEQA. The project site is not within an MSHCP designated Mammal Survey or an Amphibians Survey Area.

Nesting Birds. Despite the poor quality of vegetation/habitat on the site, the MSHCP Report determined the site could still provide low quality habitat for ground nesting birds protected by California Department of Fish and Game Code Sections 3503, 3503.5, and 3513. The loss of an active nest would be considered a potentially significant impact. The *MSHCP Report* recommended a nesting bird survey which is required by PVCCSP EIR Mitigation Measure Bio 1. With implementation of **mitigation measure MM-BR-1**, which replaces PVCCSP EIR mitigation measure MM Bio 1 based on recent direction from the California Department of Fish and Wildlife (CDFW), potential impacts to nesting birds from the project would be reduced to less than significant levels. Therefore, the project would be consistent with MSHCP Section 6.3.2.

Burrowing Owl. The project site is within a predetermined MSHCP Survey Area for burrowing owl (*Athene cunicularia*). Although general conditions in the area could support the species, due to the level of recent discing onsite, the MSHCP Report concluded that focused surveys were not warranted as suitable burrows could not be detected. However, the species could colonize the property in the future, so a 30-day burrowing owl preconstruction survey is required to ensure protection for this species and consistency with its conservation goals in the MSHCP.

The MSHCP Report recommended a 30-day pre-construction survey for burrowing owl which is required under PVCCSP EIR Mitigation Measure MM Bio 2. With implementation of **mitigation measure MM-BR-2**, which replaces PVCCSP EIR mitigation measure MM Bio 2 based on recent doirection from the CDFW, potential impacts to burrowing owl from the project would be less than significant. Therefore, the project would be consistent with MSHCP Section 6.3.2.

Riparian, Riverine, and Vernal Pool Resources. The MSHCP Report found no evidence of riparian, riverine or vernal pool resources within the project site per MSHCP Section 6.1.2. The site contains no improved or unimproved drainage structures or upland swales. In addition, the report found no evidence of vernal pools which are depressions in areas where a hard-underground soil layer prevents rainwater from draining downward. The site is underlain by well drained sandy soils with no indication of clay substrates or hydric soils indicative of wetlands or vernal pools. Therefore, the site has no potential habitat for Riverside fairy shrimp (*Streptocephalus woottoni*), or vernal pool fairy shrimp (*Branchinecta lynchi*), and no additional

surveys are needed. PVCCSP EIR mitigation measures MM Bio 4 and MM Bio 5 would not be applicable to the proposed project.

Riparian-Dependent Bird Species. Similarly, the site contains no riparian scrub, forest or woodlands resources so there is no suitable habitat for the listed coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), or western yellow-billed cuckoo (*Coccyzus americanus*) on the site. Therefore, the project would have no impacts relative to riparian, riverine, or vernal pool resources per MSHCP Section 6.1.2 and no mitigation is required.

Jurisdictional Resources. No wetlands or jurisdictional resources regulated by the U.S. Army Corps of Engineers, CDFW, or Regioinal Water Quality Control Board (RWQCB) were found within or immediately adjacent to the project site. There would be no impact, hence no regulatory permits or other mitigation is required. PVCCSP EIR mitigation measure MM Bio 3 would not be applicable to the proposed project.

Stephens' Kangaroo Rat. The project site falls within the Stephens' kangaroo rat (*Dipodomys stephensi,*) Fee Area outlined in the Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County California. The MSHCP Report concluded that payment of the Stephens' kangaroo rat Habitat Conservation Plan mitigation fee would be sufficient to provide compensatory mitigation for any potential impacts to this species. Paying this fee is a City standard Condition of Approval. Payment of the Stephens' kangaroo rat mitigation fee is considered regulatory compliance rather than unique mitigation under CEQA. With this required regulatory compliance, potential impacts to Stephens' kangaroo rat from the project would be less than significant and no mitigation is required.

Delhi Sands Flower-Loving Fly. The project area is not within areas mapped by the MSHCP or USDA Soil Service as having Delhi Sands or similar soils; therefore, this species is not expected so there would be no impacts.

MSHCP Species Not Adequately Conserved. As of January 21, 2022, the Regional Conservation Authority has reported that 19 species have not yet been adequately conserved based on the goals of the MSHCP. Based on a habitat assessment of the site, none of the 19 species identified in the MSHCP Table 9-3 have potential to occur within the project site, primarily due to the poor habitat quality of the recently disced site. None of the 10 plants identified in MSHCP Table-3 are expected to occur due to lack of suitable habitat at the project site, including the following: California bedstraw (*Galium californicum* ssp. *primum*), California muhly (*Muhlenbergia californica*), chickweed oxytheca (*Oxytheca caryophylloides*), Cleveland's bush monkeyflower (*Mimulus clevelandii*), cliff cinquefoil (*Potentilla rimicola),* lemon lily (*Lilium parryi*), Mojave tarplant (*Deinandra mohavensis*), ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*), shaggy-haired alumroot (*Heuchera hirsutissima*) and sticky-leaved dudleya (*Dudleya viscida*).The remaining nine (9) animal species are not expected to occur because the project site lacks suitable plants or vegetation associations needed to support them, including: California spotted owl (*Strix occidentalis occidentalis*), Grasshopper sparrow (*Ammodramus savannarum*), Lincoln's sparrow (*Melospiza lincolnii*), San Bernardino flying squirrel (*Glaucomys sabrinus californicus*), San Bernardino Mountain Kingsnake (*Lampropeltis zonata parvirubra*), San Diego Mountain kingsnake (*Lampropeltis zonata pulchra*), Southern rubber boa (*Charina bottae umbratica*), Southern sagebrush lizard (*Sceloporus graciosus vandenburgianus*), and Williamson's sapsucker (*Sphyrapicus thyroideus*). No take is anticipated to be possible for these MSHCP Table 9-3 Species, therefore there would be no impacts in this regard.

MSHCP Urban/Wildlands Interface. The MSHCP Urban/Wildlands Interface guidelines presented in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. The project site is not located adjacent to an existing or proposed MSHCP Conservation Area. There would be no impact and no mitigation is required. Therefore, the project would be compliant with MSHCP Section 6.1.4.

Fuels Management. The fuels management guidelines presented in Section 6.4 of the MSHCP are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas. The project site is not located adjacent to an existing or proposed MSHCP Conservation Area. There would be no impact and no mitigation is required. Therefore, the project would be compliant with MSHCP Section 6.4.

Summary. Based on available information, development of the project would not have a substantial adverse effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations of the CDFW or the United States Fish and Wildlife Service (USFWS). With implementation of **mitigation measures MM-BR-1 and MM-BR-2**, project impacts would be reduced to less than significant levels.

b) **Less Than Significant Impact.** According to the MSHCP Report, and as discussed in Threshold 4.a above, there is no evidence of riparian, riverine or vernal pool resources within the project site. In addition, no sensitive or undisturbed native habitats were documented within or adjacent to the project site. The MSHCP Report concluded the project site does not contain any drainage features, vernal pools, wetlands, etc. that would fall under the jurisdiction of the RWQCB, the Army Corps of Engineers, or the CDFW. The site also does not support any drainage features that would qualify as riparian/riverine habitat under the MSHCP. Therefore, the project would not have a substantial adverse effect on any other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or the USFWS. Impacts would be less than significant and no mitigation is required.

c) **Less Than Significant Impact.** According to the MSHCP Report and discussed in Thresholds 4.a and 4.b above, there is no evidence of riparian, riverine, or wetland resources on or adjacent to the project site. The MSHCP Report also indicated no Vernal Pool and/or Fairy Shrimp habitat was detected within the project site and the site did not show evidence of long-lasting ponds (i.e., cracked mud, crusty soil, etc.). Saline-alkali or clay soils, a common component of vernal pools, were also absent. Plants typically associated with vernal pools, or remnants thereof, such as alkaline popcorn flower (*Plagiobothrys leptocladus*), western marsh cudweed (*Gnaphalium palustre*), Parish's glasswort (*Arthrocnemum subterminale*), and swamp pickle grass (*Crypsis schoenoides*) were also not detected at the project site and no suitable habitat for fairy shrimp was detected at the project site.

Therefore, the project would not 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. Impacts would be less than significant and no mitigation is required. PVCCSP EIR mitigation measures MM Bio 3, MM Bio 4, and MM Bio 5 would not be applicable to the proposed project.

d) **Less Than Significant with Mitigation Incorporated.** According to the MSHCP Report, the project site does not contain any Criteria Cells, Conservation Areas, or Wildlife Movement Corridors under the MSHCP. In addition, it does not contain any drainage features which could

contribute to wildlife movement through the area. Although the project site has been extensively disturbed, its margins and adjacent lands contain bushes and isolated trees which may provide potential roosting, foraging, and nesting habitat for migratory birds and raptors, such as hawks and owls. Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. Impacts to nesting bird species must be avoided at all times. The period from approximately February 1 to August 31 is the expected breeding season for bird and raptor species occurring in the project area, although the nesting season may be extended due to drought and weather conditions.

Despite the poor quality of vegetation/habitat on the site, the MSHCP Report determined the site could still provide low quality habitat for ground nesting birds protected by California Department of Fish and Game Code Sections 3503, 3503.5, and 3513 including the burrowing owl. The loss of an active nest would be considered a potentially significant impact. The *MSHCP Report* recommended two mitigation measures which have been incorporated as **mitigation measures BR-1 and BR-2** (nesting bird and burrowing owl surveys, respectively).

With implementation of these measures, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) **Less Than Significant Impact.** The project site has been extensively disturbed in the past. The proposed project would provide landscaping including trees on the site per City requirements. The project, through the City's development review process, would be required to comply with two local ordinances regarding biological resources, namely the planting and maintenance of trees within the City.

Chapter 19.71 of the Perris Municipal Code, Urban Forestry Establishment and Care, outlines how the City will require and maintain the planting of trees throughout the City to establish Perris as a local "urban forest." Section 19.71.010 of the Code states the following purpose of the Urban Forest Ordinance…

> *"An urban forest is the assemblage of trees in a community that line streets, enhance parks, public spaces and grow wild or are planted in open spaces that this ordinance seeks to protect and enhance. The urban forest includes trees in commercial centers, schools, industrial parks, and residential areas, for which property owners provide care and protection. As a City grows, a well-maintained urban forest grows with it providing a sense of permanence, a source of civic pride, and enhancing the quality of life for its citizens and visitors. Urban forests are also a cost effective means of addressing critical community and regional issues ranging from improving local air quality to combating global climate change."*

In addition, the "Landscape Design Guidelines and Technical Manual" in Section 19.70.040 of the Perris Municipal Code, which describes landscaping requirements by development type and location, includes irrigation, landscape and planting detail sheets, Water Use Classifications of Landscape Species, and the Approved Tree List as adopted by the City. The project would be required to comply with this ordinance as a standard condition of approval through the City's development review process.

The City requires new development to comply with these ordinances, so the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a

tree preservation policy or ordinance. Impacts would be less than significant and no mitigation is required.

f) **Less Than Significant with Mitigation Incorporated.** The proposed project site is located within the Mead Valley Area Plan of the MSHCP for western Riverside County. The MSHCP Report indicates the site is not within or near any MSHCP Criteria Cell or area designated for MSHCP conservation, and there are no MSHCP Reserve Assembly Requirements associated with the site. In addition, the site is not subject to the MSHCP Urban/Wildland Interface requirements.

As discussed in Threshold 4.a, the MSHCP Report concluded the project would not have an adverse effect on any resources protected under or covered by the County's MSHCP, including burrowing owl and nesting birds, with implementation of four recommended measures which are already covered by standard City Conditions of Approval. Therefore, the following three (3) Conditions of Approval would be applied to the project: (1) payment of the MSHCP Local Development Mitigation Fee; (2) payment of the Stephens' Kangaroo Rat Mitigation Fee; and (3) compliance with the MSHCP Best Management Practices (Volume I, Appendix C). With this regulatory compliance, potential impacts related to the MSHCP would be less than significant. In addition, **mitigation measures MM-BR-1 and MM-BR-2** would be implemented to assure that potential impacts to nesting birds and burrowing owl under the MSHCP would be reduced to less than significant levels.

Mitigation Measures

MM-BR-1: In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. The nesting season in Riverside County generally extends from February 1 through September 1 although the nesting season may be extended due to weather and drought conditions.

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

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

Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

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

If burrowing owl are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and project applicant shall coordinate with the City of Perris Planning 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 the CDFW prior to the start of project activities. When a qualified biologist determines that burrowing owls are no longer occupying the project site per the criteria in the Burrowing Owl Plan, project activities may begin.

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

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines related to cultural resources are included in the PVCCSP.

Developments within the PVCCSP planning area are required to adhere to PVCCSP EIR mitigation measures MM Cultural-1, MM Cultural 2, MM Cultural 3, MM Cultural-4, and MM Cultural 6. PVCCSP EIR mitigation measure MM Cultural-1 requires preparation of a Phase I Cultural Resources Study that 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 Land 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.*

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

Finally, measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure, if any. The Phase 1 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 property or the start of construction of an implementing infrastructure project.

Explanation of Checklist Answers

A Cultural Resources Survey Report[8] was prepared for the project site by CRM TECH on December 2, 2023. (see Appendix D). By preparing the Cultural Resources Survey Report, the project has

complied with PVCCSP EIR mitigation measure MM Cultural 1. The information in this section is largely based on the Cultural Resources Survey Report.

a) **No Impact.** The proposed project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The State CEQA Guidelines state the term "historical resources" applies to resources that meet any of the following criteria for listing on the California Register of Historical Resources:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

(2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c)).

A records search through the Eastern Information Center, performed as part of the Cultural Resources Survey Report, found a total of 48 previous cultural studies conducted between 1974 and 2019 in the surrounding area, including the adjacent property to the east and the south. As a result of these past surveys, 17 cultural resources have been recorded within one mile of the project site. One of these known cultural resources was of prehistoric—i.e., Native American—origin, consisting of bedrock milling features with a metate fragment located nearly one mile to the southeast of the project location. The other 16 resources dated to the historic period and included four buildings, the remains of a former homestead and a grain mill, irrigation features, and linear infrastructure features such as a segment of Webster Avenue. None of them were found in the immediate vicinity of the project site.

In addition, there are no historic resources listed in the California Register of Historical Resources pursuant to Section 15064.5 on or adjacent to the project site. The project site is currently vacant, and the proposed industrial project does not propose to change any local historic designations of any recognized historical sites or structures. The Cultural Resources Survey Report also indicated that research into past ownership of the site revealed no known connections to local historical names, families, or ranches. Therefore, no impact would occur to historic resources and no mitigation is required.

b) **Less Than Significant with Mitigation Incorporated.** A significant impact would occur if a known or unknown archaeological resource is removed, altered, or destroyed as a result of the proposed project. A number of Native American tribes have occupied the Southern California region for thousands of years. The Perris Valley is considered sensitive for archaeological prehistoric (Native American) resources and artifacts. These resources are typically associated with rock outcroppings with milling features and prehistoric food processing stations of Native American origin. The project site and the immediate surrounding area do not contain any rock outcroppings so it is unlikely such resources exist on the project site.

As indicated in sub-section 4.5(a) above, a records search through the EIC found a total of 48 previous cultural studies conducted between 1974 and 2019 in the surrounding area, including the adjacent property to the east and the south. As a result of these past surveys, 17 cultural resources have been recorded within one mile of the project site. One of these known cultural resources was of prehistoric—i.e., Native American—origin, consisting of bedrock milling features with a metate fragment located nearly one mile to the southeast of the project location. The other 16 resources dated to the historic period and are not located in the immediate vicinity of the project site.

Much of the project site and surrounding area has been disturbed by past agriculture and other human activity, most recently the development of low intensity light industrial and commercial uses in the surrounding area, although there is still vacant land in the immediate surrounding area as well.

Despite this historical and ongoing disturbance, it is still possible that grading of the site could uncover unknown cultural resources. Several local Native American Tribes have also expressed concern and interest in development activities in the Perris Valley pursuant to SB 18 and Assembly Bill (AB) 52 (see Sections 18.a-b, *Tribal Cultural Resources*). These tribes regularly consult with local governments on impacts to tribal resources.

The PVCCSP EIR included mitigation measures MM Cultural 2, MM Cultural 3, and Cultural 4 to protect unanticipated cultural resources if they were found during grading. These mitigation measures have been revised and consolidated by the City into mitigation measure **MM-CR-1**. With implementation of this mitigation measure, potential impacts to archaeological resources would be less than significant.

c) **Less Than Significant with Mitigation Incorporated.** Because the project site has been previously disturbed by agriculture and weed abatement, no human remains or cemeteries are anticipated to be disturbed by the proposed project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface which may be encountered during construction excavations associated with the proposed project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the presence of surface and subsurface archaeological resources throughout the Perris Valley, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Several local Native American Tribes have expressed concern and interest in development activities in the Perris Valley pursuant to SB 18 and AB 52 (see Sections 18.a-b, *Tribal Cultural Resources*). These tribes regularly consult with local governments on impacts to tribal resources, including the discovery of human remains that may be related to their tribes. Despite historical disturbance, it is still possible that grading of the project site could uncover human remains.

California Health and Safety Code Section 7050.5 requires that, in the event that human remains are uncovered, work must be halted in the immediate area of the find and the County Coroner must be notified. If the remains are determined to be of Native American origin, the appropriate tribal representatives are contacted.

The PVCCSP EIR included mitigation measure MM Cultural 6 to protect unanticipated human remains if they were found during grading. This mitigation measure has been revised by the City as mitigation measure **MM-CR-2**. With implementation of this mitigation measure, potential impacts to archaeological resources would be less than significant.

Mitigation Measures

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

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

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

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

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

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

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

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

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD).[3] Despite the affiliation with any Native American representatives at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the

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

disposition of the remains, State law will apply and mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

4.6 – Energy

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

The proposed project is required to adhere to PVCCSP EIR mitigation measures MM Air 19 and MM Air 20. PVCCSP EIR mitigation measure MM Air 19 requires implementing development projects to include installation of energy-efficient street lighting throughout project sites. PVCCSP EIR mitigation measure MM Air 20 requires each implementing development project to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent.

Explanation of Checklist Answers

A *Greenhouse Gas and Energy Analysis memorandum* was prepared to evaluate the potential energy and greenhouse gas impacts associated with the construction and operation of the proposed project. The information presented below is condensed from the report prepared by MIG, dated December 4, 2023, and attached as Appendix E. It should be noted that the applicant is proposing a 42,000-square-foot solar panel system on the roof of the proposed non-refrigerated light industrial building.

a) **Less than Significant Impact.** The proposed project consists of the construction and operation of a 58,974-square-foot warehouse building. Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. It is estimated that construction activities would consume approximately 19,014 gallons of diesel fuel to power on-site, off-road heavy-duty construction equipment. Worker, vendor, and haul truck trips during construction activities are anticipated to consume 7,945 gallons of gasoline, 10,473 gallons of diesel, and 1,846 kWh of electricity.

Once operational, the proposed project would consume energy for vehicle trips and electricity usage. As estimated using CalEEMod (Appendix E), the proposed warehouse building would consume approximately 838 megawatt-hours (mWh) of electricity per year. Some of this consumption would be offset by the electricity generated by the approximately 42,000 square foot solar panel the project proposes. The warehouse building would be all electric and would not consume natural gas. Operational vehicle trips are anticipated to consume approximately 24,349 gallons of gasoline, 66,814 gallons of diesel, and 8,799 kilowatt-hours (kWh) of electricity on an annual basis, upon its first year of operation.

Electricity and gasoline fuel consumption are energy sources necessary to operate and maintain the proposed project in a safe manner. Electricity for lighting is essential for safety and security and electricity for temperature-controlled activities is necessary for the operation of the building. In addition, the proposed project includes elements that support energy efficiency and renewable energy, including a 42,000-square-foot solar panel system over the building, light colored roofing over the office area, and on-site electric vehicle charging facilities.

As discussed above, the proposed project would be built to the latest CalGreen Code standards, which would include building elements that support energy efficiency and renewable energy. At a minimum, the project would comply with the following requirements of the 2022 CalGreen Code[9] sections as outlined in Chapter 5, Non-Residential Mandatory Measures:

- Section 5.1, Planning and Design
    - 5.106.5.3 – Electric vehicle (EV) charging.
    - 5.106.3.1 – EV capable spaces
    - 5.106.4.1 – Short-Term Bicycle Parking
    - 5.106.4.1.2 – Long-Term Bicycle Parking
    - 5.106.5.3.2 - Electric vehicle charging stations (EVCS).
    - 5.106.5.4.1 – Electric vehicle charging
- Section 5.2, Energy and Efficiency
    - 5.02.1 – Title 24, California Energy Code
- Section 5.3, Water Efficiency and Conservation
- Section 5.4, Material Construction and Resource Recovery

These measures were developed after approval of the PVCCSP EIR so their implementation would help to further reduce energy consumption during project construction (and operation). For these reasons, the proposed project would not result in the wasteful, inefficient, or unnecessary use of energy resources, and as such, impacts would be less than significant. However, the project would also implement PVCCSP EIR mitigation measures MM Air 11, MM Air 12, MM Air 14, MM Air 18, MM Air MM Air 19, and MM Air 20 to further reduce the energy demands of the project.

b) **Less Than Significant Impact.** The City of Perris was a participant in the Western Riverside Energy Leadership Partnership, under which each jurisdiction developed an Energy Action Plan. Growth rates from the Energy Action Plans were incorporated in the Perris Climate Action Plan (CAP), which establishes local energy efficiency measures. These measures are focused on residential and commercial efficiency improvements; the proposed project would not conflict with them. The project would also be required to comply with applicable portions of the CalGreen Building Code as described in Section 4.6(a) above. In addition, the proposed project would be required to adhere to PVCCSP EIR mitigation measures MM Air 11, MM Air 12, MM Air 14, MM Air 18, MM Air 19, and MM Air 20. Construction and operation of the proposed project would not conflict with or obstruct a state or local plan for renewable energy, impacts would be less than significant.

Mitigation Measures

Although the impacts of the project would be less than significant, the proposed project would be required to adhere to PVCCSP EIR mitigation measures shown below:

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 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 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 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.

4.7 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are applicable to the analysis of geology and soils.

The proposed project would be required to adhere to PVCCSP EIR mitigation measure MM Geo 1 to prepare a geotechnical report and mitiation measures MM Cultural 1 and MM Cultural 3 to address potential paleontological resource impacts.

Explanation of Checklist Answers

A *Geotechnical Engineering Investigation*[10] was prepared by Norcal Engineering (See Appendix F) to evaluate the potential geological, soil, and seismic impacts of the proposed project, and the associated conditions of the project site. In addition, a Paleontological Resources Assessment Report[11] was prepared by CRM TECH on December 2, 2023 (see Appendix D). By preparing the Geotechnical Engineering Investigation, the project has complied with PVCCSP EIR mitigation measure MM Geo 1 and by preparing the Paleontological Resources Assessment Report, the project has complied with PVCCSP EIR mitigation measure MM Cultural 1. The information presented below is provided in full in the aforementioned reports.

a.i) **No Impact.** The City of Perris is located in a seismically active region of Southern California. However, according to the Geotechnical Engineering Investigation as well as the California Department of Conservation, the project site is not located within an Alquist-Priolo Earthquake Fault Zone.[12] According to the Geotechnical Engineering Investigation, the closest known active fault is the San Jacinto Valley segment of the San Jacinto Fault located approximately 7.4 miles south of the project site. Based on the above, implementation of the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. No impact associated with rupture of a fault would occur and no mitigation is required.

a.ii) **Less Than Significant Impact.** The City of Perris, and the project site, are at risk of strong seismic ground shaking given the Southern California location and proximity to various regional fault lines. While no active faults intersect the project site, the City is located in a region subject to intense ground shaking and heavy damage to property in potential earthquake scenarios. Therefore, as recommended in the Geotechnical Engineering Investigation, all construction is required to occur in compliance with the most current California Building Code requirements. The potential for strong seismic ground shaking is typical for the region, and the proposed project does not present a unique risk. Adherence to standard conditions and regulatory compliance would provide mitigation and reduce the impacts related to strong ground shaking, including the risk of loss, injury, and death, to a level that is less than significant.

a.iii) **Less than Significant Impact.** Liquefaction is a form of ground failure that occurs when soil transforms from a solid state to liquefied condition due to intense seismic ground shaking. Liquefaction typically occurs in loose granular materials, with saturated silt and clay contents, at shallow groundwater tables less than 50 feet from the surface. The project site is located within the Perris Valley which is bounded by the Box Springs Mountains on the north, a relatively undefined area of the Menifee Valley on the south, several granitic hills and mountains (including the Lakeview Mountains) on the east, and the Perris Erosion Surface on the west. The Perris Valley is a north-northwest trending alluvial basin which has been filled with sediments that have eroded out of the surrounding bedrock highlands. Drainage in the valley is to the south and west. According to the Geotechnical Engineering Investigation, the project site "is situated in an area of very low liquefaction susceptibility." Additionally, the project would be required to comply with existing 2019 California Building Code regulations (Chapter 18), which would limit liquefaction impacts to less than significant.[13] The project site is located in an area with low susceptibility to liquefaction and any risks

will be limited with adherence to existing building codes. Potential liquefaction impacts at the project site are considered to be less than significant.

a.iv) **No Impact.** The project site is not in an area mapped for potential earthquake-induced landslide movement on the State of California Earthquake Zones of Required Investigation Maps.[14] Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The project site and surrounding area is generally flat and urbanized, and not located below or on a slope. The project would not expose people or structures to injury or loss due to landslides. No impacts associated with landslides would occur at the project site.

b) **Less than Significant Impact.** Implementation of the proposed project has the potential to expose surficial soils to wind and water erosion during site grading and construction activities. Erosion would be minimized through soil stabilization measures required by South Coast AQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the 2019 California Building Code and the National Pollution Discharge Elimination System (NPDES) regulations, such as silt fencing, fiber rolls, or sandbags. Following construction, the site would be covered completely by paving, structures, and landscaping, reducing the potential for soil erosion or loss of topsoil. The proposed project has a low potential to impact soil erosion, and with adherence to various erosion control mitigation measures, impacts due to erosion of topsoil would be less than significant.

c) **Less Than Significant Impact.** Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to a combination of gravity and ground shaking. Lateral spreading has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Liquefaction occurs when seismic waves pass through saturated granular soil, distorting its granular structure, and causing some of the empty spaces between granules to collapse. As previously discussed, section 4.7 - a.iii and a.iv, the project site is not located in an area with low potential of occurrence for landslides and liquefaction. As the site has a low susceptibility to liquefaction, under such circumstances, the potential for lateral spreading at the project site is considered very low. Additionally, as discussed in Section 4.7 - a.iii. of this document, the project would be required to comply with existing 2019 California Building Code regulations (Chapter 18), which would limit any potential liquefaction or lateral spreading impacts to less than significant levels. The proposed project would be required to comply with standard conditions including compliance with the recommendations of the Geotechnical Engineering Investigation and any other City Conditions of Approval. These conditions are considered regulatory compliance and not unique mitigation under CEQA. Implementation of the proposed project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

d) **Less than Significant Impact.** According to the Geotechnical Engineering Investigation, expansive soils were encountered at the project site. The California Building Code requires special design considerations for foundations of structures built on soils with expansion indices greater than 20, as indicated in Table 4.7-1.

Table 4.7-6
Classification of Expansive Soils

Expansion Index	Potential Expansion
0-20	Very Low

21-50	Low
51-90	Medium
91-130	High
Above 130	Very High
Source: From Table 18A-I-B of California Building Code (1988)	

The proposed project would be required to comply with the recommendations of the Geotechnical Engineering Investigation. These conditions are considered regulatory compliance and not unique mitigation under CEQA. It is the recommendation of the Geotechnical Engineering Investigation that the applicant and design parties associated with the proposed project adhere to measures within the Expansive Soil Guidelines, so potential impacts to the project would be less than significant. Adherence to measures established in the California Building Code and Expansive Soil Guidelines would mitigate any potential risk from expansive soils and, as such, impacts would be less than significant.

e) **No Impact.** The project would connect to the existing Eastern Municipal Water District sewer system and would not require the use of septic systems. No impact would occur.

f) **Less than Significant with Mitigation Incorporated.** A Paleontological Resources Assessment (PRA) was prepared for the project site. The project site is currently undeveloped. However, it was previously disturbed for agricultural uses and is located in an urbanized and trafficked area, and, as such, has been disturbed during previous earth moving activities. According to the Conservation Element of the City of Perris General Plan, the project site is located in Area 1, which is a High Sensitivity area for paleontological resources.[15] Areas classified as high sensitivity may contain buried paleontological deposits that may be impacted during construction. Conservation Element implementation measure IV.A.4 requires paleontological monitoring of all projects within Area 1 once subsurface excavation begins. Because the project site is mapped as having a high potential for paleontological resources (fossils), a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) shall be prepared and approved in conformance with City of Perris Conservation Element implementation measure IV.A.4 as set forth in **mitigation measure MM-GS-1**. [4] With the implementation of **mitigation measure MM-GS-1**, potential impacts to paleontological resources would be less than significant.

Mitigation Measures

MM-GS-1 Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) to be onsite fulltime for any project-related subsurface excavation. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no excavation activities shall occur at the 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. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the

[4] Project-specific mitigation measure **MM-GS-1** replaces PVCCSP EIR mitigation measure **MM Cultural 5**.

authority 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.

4.8 – Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are applicable to the analysis of greenhouse gas emissions related to the project.

The proposed project would be required to adhere to PVCCSP EIR mitigation measures MM Air 11 through MM Air 14 and Mitigation Measure MM Air 21.

Explanation of Checklist Answers

A *Greenhouse Gas and Energy Analysis Memo* was prepared to evaluate the potential energy and greenhouse gas impacts associated with the construction and operation of the proposed project. The information presented below is condensed from the report prepared by MIG, dated December 4, 2023, and is attached as Appendix E.

Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). GHGs that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants because climate change is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. The six most common GHG's are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential. The reference gas for measuring global warming potential is CO_2, which has a global warming potential of one. By comparison, CH_4 has a global warming potential of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHGs by their global warming potential determines their carbon dioxide equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions (referred to as CO_2 equivalents, or CO_2e).

a) **Less than Significant Impact.** 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 tonnes of CO_2e ($MTCO_2e$) 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 the adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

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

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

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$ per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$ per year), commercial projects (1,400 $MTCO_2e$ per year), and mixed-use projects (3,000 $MTCO_2e$ per year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$ per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

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

targets that reduce emissions to 40 percent below 1990 levels are 3.0 $MTCO_2e$ per service population for project level analyses and 4.1 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

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

The thresholds identified above have not been adopted by the 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 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 $MTCO_2e$ 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 $MTCO_2e$ per year threshold of significance for industrial projects and the draft thresholds for non-industrial projects for the purpose of evaluating impacts with respect to project-level GHG emissions. The City's use of the 10,000 $MTCO_2e$ threshold is also considered to be conservative for the proposed project since it is being applied to all of the GHG emissions generated by the proposed project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the South Coast AQMD's adopted 10,000 $MTCO_2e$ threshold applies only to the new stationary sources generated at industrial facilities.

The proposed project would generate GHG emission from both short-term construction and long-term operational activities. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. The South Coast AQMD recommends amortizing construction GHG emissions over a 30-year period and including them with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. Once operational, the proposed project would generate GHG emissions from area, stationery, mobile, water/wastewater, and solid waste sources.

The proposed project's potential GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.11. project emissions were generated using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- The type and length of construction phases for each site, as well as the equipment used in each phase and the number of worker trips per day, were modified per information provided by the project applicant. To comply with the City of Perris Perris Good Neighbor Guidelines, all off-road construction equipment greater than 50 horsepower was assumed to meet EPA/CARB Tier 3 exhaust emission standards.

- The default, weekday trip generation rate, average vehicle miles traveled (VMT) distance, and fleet mix were updated to reflect the information provided in the Transportation Study Screening Assessment (Ganddini Group 2023).
- Natural gas use was excluded from the project since the project does not propose natural gas connections for building or appliance systems.

The proposed project's total GHG emissions are shown in Table 4.8-1.

Table 4.8-7
Unmitigated Project Greenhouse Gas Emissions

GHG Emissions Source	GHG Emissions ($MTCO_2e$ Per Year)
Operations	
Area	1.2
Energy	161.0
Mobile	851.0
Waste	4.7
Water	18.1
Subtotal[1]	1,036.0
Construction	
Total Construction Emissions	468.0
Average Annual Emissions (30 Year Lifetime)[2]	15.6
Total Project Emissions[1]	1,051.6
South Coast AQMD Industrial Threshold of Significance	**10,000**
South Coast AQMD Industrial Threshold Exceeded?	***No***

Source: MIG 2023 (See Appendix E) and SCAQMD, 2023.

[1] Totals may not equal due to rounding.
[2] Construction emissions value has been averaged over a 30-year assumed project lifetime.

As shown in Table 4.8-1, the proposed project's potential increase in GHG emissions would be below the South Coast AQMD's emissions threshold for industrial projects. It should be noted that the energy emissions estimates contained in Table 4.8-1 are considered conservative because they do not take into account the on-site renewable electricity that would be generated by the approximately 42,000-square-foot solar panel system. The proposed project, therefore, would not generate GHG emissions that exceed South Coast AQMD CEQA thresholds or otherwise result in a significant impact on the environment.

b) **Less than Significant Impact.** The proposed project also would not conflict with or otherwise obstruct implementation of a plan, policy, or regulation adopted for the purposes of reducing GHG emissions, including the CARB 2022 Climate Change Scoping Plan (*2022 Climate Change Scoping Plan*), Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), or the City of Perris Climate Action Plan (CAP).

The *2022 Climate Change Scoping Plan* is CARB's primary document used to ensure State GHG reduction goals are met. The *2022 Climate Change Scoping Plan's* primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as established by AB 1279. Many of the measures identified in the

2022 Scoping Plan Update are not applicable at the proposed project's level; rather, the success of the plan primarily relies upon the State's actions to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. Although most of these measures would be implemented at the State level, the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the City of Perris or County of Riverside, emissions generated through gasoline combustion in motor vehicles within the county would produce less GHG in 2030 than they do now. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would become greener over time as the State's RPS increases, consistent with the benchmarks established in SB 100 and SB 1020. The proposed project would, however, be of an all-electric design (i.e., no natural gas connections or appliances) and include an approximately 42,000-square-foot solar panel system on its roof. These project components are considered to be items that support the State's long-term GHG emission reduction goal of becoming carbon neutral by 2045. Therefore, the proposed project would not conflict with or obstruct implementation of the *2022 Climate Change Scoping Plan.* The impact of the project would be less than significant.

Although the impact of the proposed project would be less than significant, the project would be required to comply with **PVCCSP EIR mitigation measures MM Air 11 through Air 14 and MM Air-21** which would further reduce the GHG emissions of the project.

Mitigation Measures

The proposed project would be required to implement PVCCSP EIR mitigation measures MM Air-11, MM Air 13, MM Air-14, and MM Air 18 through MM Air-21 as shown below:

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 NOx] funding programs, as identified on South Coast AQMD'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 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 be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

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

With implementation of these programmatic PVCCSP EIR measures, no project-specific mitigation measures related to greenhouse gas emissions are recommended in this Initial Study/MND.

4.9 – Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☑	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to development within the Airport Influence Zones I and II. 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.

Airport Overlay Zone (Chapter 2.1.6 of the PVCCSP)

Accident Potential Zone I (APZ-I)
This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Nonresidential development will be limited to those uses that have not more than 25 persons per acre such as office parks, warehouses and distribution centers or similar uses. This zone prohibits new residential development, schools or churches. It should be noted that there is some existing residential development in this area.

Accident Potential Zone II (APZ-II)
This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. Non-residential development will be limited to those uses that have not more than 50 persons per acre at any time, including hotels and motels. This zone prohibits new residential development, schools or churches.

AIRPORT OVERLAY ZONE (Chapter 12.0 of the PVCCSP)

The Airport Overlay Zone (AOZ) is an area approximately 1,032 acres and generally extending south of the runway at March Air Reserve Base/Inland Port (March ARB/IP) through the central part of the Perris Valley Commerce Center (PVCC) Specific Plan area. This zoning overlay defines specific land uses and land use densities as distinguished by each of these areas. This zoning overlay corresponds to the March ARB/IP Airport Land Use Compatibility Plan adopted in 2014 and the March ARB/IP Safety Zones: M (Military), A (Clear Zone), B1 (Inner Approach Departure Zone), B2 (High Noise Zone), C1 (Primary Approach/Departure Zone), C2 (Flight Corridor Zone), D (Flight Corridor Buffer), and E (Other Airport Environs). These safety zones are shown on Figure 12.0-1. The AOZ corresponds generally with the boundaries and provisions of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ARB/IPA ALUCP) and airport influence area.

Airport Overlay Zones and Delineation (Chapter 12.1 of the PVCCSP)

The following March zones apply throughout the Perris Valley Commerce Center. Refer to Figure 12.0-1 below for overlay zones.

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

Applicability (Chapter 12.1.1 of the PVCCSP)

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development project on properties within the March ARB/IPA ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans division of Aeronautics Airport Land Use Planning Handbook.

<u>Existing Development and Land Uses</u>
Non-conforming uses and structures shall comply with Airspace Protection Standards of 19.51.070 which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the AOZ are nonconforming uses and may continue. No increase in density for non-conforming residential land uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ. Development or land uses shall be considered “existing” if one of the following conditions are met:

- A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- Building permits have been issued and have not expired.
- The structures and site development have been legally established and physically exist.

Procedures (Chapter 12.1.2 of the PVCCSP)

Approval
All ministerial and discretionary actions within the AOZ shall be reviewed for consistency with this Chapter prior to approval.

Mandatory findings for approval
When a project, use or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:

- The project, use or activity complies with the noise compatibility policies of the AOZ.
- The project, use or activity complies with residential and non-residential density standards and other development conditions as per Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table.
- The project, use or activity complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- The project, use or activity complies with the airspace protection policies of the AOZ.
- The project, use or activity complies with the overflight policies of the AOZ.

Amendments
Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IPA ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IPA ALUCP.

Overrule Provisions
Should the RCALUC update the March ARB/IPA ALUCP, the City Council of the City of Perris shall review the updated March ARB/IPA ALUCP and either make changes to applicable General Plan sections, zoning, and implementing ordinances, or the City Council may, pursuant to Public Utilities Code Section 21676(b), overrule the RCALUC.

Compatibility with March ARB/IPA ALUCP (Chapter 12.1.3 of the PVCCSP)

The Perris Valley Commerce Center is located in March ARB/IP safety zones and therefore all development shall comply with the following measures:

Avigation Easement
Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA). Avigation easement forms and instructions are available on the MJPA website, www.marchjpa.com.

Noise Standard
All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.

Land Use and Activities

Compatible and approved land uses and activities shall not be altered or amended without City consent. The following shall be prohibited:

- Any use that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or landing at an airport, other than FAA-approved navigational lights and systems.
- Any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport.
- Any use that would generate excessive smoke or water vapor or attract large concentrations of birds, or that would otherwise affect safe air navigation within the AIA.
- Any use that would generate electrical interference that may be detrimental to the operation of aircraft or the aircraft's navigation instrumentation.

Retention and Water Quality Basins
All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Notice of Airport in the Vicinity
Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the MARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and shall consist of the following:

NOTICE OF AIRPORT IN VICINITY

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 & Professions Code Section 11010 (b)(13)(A)

Disclosure
The applicant shall provide full disclosure of the avigation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

Lighting Plans
Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March ARB/IP), for review and comment prior to issuance of building permits.

Height Restrictions per Federal Aviation Regulations Part 77
The federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 regulations identify elevations at which structures may present a potential hazard to air navigation and require FAA review Please see Appendix D of the 2005 March ARB/IP AICUZ that describes FAR Part 77 height obstruction criteria surrounding the airport.

Form 7460

Development projects in the AOZ shall submit FAA Form 7460-1 (Notice of Proposed Construction or Alteration) through the process outlined at oeaaa.faa.gov, and shall receive and provide the City of Perris a copy of the FAA's "Determination of No Hazard to Air Navigation" prior to project construction. Should cranes or vertical equipment be used during the construction process, a separate Form 7460-1 is required for construction equipment to be submitted.

Infill

Infill: Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

(a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:
(1) The parcel size is no larger than 20.0 acres.
(2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.
(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this Plan unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:
(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the March ARB/IP COMPATIBILITY CRITERIA Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(d) The single-acre and risk-reduction design density and intensity multipliers described in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code are applicable to infill development.
(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed.

Enhanced Site Amenities (Chapter 13.3.1 of the PVCCSP)

The Perris Valley Commerce Center Specific Plan encourages development that is functional and promotes superior aesthetics. By providing enhanced site amenities, individual property owners will advance their own business interests and those of the greater community. Amenities may include, but are not limited to:

- On-site employee child day-care for large businesses that do not use or store significant amounts of hazardous materials provided there are no restrictions as a result of the Airport Overlay Zone.
- On-site employee gym, shower, or exercise equipment that encourages physical fitness and employee retention in buildings less than 100,000 square feet.
- Outdoor seating areas, public spaces, and plazas that encourage employee interaction and outdoor dining.
- On-site cafeterias to encourage workers to stay at work for lunch, reducing the amount of driving needed.
- Convenient carpool covered parking, employee drop-off areas and/or electric vehicle recharging stations to encourage trip reduction and improved air quality.
- Other amenities as proposed by site developers and acceptable to the City.

The proposed project is also required to adhere to PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 7.

Explanation of Checklist Answers

A *Phase I Environmental Site Assessment* (ESA), dated June 4, 2021, was prepared for the project by Environmental & Regulatory Specialists, Inc. (see Appendix G). The information in this section relates to hazards and hazardous wastes and is based on the information and analysis provided in that assessment.

a) **Less Than Significant Impact.** Implementation of the project could create significant hazards as a result of the routine transport, use, or disposal of hazardous materials during the construction of the proposed project. The results of the Phase I Environmental Site Assessment found no evidence of Recognized Environmental Conditions at or in proximity to the project site.

The project site is surrounded on all sides by land zoned for commercial or light industrial uses. Development of the project site does not include a residential component and it would not place housing near any hazardous materials facilities. The nearest, existing single-family residential receptors are located approximately 1,150 feet east-southeast of the project site along East Nance Street. Residences are also present at further distances, including those along Harley Knox Boulevard approximately 2,000 feet east of the project site, and those near the southwestern intersection of Markham Street and Brennan Avenue, approximately 0.9 mile east of the project site in Moreno Valley.

The routine use, transport, or disposal of hazardous materials is primarily associated with moderate to heavy industrial land uses that require hazardous materials for manufacturing operations or produce hazardous wastes as by-products of production applications. Construction and operation of the proposed warehouse building could facilitate activity involving the use, routine transport, or disposal of hazardous substances.

Construction Impacts

Construction of the proposed warehouse building would include the transport, use, and disposal of a minor amount of hazardous materials and wastes typical of construction projects, including, but not limited to, fuels, lubricants for construction machinery, coating materials, and other various materials. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level. Materials would be transported along surrounding roadways, including Harley Knox Boulevard and Indian Avenue as needed. The project would be under the jurisdiction of the EPA and Riverside County, which manage the inspection, regulation, transportation, use, and disposal of hazardous materials in Perris. Development of the project site would be required to comply with federal, state, and local regulations pertaining to safe transport, use, handling, and disposal of hazardous materials. Impacts would be less than significant.

Operational Impacts

The proposed project is a warehouse meant for the storage and movement of materials. The specific materials moved through the proposed industrial facility site are unknown prior to its construction. Hazardous materials commonly used in conjunction with general/light industrial warehouse operations include relatively limited amounts of cleaners, lubricants, and pesticides. The remnants of these items and other similar products would be disposed of in the same manner as household hazardous wastes that are prohibited or discouraged from being disposed of at local landfills. The Riverside County Department of Waste Resources operates permanent household hazardous waste facilities, as well as organizes household hazardous waste disposal events throughout the year. These facilities will allow easy disposal of any household hazardous waste generated on-site. Through adherence to local regulations, the use of common household hazardous materials, created waste, and their disposal do not present a substantial health risk to the community. Impacts associated with the routine transport, use, or disposal of hazardous materials or wastes would be less than significant.

b) **Less Than Significant Impact.** The project site is not included on the state's *Cortese List*, see Section 4.9 – d. The State's two main governmental databases of hazardous material sites (e.g., spills, storage, permits, accidental releases, remediation, etc.) are Geotracker, maintained by the California Water Boards, and Envirostor, maintained by the Department of Toxic Substances Control. According to the ESA prepared for the project, within one-mile of the project site there were found to be three reports for permitted underground storage tanks with no indication of leakage. As such they do not raise an environmental concern. Three leaking underground storage tank sites were also found at least 0.75 miles away from the project site, and all of them are listed as "Completed – Case Closed."

The project site is currently vacant and was historically used for passive agriculture (e.g., dry farming, grazing, etc.). Therefore, there would be no potential impacts related to the demolition of structures with asbestos containing materials or lead-based paint. Based on the above, the potential for the proposed project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment is considered relatively low. Due to past agricultural use, it is possible that agricultural-related chemicals such as pesticides, herbicides and fertilizers may have been used and/or stored onsite, although there is no evidence of past structures such as houses, barns, or outbuildings. Since the project proposes to build and pave over the property, and does not include any residential uses, any possible former use of agricultural chemicals is not expected to represent a significant environmental concern. The project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

c) **No Impact.** The closest existing schools to the project site are Rancho Verde High School approximately 1.0 mile to the east-northeast and May Ranch Elementary School 1.6 miles to the southeast. These schools would not be subject to any hazardous waste as a result of construction and operation of the proposed project. No impacts would occur.

d) **No Impact.** The proposed project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.[16] Based upon review of the *Cortese List*, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control,[17]
- listed as a leaking underground storage tank site by the State Water Resources Control Board (SWRCB),[18]
- listed as a hazardous solid waste disposal site by the SWRCB,[19]
- currently subject to a Cease and Desist Order or a Cleanup and Abatement Order as issued by the SWRCB,[20] or
- developed with a hazardous waste facility subject to corrective action by the Department of Toxic Substances Control.[21]

Because the project site does not contain any known hazardous materials, no impact would occur and PVCCSP EIR mitigation measure Haz 7 would not be applicable to the proposed project.

e) **Less than Significant with Mitigation Incorporated.** The proposed project is located approximately 0.8 mile southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the MARB/IPA ALUCP Zone D ("Flight Corridor Buffer"). As described in the Noise Report (Appendix J) there are no restrictions or limits for land uses in Zone D, and this zone is associated with noise levels less than 55 dBA CNEL. Reference **Exhibit 4.9-1, ALUCP Safety Zones.**

Due to the request for a Specific Plan Amendment, the project was submitted to the Riverside County Airport Land Use Commission (ALUC). On May 11, 2023, ALUC found the project to be consistent with the MARB/IPA ALUCP subject to the conditions outlined in **mitigation measure MM-HHM-1**. In addition, the proposed project would be subject to **PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6**.

The proposed project site is also located approximately 7 miles north of the Perris Valley Airport. Implementation of the proposed project would not result in a safety hazard from operations at the Perris Valley Airport and no impacts would occur. With implementation of the recommended mitigation, the proposed project would not result in a safety hazard or excessive noise from local airports and impacts would be reduced to less than significant levels.

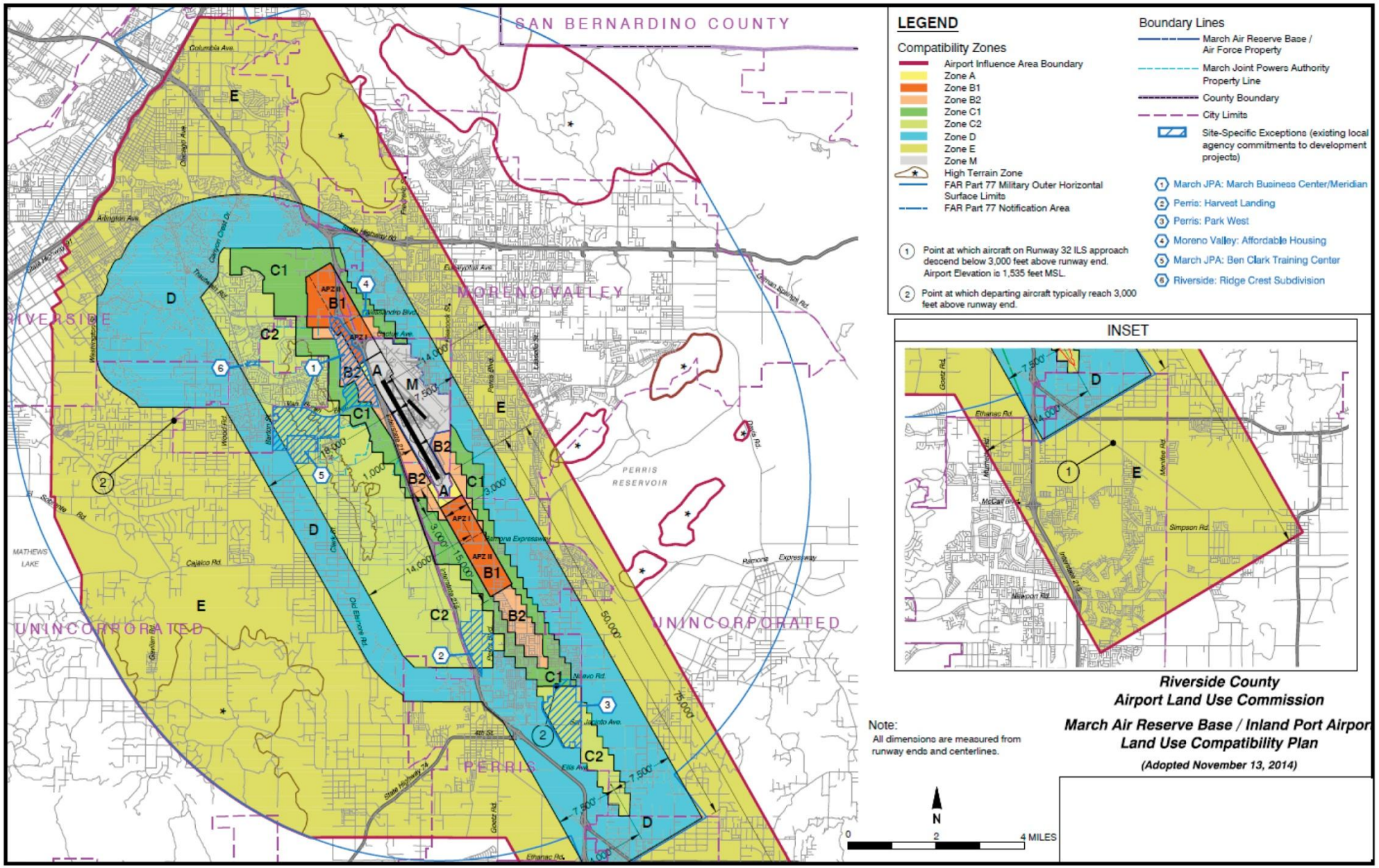

Exhibit 4.9-1 ALUCP Safety Zones

Brew Enterprises Industrial Warehouse Project

Perris, California

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f) **Less than Significant Impact.** The proposed project would replace vacant land with light-industrial development (logistics/distribution warehouse). Primary access to the project site would be provided via two driveways off of Harley Knox Boulevard. Construction of the proposed warehouse building has the potential to interfere with emergency services or an evacuation plan. Construction work in or along the streets associated with the project would be limited to street frontage improvements and lateral utility connections (i.e., water, sewer) that would be limited to nominal potential traffic diversion. Control of access would ensure emergency access to the site and project area during construction through the submittal and approval of a traffic control plan as required by PVCCSP EIR mitigation measure MM Air 2. All project elements, including landscaping, would be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to, and evacuation from, the site. Additionally, as adopted by the Perris Municipal Code, the project would be required to comply with the California Fire Code.

The project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Any impacts to an emergency response plan or evacuation plan would be less than significant.

g) **No Impact.** The project site is not located within a State Responsibility Area or other wildlands areas.[22] The nearest such area is located east of the project site as part of the area surrounding the Lake Perris recreation areas. Additionally, the project site is located in an urbanized area where structural fires rather than wildland fires represent the greatest fire risk. The project site is not located in an area of high fire threat. No impacts related to wildland fire would occur.

Mitigation Measures

MM-HHM-1: ALUC Compliance. Based on ALUC's Memorandum dated May 11, 2023, the project applicant shall demonstrate that the project has complied with the following measures prior to issuance of the first certificate of occupancy:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or 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 or circling climb following takeoff or towards an aircraft engaged in a straight or circling 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Hazards to flight

3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building and shall be recorded as a deed notice.

4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes." The sign will also include the name, telephone number or other contact information of the person or entity responsible for monitoring the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. The project has been evaluated to construct a proposal to construct a 58,974 square foot industrial building with mezzanines. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 42,000 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic control tower or creation of any "yellow" or "red" level glare in the flight paths, and shall require a new hearing by the

8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate

such glint, glare, or flash. An "event" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "event" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.

The proposed project would also be required to adhere to PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6 as outlined below:

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

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

MM Haz 4: The following notice shall be provided to all potential purchasers and tenants:

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

MM Haz 5: The following uses shall be prohibited:

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

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

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

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

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

MM Haz 6: A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the MARB/IPA. 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.

4.10 – Hydrology and Water Quality

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. 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.

Water Quality Site Design (Chapter 4.2.2.7 of the PVCCSP)

Water Quality Management Plan
Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033. Approval by the City of a WQMP plan requires submittal of a complete document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design, and Source Control BMP's must be incorporated into the civil site design. If these two types of BMP's do not sufficiently manage hydromodification or treat expected pollutants, treatment control facilities must be implemented in control BMP's are in accordance with Riverside County Storm Water Best Management Practice Hand Book. The Regional Water Quality Control Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.

The MS4 Permit requires that applicable new development and redevelopment project:

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

Low Impact Design
According to the State Water Resources Control Board, Low Impact Design (LID) is, "a sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional storm runoff BMPs, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre development hydrology by using design techniques that infiltrate, filter, store, evaporate and detail runoff close to the source of rainfall."

As stated in the Riverside County LID Manual, when LID is implemented correctly on a site, it provides two primary benefits: 1) hydromodification flows are managed across the site and 2) expected pollutants are reduced in the remaining runoff. In order to meet Regional Water Quality Control Board (RWQCB) requirements in the Santa Ana Watershed, the design capture volume (VBMP) is based on capturing the volume of runoff generated from an 85th percentile, 24-hour storm event. There are seven mandatory BMP types to be implemented on project sites.

- Infiltration Basins
- Infiltration Trenches
- Permeable Pavement

- Harvest and Use
- Bioretention Facilities
- Extended Detention Basins
- Sand Filter Basins

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

- Optimize the Site Layout
- Preserve Existing Drainage Patterns
- Protection of Existing Vegetation and Sensitive Areas
- Preserve Natural Infiltration Capacity
- Minimize Impervious Area
- Disperse Runoff to Adjacent Pervious Areas
- Delineate Drainage Management Areas
- Classify and Tabulate DMAs, and Determine Runoff Factors
    - Self-treating areas
    - Self-retaining areas
    - Areas draining to self-retaining areas
    - Areas draining to BMP's

An example of LID design within roadways includes inverted medians along drives and parking aisles to serve the site design function. In place of raised or mounded landscaped medians, depressed landscaped areas should be designed which will capture parking lot and street runoff, reduce directly connected impervious areas, promote infiltration, and pre-treat runoff in a swale or trench prior to discharge to a treatment control facility. The inverted median can incorporate a flow line slope or utilize a grated inlet in order to achieve drainage of the depression within 72 hours (maximum).

Source Control

Source Control features are also required to be implemented for each project as part of the Final WQMP. Source Control Features are those measures which can be taken to eliminate the presence of pollutants through prevention. Source Control BMPs include permanent, structural features that may be required in project plans such as roofs over and berms around trash and recycling areas and operations BMPs, such as regular sweeping and housekeeping that must be implemented by the site's occupant or user. The maximum extent practicable standard typically requires both types of BMPs. In general, operational BMPs cannot be substituted for a feasible and effective permanent BMP. Steps to selecting Source Control BMPs include:

- Specify Source Control BMPs
- Identify Pollutant Sources
- Note Locations on Project-Specific WQMP Exhibit
- Prepare a Table and Narrative
- Identify Operational Source Control BMPs

BMP Features in "Visibility Zone"

Some sites may necessitate the placement of Water Quality BMPs adjacent to public right-of-ways. In such a situation, landscaping requirements of this Specific Plan shall be followed. Please note the following:

- Treatment control BMP's adjacent to the public right-of-way must drain properly to adequate storm drain facilities. If no storm drain is available, alternative drainage shall be proposed for approval by City Engineer. Treatment control BMPs are not to be placed within public right-of-way. Figure 4.0-8 through Figure 4.0-13 provide layout options for BMP features adjacent to public right-of-way. Street cross sections other than those provided shall be subject to similar requirements provided by the City of Perris.

Open Jointed Surfaces for Sidewalk
Open jointed materials include interlocking pavers, porous pavement and pervious concrete or other surfaces which do not shed water during typical storm events shall be considered for use in place of concrete for sidewalks. Alternative open jointed materials will be evaluated for acceptance.

Open Jointed Surfaces in Low Traffic Areas
Open jointed surfaces or porous concrete shall be considered for use in low-traffic areas of parking lots (such as Class C vehicle parking stalls) and for surfaces proposed as patios and sidewalks.

Filter Strips
Filter strips are vegetated areas intended to treat sheet flow from adjacent impervious areas. Filter strips function by slowing runoff velocities and filtering out sediment and other pollutants, while providing some infiltration into underlying soils. Filter strips shall be considered for use adjacent to parking lots, sidewalks, and roads. The filter strip shall consist of grass turf or other low lying, thick vegetation.

Filter Strip Adjoining Impervious Surfaces
Filter strips should adjoin impervious surfaces where feasible, which shed runoff in sheet-flow fashion. Filter strips are not appropriate for more concentrated flows such as discharge from a pipe or curb-cutout.

Roof Runoff Discharge into Landscape Area
Given current design practices, as much roof runoff as possible shall be discharged to landscaped areas adjacent to the buildings.

Second Treatment of Roof Water
Under current standards, if treated roof runoff cannot be conveyed without mixing with on-site untreated runoff, the roof runoff will require a second treatment, independent of the initial treatment and regardless of the methods employed.

Covered Trash Enclosures
Trash enclosures covers must be provided.

LANDSCAPE STANDARDS AND GUIDELINES (Chapter 6.0 of the PVCCSP)

On-Site Landscape General Requirements (Chapter 6.1 of the PVCCSP)

Unspecified Uses
All areas not devoted to parking, drive isles, buildings or operational areas shall be landscaped and permanently maintained.

Perimeter Landscape
All buildings should have perimeter landscape, except where loading docks, plazas and entries would interrupt planting. Landscape areas shall be provided on all sides of buildings visible to the public.

Street Entries
Street entries into development sites shall be designed with landscaping and/or architectural features that project a high quality image for the development.

Slopes
Cut slopes are level areas in the landscape formed by cutting into a slope and adding a retaining wall to create stability while fill slopes are the surface formed from earth deposited to build a road or trail. Cut slopes that are equal to or greater than three (3) feet in vertical height and fill slopes equal to or greater than five (5) feet in vertical height, shall be planted with a ground cover to protect the slope from erosion and instability. Slopes exceeding three (3) feet in vertical height shall be planted with shrubs spaced not more than ten (10) feet on center or with trees spaced not to exceed 30 feet on center, or with a combination of shrubs and trees at equivalent spacing, in addition to the groundcover.

Main Entries, Plaza, Courtyards
Trees and shrubs should be used near the main entries of buildings, pedestrian plazas, and courtyards. Large specimen trees are encouraged.

Maintenance Intensive/Litter Producing Trees Discouraged
Trees that produce litter, are shallow rooted or have other maintenance intensive characteristics are not encouraged for use in parking areas, pedestrian plazas, or courtyards.

Avoid Interference with Project Lighting/Utilities/Emergency Apparatus
Landscaping should not interfere with the lighting of the project area or restrict access to utilities (i.e. electrical boxes, meters, etc.) or emergency apparatus (i.e. fire hydrants or fire department connections).

Scale of Landscape
Landscaping should be kept in scale with adjacent buildings and shall be maintained at an appropriate size at maturity.

Planters and Pots
The use of planters and pots in the building recesses and adjacent to the exterior walls is encouraged. Pot and planter materials should complement the architectural style, texture, and color of the building and should be properly irrigated and drained.

MWD Trail Buffer
Properties immediately south of the trail (from Indian Avenue to Webster Avenue) and to the north (from Indian Avenue to the Perris Valley Storm Channel) are encouraged to provide a minimum 10-foot landscape buffer strip planted with large trees to compliment the trail and provide shade. Refer to Figure 5.0-6.

On-Site Landscape Screening (Chapter 6.1.1 of the PVCCSP)

Plant Screening Maturity
Plant materials specified to be used for screening purposes such as trash enclosure, transformers or loading areas, should reach maturity within three years of installation.

Screenwall Planting
Screenwalls shall be made more aesthetically pleasing with the incorporation of plant material and vines.

Trash Enclosures
Trash enclosures shall be visually enhanced by screening and softening with landscaping and overhead trellis treatment.

Landscape in Parking Lots (Chapter 6.1.2 of the PVCCSP)

Minimum 50% Shade Coverage
Shade trees shall be provided within the vehicular parking areas and should attain a minimum 50% shade coverage of the parking area when the trees reach maturity (approximately 15 years). Parking lot shade trees shall be of an evergreen variety capable of producing a large canopy to achieve this shade requirement.

Planter Islands
Planter islands shall have a minimum width of eight (8) feet curb to curb, bounded on the outside by a 6-inch high concrete curb (or its equivalent). Curb break and wheel stops may be substituted where landscaped swales adjacent to the paving are intended for water quality management purposes. Refer to Figure 4.0-6.

Parking Lot Screening
Parking lots shall be screened from the public rights-of-way to a height of 36 inches by use of primary structures or combination of earthen berms, shrubs, and garden walls as depicted in Figure 6.0-1. If walls are incorporated into the design, they must be aesthetically compatible with the project design and no taller than 36 inches within the setback area, as measured from ground surface to top of wall.

One Tree per Six Parking Spaces
A minimum of one tree per six parking spaces shall be provided within the parking lot and its immediate perimeter as shown in Figure 6.0-2.

Concrete Curbs, Mow Strips or Combination
Landscaping in parking lots or along drive aisles must be protected or delineated with six-inch concrete curbs, concrete mow strips, or the combination of both, as approved by the City of Perris. This requirement may be waived or modified as necessary, to mitigate water quality management requirements.

Planter Rows Between Opposing Parking Stalls or Diamond Planters
Planter rows between opposing parking stalls or diamond planters with a minimum inside width of 5-feet shall be allowed for tree plantings capable of providing 50% shade coverage of the parking area, as required. Rock or mulch coverings are encouraged in diamond planters. Planter rows between opposing parking stalls or along perimeter landscape buffers may be designed as vegetated swales for utilization as infiltration trenches for run-off, as a method of pollutant mitigation to manage water quality. These areas may be designed without curbs where wheel stops are provided.

Pedestrian Linkages
Parking areas should be designed with pedestrian walkways which link the building to the street sidewalk system creating an extension of the pedestrian environment. This can be accomplished by

using design features such as walkways with enhanced paving, trellis structures, and/or landscape treatment. Walkways should not only link the building to the street, but should link the parking areas to the buildings such that pedestrians do not have to walk in the vehicle lanes to get to building entrances.

On-Site Plant Palette (Chapter 6.1.3 of the PVCCSP)

Landscape plant palette for the Perris Valley Commerce Center should be consistent with Section 6.2 Off-Site Landscape. The plant palette was selected to complement and enhance the thematic setting for the community, appropriateness to climatic and soil conditions, ease of maintenance and water conservation. Plants other than those listed below, may be used to satisfy design or horticultural needs consistent with the project's objectives. If approved by the City of Perris, plants shall be consistent with California Friendly Landscape and meet all minimum City of Perris Water Conservation Requirements as defined in Development Code Chapter 19.70, Landscaping, including but not limited to:

- Use of drought-tolerant plants.
- Use of landscaped areas designed to retain irrigation water.
- Use of satellite-based irrigation timers.
- Use of automatic irrigation systems.
- Use of plant groupings with similar irrigation requirements to reduce over-irrigation.
- Extensive use of mulch in landscaped areas.
- Installation of drip irrigation systems, where appropriate.
- Limit use of turf for active purposes only.
- Limit use of impervious surfaces.

Off-Site Landscape General Requirements (Chapter 6.2 of the PVCCSP)

Streetscape Landscape (Chapter 6.2.1 of the PVCCSP)

Streetscapes in the Perris Valley Commerce Center are vital in creating a community identity, a visual hierarchy in the street classifications, theme, unification, and quality. These public areas will be the only community spaces threading through the community and will serve as unifying elements that enhance the vehicular and pedestrian experiences. The design concept for the streetscapes is to provide regimented, identifiable, and generously landscaped greenbelts that soften views of the buildings and parking facilities while providing an enjoyable experience. To ensure the visual and spatial continuity within this Perris Valley Commerce Center and aid in the identification of street classifications, the landscape design and plant material for the streetscapes has been set forth in this Perris Valley Commerce Center Specific Plan. The plant material specified is native and appropriate non-native drought tolerant species. Trees of varying textures and heights, shrubs, decorative grasses, and groundcover will be used to buffer and separate adjacent land uses, reduce maintenance requirements, and conserve resources.

Planting Guidelines (Chapter 6.3 of the PVCCSP)

All areas required to be landscaped shall be planted with groundcovers, shrubs, or trees selected from the Plan Palette Section 6.1.3. The material shall be planted in the following sizes and shall be in accordance with all City of Perris standards and minimum requirements:

- Trees: Twenty-five percent (25%) of the site trees (excluding all street and screen trees) provided shall be a minimum 24-inch box size. The balance of the trees shall have a minimum size of 15 gallons.
- All 15-Gallon Trees shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department.
- All 24-Box Trees shall be staked with two pressure-treated lodge pole tree stakes that are eight-feet in length and two-inches in width. An equivalent staking material may be used in the same dimensions if approved by the Planning Department. Larger trees shall be guywired per City of Perris standards.
- Larger Specimen Trees are encouraged for entry points, pedestrian plazas and courtyards.
- Shrubs: The majority of all shrubs used shall have a minimum size of 5 gallons. Smaller shrubs may be used where rapid growth characteristics warrant.

Plant Maintenance
All specimen trees shall be fine pruned after planting to allow for both vehicular and pedestrian safety.

Plant Material Requirements and Purpose
All planting areas shall be designed to be consistent with plant material horticultural requirements and work with the purpose of the planting (i.e. aesthetics, screening, wind, etc.).

Structures Wrapped by Landscaping
Exterior building sides (excluding screen loading type areas) should be grounded by landscaping. A minimum landscape strip of five-feet should be provided between parking, sidewalks, and other paved areas adjacent to the structure.

Turf and Ground Cover Areas to be Cross Ripped
All future turf and ground cover areas are to be cross ripped to a depth of six-inches both ways through the use of a rototiller or equivalent machine. All soil amendments shall be blended in and rototilled to a depth of six-inches.

Deep Root Barriers
Deep root barriers of 24” or greater, shall be installed where trees are planted within five-feet of any building, curb, gutter, utility, or paved surface or within 10-feet of a public right-of-way or sidewalk.

Erosion Control
Refer to the City of Perris Standards, City of Perris Municipal Zoning Code, Chapter 19.70, Section 19.70.040, Landscape Design Guidelines. Prior to the installation of plant material, soil samples from representative slopes and flat areas shall be obtained by the landscape contractor and tested for agronomic suitability in order to determine proper planting and maintenance requirements for proposed plant materials with pre-planting and post-planting recommendations.

Positive Drainage to Street or Collection Device
All landscape areas shall have positive drainage to the street or collection devices.

Concrete Gutters/Swales Are Prohibited Landscape Areas
Concrete gutters/swales are prohibited as drainage devices in landscaped areas. A series of low points and underground drainage systems shall be provided where surface conveyance of runoff would damage and/or erode planting areas or cross sidewalks.

Irrigation and Water Conservation (Chapter 6.4 of the PVCCSP)

Refer to City of Perris Municipal Zoning Code, Chapter 19.70.020, "Water Conservation Requirements for New or Rehabilitated Landscapes."

No mitigation measures for hydrology and water quality are included in the PVCCSP EIR.

Explanation of Checklist Answers

A *Preliminary Drainage Study* and *Project Specific Water Quality Management Plan* (WQMP), both dated October 14, 2022, were prepared for the project by SDH & Associates, Inc. (see Appendices H and I respectively). The information in this section relates to potential impacts related to the drainage and water quality in and around the project site and is based on the information and analysis provided in the aforementioned documents.

a) **Less than Significant Impact.** A WQMP has been prepared to identify potential water quality-related impacts of the project. The WQMP indicates the site is located within the Santa Ana River Watershed and the Perris Reservoir Sub-Watershed. Runoff from the project site currently runs onto an existing vacant parcel to the east and sheet-flows through the adjacent parcel towards Perris Boulevard to an existing catch basin and Master Drainage Plan (MDP) Storm Drain Lateral Line D-1. From there, runoff is conveyed via the existing storm drain in a southeastern direction towards the existing MDP Perris Valley Storm Drain (PVSD) Channel, which ultimately discharges into Canyon Lake and then Lake Elsinore.

The EPA Impaired Waterbodies List 303(d) shows water quality concerns for Lake Elsinore relative to nutrients, organic matter, polychlorinated biphenyls (PCBs), sediment, and toxicity from unknown materials. During times of high flow, water can actually flow out of Lake Elsinore, reaching the Santa Ana River, and eventually the Pacific Ocean.

A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for a receiving water body.

For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential construction-related water quality impacts and a WQMP to reduce potential post-construction water quality impacts. These shall be outlined in the project's conditions of approval and are not considered unique mitigation under CEQA.

On January 29, 2010, the Santa Ana Regional Water Quality Control Board (RWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Perris and other applicable Permittees. All new development in the City of Perris is required to

comply with provisions of the NPDES program, including Waste Discharge Requirements, and the City's MS4, Order No. R8-2010-0033, NPDES Permit No. CAS618033, as enforced by the Santa Ana RWQCB. All design submittals and construction projects are required to conform to the permit requirements. Furthermore, all projects are required to install Best Management Practices (BMPs) in compliance with the 2010 Water Quality Management Plan for the Santa Ana Region of Riverside County.

During project operation, runoff from the project would be captured via on-site catch basins and conveyed via storm drainpipes towards a combination of an underground storage facility and a proprietary Modular Wetland System (MWS). This would be located near the southeast corner of the project site for storm water quality treatment purposes before discharging into a gravel trench flow spreader located along the southeast edge of the site.

Runoff in the gravel trench would be distributed across the gravel trench flow spreader for energy dissipation before the runoff sheet-flow onto the existing adjacent parcel. Offsite run-off from the west would be collected via a perimeter concrete ditch and conveyed east via a storm drainpipe to the gravel trench flow spreader near the southeast corner. The drainage characteristics from the project would be maintained similar to the existing conditions and sheet-flow towards the existing Perris Boulevard storm drain system.

Infiltration testing was conducted to understand the feasibility of the proposed storm water BMP; of which, the results indicated field infiltrate rates of 1.6 inches per hour (in/hr) and 0.1 in/hr at depths of 5 feet and 10 feet, respectively. These rates are either at or below the infiltration threshold of 1.6 in/hr. Additionally, there are clayey materials below 5-foot depth. These conditions make infiltration not feasible for the project. As such, a combination of an underground storage facility and a proprietary MWS is proposed for the project to address the storm water quality management plan requirements. Additionally, a low-flow pump is provided downstream of the MWS to pump the treated flow onto the finished grade (surface) level to the proposed gravel trench flow spreader along the southeast edge for energy dissipation prior to allowing sheet-flow onto the existing parcel to the east, in an effort to maintain the existing drainage characteristics. The BMPs listed below would reduce potential water quality impacts to less than significant levels:

- LID Self-treating landscape areas – The project would provide on-site landscape areas (considered as LID self-treating landscape areas) throughout the development. In addition, there will be a pervious self-treating area along west, south, and eastern perimeters of the project that will drain away from the project.
- Covered Trash Enclosure (part of site design and source control) – The proposed trash enclosure area will be covered.
- Pre-treatment BMPs – The project plans to provide proprietary FloGard catch basin filters (by Oldcastle) at each of the on-site catch basin locations to pre-treat the storm water runoff, prior to discharging into the proposed treatment control BMPs listed below. Also, a pre-treatment vegetated swale is provided along the northern edge of the site to pre-treat a portion of the site, prior to discharging the flow to the treatment control BMPs.
- Treatment Control BMPs (structural BMPs):
    - BMP 1 – A combination of underground detention storage facility (closed system such as Contech CMP Detention Pipes, or approved equivalent) and Modular Wetland System (MWS-L-6-8-V-UG) for storm water treatment (volume-based approach).

At a minimum, the project would also have to comply with the following requirements of the 2022 CalGreen Code[11] sections as outlined in Chapter 5, Non-Residential Mandatory Measures regarding water quality:

- Section 5.1, Planning and Design
  - 5.106.1.2 – Best Management Practices (BMPs) for erosion and sediment control (construction and operation)
  - 5.106.2 – Storm Water Pollution Prevention for sites of 1 acre or larger

These measures were developed after approval of the PVCCSP EIR so their implementation would help to further improve water quality during project construction (and operation).

Based on the Drainage Study and WQMP, runoff from the project would be effectively controlled in terms of downstream volume and water quality. The City would require that the project comply with established laws and regulations regarding water quality. With this regulatory compliance, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.

b) **Less than Significant Impact.** A potentially significant impact could occur if a project removes an existing groundwater recharge area or substantially alters drainage that results in a reduction in groundwater recharge such that existing wells in the vicinity would no longer be able to operate. The site and surrounding area do not provide any specific groundwater recharge basins. According to the geotechnical investigation, a nearby groundwater monitoring well located approximately 500 feet to the west of the subject site reported a groundwater depth of 108 feet below ground surface, last measured in January 2022. Additionally, groundwater was not encountered 20 feet below the existing ground surface. project-related grading would not reach these depths and no direct disturbance of groundwater is anticipated.

The project's proposed industrial warehouse building footprint, access drives, parking areas, and other hardscape improvements would substantially increase the on-site impervious surface area thereby reducing the total amount of on-site infiltration. However, the project's WQMP recommends a series of underground chambers which would retain the increased onsite storm flow and prevent any increase in downstream runoff. The chambers would also allow water to percolate back into the ground therefore at least partially offsetting the increase in runoff due to a greater amount of impervious surfaces. With implementation of the project-specific BMPs as outlined in the WQMP, potential project impacts related to groundwater recharge would be less than significant.

ci) **Less than Significant Impact.** The project site currently consists of vacant, undeveloped space, generally draining from west to east. According to the Drainage Study, there is an approximately 6.7-acre offsite run-on from undeveloped land to the west that flows onto the project site. All of the flows from this area may not drain onto the site: however, the entire area has been conservatively assumed to drain to the site for analysis purposes. Runoff from the project site currently flows onto a vacant parcel to the east and sheet-flows through the adjacent parcel toward Perris Boulevard to an existing catch basin and MDP Storm Drain Lateral Line D-1. From there, runoff is conveyed via the existing storm drain to the southeast toward the existing MDP PVSD Channel, which ultimately discharges into Canyon Lake and then Lake Elsinore.

Potentially significant impacts to the existing drainage pattern of the site or area could also occur if development of the project results in substantial on- or off-site erosion or siltation. The Drainage Study demonstrates that the proposed onsite drainage plan is adequately sized to contain the additional runoff generated in the post-developed condition for the 10-year and 100-year storms. In addition, the potential impact of the off-site flows that contribute to the public right-of-way by developing this site,

were analyzed for pre-developed conditions and future development of underground storm drain facilities.

The WQMP documents that the project would have a series of underground detention/water quality chambers to control the volume of offsite runoff (i.e., not increase in post-development conditions) and protect downstream water quality from project runoff, including sediment from erosion.

A site drainage plan is required by the City of Perris and would be reviewed by the City Engineering Department. The final grading and drainage plan would be reviewed and approved by the City Engineering Department during plan check review.

At the completion of construction, the project would consist of impervious surfaces, landscaped planters, and post-construction BMPs. However, the SWPPP and WQMP would help assure the project would not result in significant downstream erosion or water quality impacts from sediment or increased runoff.

The Drainage Study and WQMP document that the 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 or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. With the project design and regulatory compliance, project impacts in this regard would be less than significant and no mitigation is required.

ii) **Less than Significant Impact.** Consistent with the discussion in Thresholds 10.a and 10.c.i above, no significant impacts to the existing drainage pattern of the site or area would occur if development of the project occurs as outlined in the Drainage Study and WQMP and complies with existing flood protection and water quality regulations. Impacts would be less than significant.

iii) **Less than Significant Impact.** Consistent with the discussion in Thresholds 10.a and 10.c.i, the project would not result in potential significant impacts to the existing drainage pattern of the site or area as long as development of the project occurs according to that documented in the Drainage Study and WQMP which would result in no substantial increase in the rate or amount of downstream surface runoff. Impacts would be less than significant.

iv) **Less than Significant Impact.** Consistent with the discussion in Thresholds 10.a and 10.c.i, the project would not result in potential significant impacts to the existing drainage pattern of the site or area if the project is developed according to the requirements of the Drainage Study and WQMP. The project would not result in an increase in the rate or amount of surface runoff so impacts would be less than significant.

d) **Less than Significant Impact.** According to the Drainage Study, the water courses around the project site are designated by the Federal Emergency Management Agency (FEMA) as flood hazard Zone D, based on the FEMA Flood Insurance Rate Map (FIRM). Therefore, the project site is outside of the 100-year special flood hazard areas subject to inundation by the 1% annual chance flood (i.e. – Zone A and Zone AE), and risk of flood inundation would be less than significant.

The project site is located approximately 3 miles west of Lake Perris. Based on a review of Exhibit S-4, Dam Inundation Zones in the City of Perris General Plan Safety Element, the project site is within the Perris Lake Dam Inundation Area. While the potential risk is high if the dam were to fail, the chances of such a failure are considered low so the overall risk to the project site is less than significant.

With respect to tsunamis the project site is located approximately 38 miles from the nearest coastline, and is at a higher elevation (i.e., almost 1,500 feet). Additionally, the City is located on the eastern side of the Santa Ana Mountains. The project site has no risk associated with tsunamis.

Potential impacts related to flood hazards, tsunamis, or seiche zones would be less than significant.

e) **Less than Significant Impact.** Please reference the discussion previously set forth in Thresholds 10.a and 10.b. Available evidence indicates the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant.

Mitigation Measures

No programmatic mitigation measures for hydrology or water quality are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for hydrology or water quality are recommended in this Initial Study/MND.

4.11 – Land Use and Planning

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines applicable to the project in terms of permitted land uses for the Commercial designation. 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.

Perris Valley Commerce Center On-Site Development Standards (Chapter 4.1 of the PVCCSP)

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

General On-Site Project Development Standards and Guidelines (Chapter 4.2.1 of the PVCCSP)

Uses and Standards Shall Be Developed In Accordance with the Specific Plan

Properties within the Perris Valley Commerce Center Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2.0-1).

Uses and Standards Shall Be Developed In Accordance With City of Perris Codes

Uses and development standards will be in accordance with the City of Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the Perris Valley Commerce Center Specific Plan zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals including subdivisions, development plans, and conditional use permits. If there are any conflicts between the Specific Plan and the City of Perris Municipal Code, the Specific Plan will supersede. If the Specific Plan is silent on particular subjects, the City shall refer to the Municipal Code for guidance.

Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan

Development of properties governed by the Perris Valley Commerce Center Specific Plan area shall be in accordance with the mandatory requirements of all City of Perris ordinances, including state laws, and shall conform substantially to the Perris Valley Commerce Center Specific Plan, as filed in the office of the City of Perris Development Services Department, unless otherwise amended.

No Changes to Development Procedures Except as Outlined in the Specific Plan

Except for the Specific Plan Development Standards/Design Guidelines adopted with the Perris Valley Commerce Center Specific Plan, no portion of the Specific Plan which purport or propose to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Perris Valley Commerce Center Specific Plan.

Subdivision Map Act

Lots created pursuant to the Perris Valley Commerce Center Specific Plan, and subsequent tentative maps, shall be in conformance with the development standards of the zoning applied to the property and all other applicable City standards, as well as the Subdivision Map Act.

Water Quality Management Plan

Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit (Board Order R8-2010-0033). Approval by the City of a WQMP plan requires submittal of a document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design (LID) elements and Source Control BMP's, must be incorporated into the site design. If these two types of BMP's do not sufficiently manage hydromodification and treat expected pollutants, then treatment control facilities must be implemented in order to assure proper flow management and pollutant treatment. Treatment control BMP's are in accordance with Riverside CountyStorm Water Best Management Practice Hand Book. The Regional Water Quality Board continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.

Uses Affecting March Air Reserve Base

The following uses shall be prohibited within the specific plan:

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- Any use which would cause sunlight to be reflected 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.
- Any use which would generate excessive smoke or water vapor or which would attract large concentrations of birds, or which otherwise may affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

- Any use which would obstruct Federal Aviation Regulations, Part 77 Conical Surface. (This is also a standard of condition of approval on City projects).
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Avigation Easements

Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to March Air Reserve Base/March Global Port through the March Joint Powers Authority (MJPA). Provide and disclose a "Notice of Airport in Vicinity" to building tenants.

Accident Potential Zones

All proposed projects that lie within Accident Potential Zones must comply with Airport Overlay Zone Standards. Refer to Section 12.0 for special Airport Overlay Zone development standards and guidelines.

Residential Buffer

The Perris Valley Commerce Center Specific Plan has two established residential zones. Refer to Figure 4.0-16 for locations and Section 4.2.8 for Residential Buffer Development Standards and Guidelines.

Crime Prevention Measures

Development projects should take precautions by installing on-site security measures. Security areas include, but are not limited to, entry areas for automated teller machines (ATM's), display areas and bus stops. It is recommended that these areas provide for 30-feet of candlepower. Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

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

Trash and Recyclable Materials

Development of all Perris Valley Commerce Center Specific Plan sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.

Waste Hauling

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

Construction of Infrastructure May Be Financed

Construction of required infrastructure (such as sewer and water lines, storm drains, and roads) may be financed through the establishment of a financing district (e.g., Assessment District, Community Facilities District, or Road and Bridge Benefit District). Refer to Section 13.

Easements on MWD Property

The use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes is encouraged, provided that such use does not interfere with MWD's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way. The Director of MWD's Right-of-Way and Land Division Department should be contacted concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within MWD's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purpose into its public system. The grant of the easement will be subject to MWD's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. Please note, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained.

The PVCCSP EIR does not include mitigation measures for this topic.

Explanation of Checklist Answers

The following analysis was prepared using the County's property information database *Map My County* (Appendix M); *Brew Harley Knox Industrial Project Transportation Study Screening Assessment* (*TSA*, Appendix K); **Table 2-2-2, Surrounding Land Uses**, in Section 2.0 of this Initial Study; and City of Perris General Plan 2030, Circulation Element, *City of Perris Truck Routes,* adopted July 26, 2022, effective 8-26-2022.

a) **No Impact.**

Development of the project site would not divide any neighborhood since surrounding uses are industrial and commercial and there are no residential neighborhoods or residential-oriented improvements or facilities like sidewalks in the area. The proposed project would not divide an established community. No impact would occur and no mitigation is required.

b) **Less than Significant with Mitigation Incorporated.**

City of Perris General Plan

Table 4.11-1 (General Plan Consistency Analysis), evaluates the consistency of the proposed project with the applicable policies of the Comprehensive General Plan 2030 that have been adopted for the purpose of avoiding or mitigating an environmental impact. Table 4.11-1 demonstrates the proposed project would be consistent with the City's General Plan policies that are applicable to the project with implementation of the mitigation measures recommended in this Initial Study.

Table 4.11-8
General Plan Consistency Analysis

Applicable Element/Policy	Project Consistency Analysis
Land Use Element	
Policy II.A: Require new development to pay its full, fair-share of infrastructure costs.	**Consistent.** The proposed project would install or make fair-share contributions toward necessary infrastructure, pay established development impact fees (DIF), and pay regional impact fees (Traffic Uniform Mitigation Fee or TUMF for traffic which are all standard conditions of approval in the City.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent.** The project would pay applicable school impact fees to the serving school districts.
Policy III.A: Accommodate diversity in the local economy.	**Consistent.** The project would provide dozens of new short-term jobs during construction and new long-term employment for industrial/warehouse workers. Long-term jobs may be part-time or full-time depending on duties and need and would provide employment for various income levels.
Policy V.A: Restrict development inareas at risk of damage due to disasters.	**Consistent.** The analysis in this Initial Study concludes that the project site is not located within an area subject to significant hazards or hazardous conditions(e.g., flooding, wildfires, earthquakes).
Circulation Element	
Policy I.B: Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.	**Consistent.** Although this project would not be a major employment or activity center, the adjacent roadways to the north and east have sidewalks, the project would install bicycle racks, and bus service is available on Perris Boulevard just east of the site.
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.	**Consistent.** The project does not include or require any changes to the existing transportation network. Further, installation of bike racks at the project site would support development of alternative travel modes.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities. (Impl. Measure III.A.4) Require developers to be primarily responsible for the improvement of streets	**Consistent.** The project does not include or require any changes to the existing transportation system. The project applicant would pay established development impact fees (DIF) and pay regional impact fees (Traffic Uniform Mitigation Fee or TUMF for traffic improvemtns within the City.

Applicable Element/Policy	Project Consistency Analysis
and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	
Policy V.A: Provide for safe movement of goods along the street and highway system.	**Consistent.** The project would provide additional warehousing which is a planned use for this area and employees and customers would be travelers along Harley Knox Boulevard to and from the I-215 Freeway.
Conservation Element	
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources. (Impl. Measure II.A.2) For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.	**Consistent.** A biological assessment was conducted on the project site. Section 4, *Biological Resources*, demonstrates the project would not have any significant impacts on biological resources with implementation of recommended mitigation measures.
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.	**Consistent.** A biological assessment was conducted on the project site. Section 4, *Biological Resources*, demonstrates that the project would not have significant impacts on biological resources addressed in the MSHCP. The project would pay the established MSHCP and Stephens' kangaroo rat mitigation fees and implement two mitigation measures consistent with the MSHCP.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	**Consistent.** Section 5, *Cultural Resources*, and Section 18, Tribal Cultural Resources demonstrate the project would not have significant impacts on archaeological or historical resources with implementation of recommended mitigation measures. In addition, Section 7, *Geology and Soils*, in this Initial Study concluded the project would not have significant impacts on paleontological resources with the implementation of recommended mitigation.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	**Consistent.** Section 19, *Utilities and Service Systems*, demonstrates the project has and is being coordinated with the Eastern Municipal Water District (EMWD).
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** Section 10, *Hydrology and Water Quality*, demonstrates the project would comply with the most recently adopted Riverside County MS4 NPDES Permit.
Policy VII.A: Preserve significant hillsides and rock outcroppings in the planning areas.	**Consistent.** The project site is void of any hillsides or rock outcroppings.
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. (Impl. Measure I.A.1) All new development	**Consistent.** Noise levels at the project site have been evaluated in the Noise Report. The primary source of noise at the project site is traffic on Harley Knox Boulevard. The roadway noise levels at the project site is estimated to average approximately 61.2 dBA

Applicable Element/Policy	Project Consistency Analysis
proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	CNEL, which would not exceed the 70 dBA CNEL standard for industrial uses.
Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	**Consistent.** The project site is not located within 160 feet of any existing or proposed land use that is sensitive to noise.
Safety Element	
Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	**Consistent.** The project would have two access points and direct access to Harley Knox Boulevard and is one lot away from Perris Boulevard. These roadways provide adequate evacuation and emergency vehicle access to the project area and this portion of the City. The project would make site adjacent improvements as needed to Harley Knox Boulevard as part of project construction.
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.	**Consistent.** The project would provide improvements as appropriate that are outlined in the PVCCSP and its EIR, as described in Section 4.19, *Utilities*, in this Initial Study.
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.	**Consistent.** The project would have direct access to two major roads in this portion of the City; Harley Knox Boulevard and Perris Boulevard. These roadways provide adequate evacuation and emergency vehicle access to the project area.
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.	**Consistent.** Section 10, *Hydrology and Water Quality*, demonstrates that the project would not be subject to flooding (i.e., located in FEMA Flood Zone D) so it does not have a high risk of flooding.
Policy S-4.3: Require new development projects and major remodels to control stormwater run-off on site.	**Consistent.** Section 10, *Hydrology and Water Quality*, demonstrates that the proposed drainage system would accommodate onsite runoff so that there would be no increase in downstream offsite runoff.
Policy S-4.4: Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	**Consistent.** Section 10, *Hydrology and Water Quality*, demonstrates that the project wopuld not be subject to flooding (i.e., located in FEMA Flood Zone D) so it does not have a high risk in this regard.
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.	**Consistent.** Safety Element Figure S-4 indicates that the project site is within the inundation zone of the Perris Dam. If it were to fail, the potential risk to the project site is high but the chances of such a failure are considered low so the overall risk to the project site is less than significant.
Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	**Consistent.** Safety Element Figure S-5 indicates that the project site is in a Local Responsibility Area and not within a VHFHSZ.

Applicable Element/Policy	Project Consistency Analysis
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.	**Consistent.** The project would have two access points and direct access to Harley Knox Boulevard and is one lot away from Perris Boulevard. These roadways provide adequate evacuation and emergency vehicle access to the project area and this portion of the City.
Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	**Consistent.** Section 4.19, *Utilities,* indicates that the project would have sufficient water supplies and adequate infrastructure for water conveyance consistent with the PVCCSP infrastructure plan. The EMWD has also provided the project with a water will serve letter.
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.	**Consistent.** The proposed project would be consistent in terms of land use with the MARB/IPA ALUCP and AICUZ limitations placed on the site due to the presence of MARB/IPA to the north and northwest (see Section 9, *Hazards and Hazardous Materials*). The project would be consistent with the building limitations identified by ALUC for Safety Zone D within which the project site is located with implementation of mitigation measure MM-HHM-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.	**Consistent.** The project was submitted to ALUC for review and was found to be consistent with the March ARB/IPA ALUCP in May 2023 with implementation of mitigation measure MM-HHM-1.
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas	**Consistent.** The project was submitted to ALUC for review and was found to be consistent with the March ARB/IPA ALUCP in May 2023 with implementation of mitigation measure MM-HHM-1.
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent.** Section 4.7, *Geology and Soils*, indicates that the project geotechnical study concluded the project would have less than significant impacts related to faulting and seismic shaking.
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.	**Consistent.** The geotechnical study concluded that the project would have less than significant impacts related to seismic and geoloigic hazards.
Healthy Community Element	
Policy HC 1.3: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	**Consistent.** The project would comply with the City's requirements regarding adequate lighting, street visibility, and defensible space through compliance with the City's development review process.
Policy HC 2.3: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: o Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly o Increasing opportunities for active transportation (walking and biking) and transit use o Encouraging the development of neighborhood grocery stores that provide fresh produce	**Consistent.** The project would have public transit proximate to the site along Perris Blvd., Harley Knox Blvd. and Perris Blvd. have sidewalks, and the project woould provide bicycle racks.

Applicable Element/Policy	Project Consistency Analysis
Policy HC 2.4: Promote development patterns and policies that: o Reduce commute times o Encourage the improvement of vacant properties and the reinvestment in neighborhoods o Provide public space for people to congregate and interact socially o Foster safe and attractive environments o Encourage civic participation	**Consistent.** The project would develop a vacant site, create new jobs for local residents, and has good local and regional access for commuters. The project is not commercial or mixed use and is within the MARB/IPA C1 zone and it would not provide public spaces for assembly of large groups.
Policy HC 2.6: Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution	**Consistent.** The project is industrial in nature but Harley Knox Blvd. and Perris Blvd. have sidewalks and the project would provide bicycle racks. The project would also not exceed South Coast AQMD thresholds related to local or regional air pollutants.
Policy HC 3.1: Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit	**Consistent.** The project site is proximate to existing transit services and is coordinating with RTA regarding new transit improvements if needed.
Policy HC 3.5: Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today	**Consistent.** The project would provide new jobs in the light industrial sector which would help reduce out-of-Perris commute times for local workers.
Policy HC 4.1: Promote public spaces that foster positive human interaction and healthy lifestyles	**Not Applicable.** The project is industrial in nature and would not provide public spaces or congregate areas due to its location within the C1 Safety Zone of MARP/IPA.
Policy HC 6.1: Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning	**Consistent.** The project would not exceed South Coast AQMD thresholds for local or regional air pollutant emissions and would comply with the latest energy conservation requirements of the CalGreen Code.
Policy HC 6.2: Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management	**Consistent.** According to Section 4.9, *Hydrology and Water Quality*, the project would protect water quality, both onsite and downstream, by implementing appropriate BMPs.
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities. o Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. o 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 o Project proponents will be required to prepare and implement a Construction Management Plan	**Consistent.** As discussed in Section 3, *Air Quality*, demonstrates the project would comply with the existing South Coast AQMD rules and regulations aimed at reducing emissions of pollutants. The project would not exceed any South Coast AQMD daily regional or localized emissions thresholds. The project would also implement all applicable PVCCSP EIR mitigation measures for air quality.

Applicable Element/Policy	Project Consistency Analysis
which will include Best Available Control Measures, among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	
Environmental Juctice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.:	**Consistent.** The project site is surrounded by light industrial and commercial uses so the project would be consistent with existing and proposed land uses in the area.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process	**Consistent.** The Phase I ESA concluded that the project site is not contaminated and is not designated as a hazmat site in governmental databases.
Goal 3.1 Policy: As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The 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."	**Consistent.** The project site is less than 100,000 square feet and there are no sensitive receptors within 1,000 feet of the project site.

Source: 2030 General Plan, various Elements

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

The project site is within the boundaries of the MARB/IPA ALUCP which is monitored and maintained by the Riverside County Airport Land Use Commission (ALUC). The project site is designated for Commercial uses by the PVCCSP, but the project applicant is requesting approval to change that designation to Light Industrial. The 4-acre site falls within March ALUCP Compatibility Zone D ("Flight Corridor Buffer" Land uses in this zone are considered sensitive for aircraft-related safety relative to density (persons per acre), building height, and lighting. On May 13, 2023, ALUC submitted a memorandum to the City indicating the proposed project was consistent with the MARB/IPA ALUCP with implementation of **mitigation measure MM-HHM-1** (ALUC Consistency).

With approval of the requested Specific Plan Amendment, the project would be consistent with the Industrial zoning designation of the PVCCSP. The project would also have less than significant impacts related to the MARB/IPA ALUCP with implementation of mitigation measure MM-HHM-1. Reference **Exhibit 4.9-1, ALUCP Safety Zones.**

Regional Plans

The proposed 4-acre site is currently designated for commercial uses which were already analyzed in the PVCCSP and its EIR, as well as the General Plan and analyzed in the General Plan EIR.

The TSA prepared for the project indicates light industrial warehousing generates far fewer vehicle trips although more truck trips than the currently designated retail commercial uses. The project site is

currently zoned Commercial I with a floor to area ratio (FAR) of 0.75 per Table 4-0.1 of the PVCCSP. Under the current land use and zoning designation, the buildout potential for the current commercial zoning at the site could be developed with up to 115,907 square feet (Site Area x FAR). TSA Table 2 shows the potential commercial buildout trips are based on Institute of Transportation Engineers (ITE) trip generation rates for Land Use Code 821 (Shopping Plaza 40-150 TSF). The TSA concludes the potential commercial development would generate approximately 7,826 daily trips, of which 201 trips would occur during the AM peak hour and 602 trips would occur during the PM peak hour. In contrast, the TSA concludes the proposed industrial project would generate 103 daily trips with 12 trips during the AM peak hour and 12 trips during the PM peak hour.

Therefore, the overall impacts of the proposed project would be generally consistent with the assumptions used to develop Connect SoCal 2020 developed by the Southern California Association of Governments (SCAG) for this region of the state. In addition, the size of the project does not exceed the thresholds established by CEQA for regionally significant projects. Therefore, the proposed project does not need to be evaluated against the specific goals or policies of Connect SoCal 2020. In this regard, the proposed project would not have substantially different impacts relative to regional land use and environmental plans (like Connect SoCal 2020).

A mix of industrial and commercial land uses were anticipated under the PVCCSP and thus the existing General Plan land use. As outlined above, the proposed warehouse project would not be expected to substantially increase development intensity or change the population or housing projections planned for under the City's General Plan (i.e., no new residential uses proposed). Therefore, the project would not conflict in a substantial or significant way or exceed the overall assumptions used to develop Connect SoCal 2020 as they relate to the City of Perris.

Summary

The preceding analysis demonstrates the project would not conflict with local or regional plans and policies that have been adopted for the purpose of avoiding or mitigating an environmental impact. Impacts would be less than significant with the implementation of the mitigation measures recommended in this Initial Study/MND.

Mitigation Measures

No programmatic mitigation measures for land use and planning are included in the PVCCSP EIR (programmatic EIRThe project would be subject to the mitigation measures recommended in this Initial Study/MND.

4.12 – Mineral Resources

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

Explanation of Checklist Answers

The below analysis was prepared using the following sources: California Geological Survey[23], California Department of Conservation (DOC), https://www.conservation.ca.gov/cgs/mrp. website accessed 4-11-23; City of Perris General Plan Draft Environmental Impact Report, Appendix A, Initial Study, Section X, Mineral Resources, Appendices, p. IX-47; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), Appendix A, Initial Study, Section 8, Mineral Resources, p. 13 of 24; mindat.org website; and project site visit – April 30, 2023 by MIG staff.

a) **No Impact.** The California Geological Survey Mineral Resources webpage provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act of 1975. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the Surface Mining and Reclamation Act, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption Region boundaries, based on identification of active aggregate operations (production) and the market area served

(consumption). The Production-Consumption regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate.

The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SRZ), or Identified Resource Areas (IRAs), described below:

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- SZ Areas: Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- IRA Areas: County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

As part of the classification process, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are those MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the Production-Consumption Region.

According to the California Geological Survey, the City of Perris is located within the San Bernardino Production-Consumption Region. As set forth in the City of Perris General Plan EIR Initial Study (Section X, Mineral Resources), the California Department of Conservation is primarily interested in preservation of access to significant resource areas included in MRZ-2. Lands within the City of Perris and its Sphere of Influence are designated MRZ-3 and MRZ-4, which are not defined as significant resource areas.

The project site is located within the MRZ-3 zone boundaries and no known significant mineral resources have been identified in the vicinity of the project site by the city or the state.

It is further noted that the project site is located within the PVCCSP planning area with existing warehouse development to the south and east, and commercial uses to the northwest. There are no Standards and Guidelines or mitigation measures related to mineral resources included in the PVCCSP or associated PVCCSP EIR.

In conclusion, there are no mineral extraction or process facilities on or near the project site, and no recoverable mineral resources are known to exist in the surrounding area. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur and no mitigation is required.

b) **No Impact.** Please reference the discussion in Threshold 12.a, above. There are no mineral extraction or process facilities within or near the project site. Furthermore, no mineral resources are known to exist within the vicinity. Therefore, development of the project site would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur and no mitigation is required.

Mitigation Measures

No programmatic mitigation measures for mineral resources are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for mineral resources are recommended in this Initial Study/MND.

4.13 – Noise

Would the project result in:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines applicable to the project in terms of airport noise impacts. 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.

AIRPORT OVERLAY ZONE (Chapter 12.0 of the PVCCSP)

The Airport Overlay Zone is an area approximately 1,032 acres and generally extending south of the runway at March Air Reserve Base/Inland Port Airport (March ARB/IPA) through the central part of the PVCCSP area. This zoning overlay defines specific land uses and land use densities as distinguished by each of these areas. This zoning overlay corresponds to the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP) adopted in 2014 and the March ARB/IPA Safety Zones: M (Military), A (Clear Zone), B1 (Inner Approach Departure Zone), B2 (High Noise Zone), C1 (Primary Approach/Departure Zone), C2 (Flight Corridor Zone), D (Flight Corridor Buffer), and E (Other Airport Environs). These safety zones are shown on Figure 12.0-1. The Airport Overlay Zone corresponds generally with the boundaries and provisions of the 2014 March ARB/IPA ALUCP and airport influence area.

Airport Overlay Zones and Delineation (Chapter 12.1 of the PVCCSP)

The following March zones apply throughout the Perris Valley Commerce Center. Refer to Figure 12.0-1 below for overlay zones.

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

Applicability (Chapter 12.1.1 of the PVCCSP)

Regulations in this Chapter shall apply to all uses, activities, and existing and proposed development project on properties within the March ARB/IPA ALUCP Zone A (Clear Zone), Zone B1 (Inner Approach Departure Zone), Zone B2 (High Noise Zone), Zone C1 (Primary Approach/Departure Zone), Zone C2 (Flight Corridor Zone), Zone D (Flight Corridor Buffer), and Zone E (Other Airport Environs) designated in the ALUCP. Should an override action be taken, the City of Perris shall ensure that development is consistent with direction in the State Aeronautics Act, the FAA regulations, and guidance provided in the Caltrans division of Aeronautics Airport Land Use Planning Handbook.

Existing Development and Land Uses
Non-conforming uses and structures shall comply with Airspace Protection Standards of 19.51.070 which prohibit any activities that pose a risk to flight operations within the AOZ. Existing land uses that are not consistent with the Airport Overlay Zone are nonconforming uses and may continue. No increase in density for non-conforming residential land uses is permitted. Non-conforming buildings and uses shall comply with Perris Municipal Code Chapter 19.80 (Nonconforming Building and Uses) provisions for expiration of nonconforming status and proposed changes to land use that does not conform to the AOZ. Development or land uses shall be considered “existing” if one of the following conditions are met:

- A vesting tentative map has been approved and has not expired or all discretionary approvals have been obtained and have not expired.
- Building permits have been issued and have not expired.
- The structures and site development have been legally established and physically exist.

Procedures (Chapter 12.1.2 of the PVCCSP)

Approval
All ministerial and discretionary actions within the Airport Overlay Zone shall be reviewed for consistency with this Chapter prior to approval.

Mandatory findings for approval
When a project, use or activity is subject to discretionary actions requiring a public hearing or notice, the applicable review authority shall make all of the following findings, as applicable:

- The project, use or activity complies with the noise compatibility policies of the AOZ.

- The project, use or activity complies with residential and non-residential density standards and other development conditions as per Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table.
- The project, use or activity complies with Figure 12.0-1, March ARB/IP Compatibility Map.
- The project, use or activity complies with the airspace protection policies of the AOZ.
- The project, use or activity complies with the overflight policies of the AOZ.

Amendments
Other than General Plan, Specific Plan, or Zoning Code changes addressed through a previous referral to the Riverside County Airport Land Use Commission (RCALUC), or any action to overrule any determination of the March ARB/IPA ALUCP, proposed general plan land use amendments, zoning amendments, and specific plan amendments that impact density or intensity of development within the Airport Overlay Zone shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IPA ALUCP.

Overrule Provisions
Should the RCALUC update the March ARB/IPA ALUCP, the City Council of the City of Perris shall review the updated March ARB/IPA ALUCP and either make changes to applicable General Plan sections, zoning, and implementing ordinances, or the City Council may, pursuant to Public Utilities Code Section 21676(b), overrule the RCALUC.

Compatibility with March ARB/IPA ALUCP (Chapter 12.1.3 of the PVCCSP)

The Perris Valley Commerce Center is located in March ARB/IP safety zones and therefore all development shall comply with the following measures:

Avigation Easement
Development projects shall provide an executed avigation easement to the March Joint Powers Authority (MJPA). Avigation easement forms and instructions are available on the MJPA website, www.marchjpa.com.

Noise Standard
All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.

Land Use and Activities
Compatible and approved land uses and activities shall not be altered or amended without City consent. The following shall be prohibited:

- Any use that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or landing at an airport, other than FAA-approved navigational lights and systems.
- Any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport.
- Any use that would generate excessive smoke or water vapor or attract large concentrations of birds, or that would otherwise affect safe air navigation within the AIA.
- Any use that would generate electrical interference that may be detrimental to the operation of aircraft or the aircraft's navigation instrumentation.

Retention and Water Quality Basins

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

Notice of Airport in the Vicinity

Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the MARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and shall consist of the following:

NOTICE OF AIRPORT IN VICINITY

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 & Professions Code Section 11010 (b)(13)(A)

Disclosure

The applicant shall provide full disclosure of the avigation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

Lighting Plans

Prior to issuance of a building permit, lighting plans shall be submitted to an airport lighting consultant or March ARB/IP), for review and comment prior to issuance of building permits.

Height Restrictions per Federal Aviation Regulations Part 77

The federal government has developed standards for determining obstructions in navigable airspace. Federal Aviation Regulations Part 77 defines a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface and conical surface. Collectively, the Part 77 surfaces around an airport define a bowl-shaped area with ramps sloping up from each runway end. The Part 77 regulations identify elevations at which structures may present a potential hazard to air navigation and require FAA review Please see Appendix D of the 2005 March ARB/IP AICUZ that describes FAR Part 77 height obstruction criteria surrounding the airport.

Form 7460

Development projects in the Airport Overlay Zone shall submit FAA Form 7460-1 (Notice of Proposed Construction or Alteration) through the process outlined at oeaaa.faa.gov, and shall receive and provide the City of Perris a copy of the FAA's "Determination of No Hazard to Air Navigation" prior to project construction. Should cranes or vertical equipment be used during the construction process, a separate Form 7460-1 is required for construction equipment to be submitted.

Infill

Infill: Where development not in conformance with the criteria set forth in this Compatibility Plan already exists, additional infill development of similar lands uses may be allowed to occur even if such lands uses are to be prohibited elsewhere in the zone. This exception does not apply within Compatibility Zones A or B1.

(a) A parcel can be considered for infill development if it meets all of the following criteria plus the applicable provisions of either sub-policy (b) or (c) below:
(1) The parcel size is no larger than 20.0 acres.
(2) At least 50 % of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.
(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variance, or other strategy) are prohibited.
(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this Plan unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the site shall not exceed the lesser of:
(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
(2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning Ie.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the March ARB/IP COMPATIBILITY CRITERIA Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code.

(d) The single-acre and risk-reduction design density and intensity multipliers described in the Compatibility Criteria Table 1 in Chapter 19.51, Airport Overlay Zone, of the City of Perris zoning code are applicable to infill devIpment.
(e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The intent is that parcels eligible for infill be determined just once. The burden for demonstrating that a proposed.

The proposed project would also required to adhere to PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4.

A *Noise and Vibration Impact Analysis Report* (Noise Report) was prepared by MIG, dated November 2023. This report estimates the potential noise and vibration levels for the proposed warehouse project and evaluates those noise and vibration levels against applicable standards established by the City. The following analysis draws information and conclusions from the aforementioned Noise Report, and is available as Appendix J. In accordance with Appendix G of the State CEQA Guidelines, the proposed project could result in potentially significant impacts related to noise and vibration if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the standards established in:

  - The City of Perris Municipal Code Section 7.34.040 (Sound Amplification), 7.34.050 (General Prohibition), 7.34.060 (Construction Noise), and/or Chapter 16.22 (Construction Located Near Arterials, Railroads, and Airports); or
  - The City of Perris Noise Element Exhibit N-1 (Land Use/Noise Compatibility Guidelines); or
- Generate excessive ground-borne vibration or ground-borne noise;
- Expose people residing or working in the project area to excessive airport-related noise levels.

Explanation of Checklist Answers

A *Noise and Vibration Impact Analysis Report* was prepared for the proposed project by MIG, dated November 2023 (See Appendix J). The information in this section relates to potential impacts related to construction-realted and operational noise levels and around the project site and is based on the information and analysis provided in the aforementioned document.

a) **Less Than Significant Impact.**

The proposed project would involve construction and operational activities that would generate noise from construction equipment, on- and off-site vehicle and truck trips, truck dock loading and unloading activities (including cargo handling equipment use), and heating, ventilation, and air conditioning (HVAC) equipment. Construction activities are anticipated to last approximately 12 months and begin in 2024. The building could operate 24 hours per day, 7 days per week.

Construction Noise Levels

The proposed project would generate construction noise from the following sources:

- Heavy equipment operations throughout the project area. Some heavy equipment would consist of mobile equipment such as a loader, excavator, etc. that would move around work areas; other equipment would consist of stationary equipment (e.g., air compressors) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.

  Vehicle trips, including worker, vendor, and haul truck trips. These trips would occur on the roads that provide access to the project site, primarily Harley Knox
- Boulevard.

Since project-specific construction equipment information is not available at this time, potential construction-related noise impacts can only be evaluated based on the typical construction activities associated with a typical light industrial warehousing development project. Table 4.13-1 presents the estimated, worst-case noise levels that could occur from the operation of typical construction equipment used to develop an industrial land use project. The equipment assumptions used in this Report are based on, and consistent with, the California Emissions Estimator Model (CalEEMod) construction phasing, equipment usage, and operating schedules used to evaluate the proposed project's potential construction air quality impacts (See Appendix B).

Table 4.13-1
Typical Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (L_{max})[1]	Percent Usage Factor[2]	Predicted Hourly Noise Levels (L_{eq}) at Distance[3]			
			50 Feet	100 Feet	500 Feet	1100 Feet
Backhoe	80	40	76	70	56	49
Compact roller	80	20	73	67	53	46
Compressor (air)	80	40	76	70	56	49
Concrete Mixer	85	40	81	75	61	54
Crane	85	16	77	71	57	50
Excavator	85	40	81	75	61	54
Front End Loader	80	40	76	70	56	49
Grader	85	40	81	75	61	54
Paver	85	50	82	76	62	55
Tractor	84	40	80	74	60	53
Scraper	85	40	81	75	61	54
Welder	73	40	49	43	29	22

Sources: Caltrans, 2013; FHWA, 2010; MIG 2023 (see Appendix J).

[1] L_{max} noise levels based on manufacturer's specifications.

[2] Usage factor refers to the amount of time the equipment produces noise over the time period.

[3] Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2013: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

During site preparation, grading, and paving activities construction equipment would operate throughout the site, moving closer to one property line and farther away from another; building construction and architectural coating activities would be concentrated in the center of the site where the proposed building and fueling canopy would be located. For these reasons, potential construction noise levels were estimated for worst-case equipment operations (50 feet from any property line and 1,100 feet from the closest residential receptor). A summary of predicted construction noise levels is presented in Table 4.13-2.

Table 4.13-2
Summary of Predicted Construction Noise Levels

Scenario	Estimated Duration[1]	Single Equipment Use[2]	Multiple Equipment Use[3]
		L_{max}	L_{eq}
Worst-Case Construction[(D)] (50 feet from property line)	1 week	85	88
Worst-Case Construction[(D)] (1,100 feet from residential zone)	1 weeks	54	57

Source: MIG 2023 (see Appendix J).

[1] Estimated duration represents the period of time site preparation, grading, and paving activities would occur (see footnote 5). For the worst-case construction scenario, the duration assumes equipment would not operate within 50 feet of the same property line location for more than 1 week.

[2] Values represent highest estimated noise level for one piece of construction equipment (see footnote 5)

[3] Values represent highest estimated noise level for two pieces of construction equipment (see footnote 5).

[4] Typical construction activities would occur farther away from property lines and residential zones and would therefore result in lower construction noise levels than worst-case construction activities.

As shown in Table 4.13-2, the worst-case noise levels associated with the operation of an excavator, scraper, paver, etc. are predicted to be 85 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate in the same area at the same time. The concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 88 dBA L_{eq} at a distance of 50 feet from equipment operating areas.[5] These maximum noise levels would occur for a short period of time (approximately one (1) week). As site preparation (8 days) and grading (8 days) is completed and building construction begins, work activities would occur further from property lines, require less large heavy-duty equipment (i.e., grader), and generate lower construction noise levels.

Section 7.34.060 of the City's Municipal Code sets forth that construction noise levels are exempt from City noise standards provided the activities take place between 7 AM and 7 PM, Monday to Saturday, and do not create noise levels that exceed 80 dBA L_{max} in residential zones. As shown in Table 4.13-10, predicted construction noise levels at the closest residential zone, which is located more than 1,100 feet to the east, would theoretically attenuate to approximately 57 dBA L_{max}. Construction noise levels, therefore, would not exceed the 80 dBA L_{max} noise standard for residential zones contained in the City's Municipal Code. This impact would be less than significant; however, the Applicant has designed the project to minimize potential construction noise and vibration levels. Substantial site preparation and grading would not be required since the project site is flat. The use of tilt-up concrete and wood panels for building walls and other components partially eliminates on-site fabrication of exterior walls and reduces the amount of equipment needed to erect the building. Finally, the proposed project is required to adhere to **PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4** to control construction noise. With implementation of these PVCCSP EIR measures, construction noise impacts of the project would be reduced to less than significant levels.

[5] A sound level of 81 dBA L_{eq} at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA L_{eq} and when three identical sound levels are combined, the noise level increases to 86 dBA L_{eq}). These estimates assume no shielding or other noise control measures are in place at or near the work areas.

Operational Noise Levels

Once constructed, the proposed project would generate noise from the following activities:

- Off-site vehicle travel on Harley Knox Boulevard. The proposed project would generate 67 total daily passenger car trips and 36 total daily truck trips (equal to 103 total vehicle trips and 159 total passenger car equivalent (PCE) trips (Appendix K).[6] For passenger vehicles and trucks, all access to the site was assumed to occur via Harley Knox Boulevard.
- On-site passenger car travel along the site driveway and perimeter road/fire lane, automobile parking, and other miscellaneous automobile noise sources such as doors closing and engine start-up and revving. For passenger vehicles, site access was assumed to occur 100% via the Harley Knox Boulevard west driveway. On-site automobile travel is assumed to occur at low speeds (15 mph).
- On-site truck travel along the site drive aisle to loading dock areas, truck maneuvering into and out of loading docks, and other miscellaneous sources such as engine start-up and revving, cab door closing, and release of compressed air from truck brake systems. For trucks, site access was assumed to occur 100% via the Harley Knox Boulevard east driveway. Similar to automobiles, on-site truck travel is assumed to occur at low speeds (no more than 15 mph). According to the trip generation assessment prepared for the project, truck trips are assumed to consist of 2-axle trips (16.7% of all truck trips), 3-axle trips (20.7% of all trips) large, heavy-duty 4-axle or more truck trips (62.6% of all truck trips). On-site idling was assumed to occur for up to 15 minutes per loading/unloading operation.
- Cargo management (i.e., forklifts) operations at truck docks. The proposed project would incorporate up to 7 electric-powered forklifts, pallet jacks and other material handling equipment during operation. Forklift operation and backup alarm was assumed to occur at each truck dock for approximately 30 minutes per loading/unloading operation.
- Rooftop mounted HVAC unit, assumed to be rated at 3 tons and generally located in the center of the office portion of the proposed building. The unit would be fully concealed behind a parapet or enclosure that would reduce potential HVAC unit noise levels.
- Other miscellaneous noise sources, such as landscaping equipment, garbage collection services, and other miscellaneous site operations (e.g., occasional electric power jack or pallet lift). These noise sources would be intermittent and would not substantially change overall project noise levels.

Reference and potential hourly average noise levels associated with the proposed project's noise sources are summarized in Table 4.13-3. All reference noise levels are presented at a distance of three (3) feet from the source.

[6] Passenger Car Equivalent (PCE) trips calculated to account for the additional capacity used by larger vehicles such as trucks. Truck trips were converted to PCE trips based on the following equivalency factors: 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles. (Appendix K).

Table 4.13-3
Project Noise Source – Reference L_{max} Noise Levels

Noise Source	Reference L_{max} dBA at 3 Feet
Automobile Travel	
Low speed travel (15 mph)/parking	55
Door closing	90
Engine start and revving	90
Maximum Source Noise Level	90
Truck Travel / Dock Activity	
Low speed travel (15 mph)	96
Maneuvering (w/ back-up alarm)	100
Air brake release	98
Main engine idling	86
Door closing	90
Engine start and revving	100
Forklift Operation	70
Forklift Backup Alarm	100
Maximum Source Noise Level	100
Truck Entrance Way	
Warehouse Noise Measurement	100
HVAC Unit	
Operation (3-ton)	76
Source: MIG 2023 (see Appendix J)	

The proposed project's potential noise levels were estimated using the reference and calculated hourly L_{eq} noise levels identified in Table 4.13-3 above, adjusted for distance (between the noise source and property line) and activity levels (e.g., number of automobile trips, trucks idling, etc.). In general, the estimated noise levels are theoretical predictions; they do not account for potential reflection or partial shielding, atmospheric or ground absorption, or other excess attenuation factors. For multiple sources such as HVAC units, cars parking, etc., noise levels were modeled from a single location to conservatively aggregate noise sources and overestimate noise levels from an area. Although the noise generated from parking areas, drive aisles, and truck dock bays is primarily generated by cars and trucks (mobile sources) and not stationary sources, this analysis conservatively treats noise from these sources as stationary sources because noise from these areas would generally come from a fixed location (e.g., an idling truck, a parked car, etc.). In addition, it is assumed that all on-site travel would occur at slow speed (15 mph or less) and would be similar to a stationary source (as compared to a truck traveling 45 mph on Harley Knox Boulevard).

The land on the western side of the project site is currently vacant and zoned for industrial land uses. Operational noise levels were not modeled at this location due to the lack of noise sensitive uses to the west of the project site. Similarly, the land use to the north of the project site (across Harley Knox

Boulevard), to the south of the project site (across the Riverside County Flood Control Channel), and to the east of the project site are or are zoned industrial lands and, therefore, are not noise sensitive receptors that require impact evaluation. The closest residential receptor is located 1,100 feet to the east of the project site. The distances between the eastern property line receiver location and the project's noise sources are summarized in the previous Table 4.13-4.

Table 4.13-4
Summary of Distance Between Project Noise Source and Property Line Receivers

Project Noise Source	Distance in Feet Between Noise Source and Residential Receptor[1]
Truck Entrance	1,285 feet
Drive Aisle	1,235 feet
Docks	1,335 feet[7]
HVAC	1,685 feet

[1] The listed distance reflects the closest distance between the listed noise source and the property line receiver.

The following discusses the key assumptions made to estimate potential project noise levels at noise receiver locations:

- *Truck entrances:* Truck entrances would be located on Harley Knox Boulevard. Truck entrances include truck turns into and out of the facility and are assumed to produce an average hourly noise level of approximately 100 dBA at a distance of 3 feet (see Table 13-3).
- *On-site truck travel:* Each on-site truck trip was assumed to travel at low speed (no more than 15 mph) and produce an average hourly noise level of 96.0 dBA at a distance of 3 feet (see Table 13-3). The amount of peak on-site truck travel activity (one total trip in the peak hour periods) was determined from the project's Transportation Study Screening Analysis (Appendix K).
- *On-site truck maneuvering and idling:* Loading dock areas were assumed to require truck travel and maneuvering, back-up alarms, air brake release, and other related activities that would produce an average hourly noise level of approximately 100 dBA at a distance of 3 feet (see Table 13-3). Dock areas would be located at least 1,335 feet from adjacent property lines to the east.

HVAC unit: An HVAC unit was assumed to produce a noise level of 76.0 dBA L_{max} at a distance of 3 feet. The HVAC unit would be located in the center of office space areas. The project's energy-averaged hourly noise levels at modeled receiver locations are summarized in Table 4.13-5.

[7] The docks noise source was modeled from a point approximately 50 feet from the docks area building façade in order to represent typical noise levels associated with truck turning and reversing into the dock bays as well as forklift operations.

Table 4.13-5
Comparison of Project Noise Levels to Exterior Stationary Noise Standards

Project Noise Source	**Estimated Noise Level at Closest Residential Receptor (dBA L_{max})**	
	One Source	Two Sources
Truck Entrance	47.4	50.4
Drive Aisle	43.7	46.7
Docks	47.0	50.0
HVAC	21.0	24.0
Highest L_{max} Noise Level	**47.4**	**50.4**
Source: MIG 2023 (See Appendix J)		

As shown in Table 4.13-5, the proposed project would generate a worst-case L_{max} noise level of approximately 50.4 dBA at the closest residential receptor, which is well below the City's 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime standards for residential land uses. This impact would be less than significant.

Compliance with City of Perris General Plan and Specific Plan

The project's consistency with the applicable policies of the City's General Plan Noise Element is summarized in Table 4.13-6. In addition, the proposed project's building design would orient the truck docks and industrial operations area away from public view and include a 40-foot-wide truck drive aisle on the eastern side of the site, which would be separated from passenger traffic on the western side of the site. Therefore, the proposed project would be consistent with the industrial development standards and guidelines contained in the PVCCSP.

Table 4.13-6
Project Consistency with Applicable General Plan Noise Policies

General Plan Noise Element Goals, Policies, Implementation Measures	Consistency Analysis
Goal I**:** *Land Use Siting.* Future land uses compatible with projected noise environments.	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. Implementation Measure I.A.1: All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	**Consistent.** Noise levels at the project site have been evaluated in the Noise Report. The primary source of noise at the project site is traffic on Harley Knox Boulevard. The roadway noise levels at the project site is estimated to average approximately 61.2 dBA CNEL, which would not exceed the 70 dBA CNEL standard for industrial uses.
Goal V: *Stationary Source Noise.* Future non-residential land uses compatible with noise sensitive land uses.	
Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	**Consistent.** As discussed in Section 5.3.2, the nearest noise sensitive receptor to the proposed project site is approximately 1,100 feet away. Noise generation associated with the proposed project would have a less than significant impact on sensitive receptors.

Off-Site Operational Noise Levels

The proposed project would generate vehicle trips that would be distributed onto the local roadway system and potentially increase noise levels along travel routes. The City of Perris General Plan Noise Element states that a change of 5 dBA is "readily discernible to most people in an exterior environment." Accordingly, the PVCCSP EIR determined that an increase of 5 dBA is considered to be significant for all sensitive receptors along roadway segments where the resulting noise levels do not exceed 60 dBA CNEL while an increase of 3 dBA would be significant for sensitive receptors where the resulting noise levels exceeds 60 dBA CNEL. A doubling of total traffic volume to result in a three (3) dBA increase in traffic-related noise levels (Caltrans, 2013). If the proposed project would not result in a doubling of traffic volumes on the local roadway system, it would not result in a substantial permanent increase in traffic-related noise levels. According to the transportation study screening assessment, the proposed project would generate 103 daily trips, or 159 passenger car equivalent trips (Appendix K). The City's General Plan Noise Element indicates that the existing average daily trip (ADT) volumes for Perris Boulevard and Indian Avenue were 1,800 and 17,464,

respectively.[8] The proposed project's daily trip generation would be less than 9% of the ADT volumes along Indian Avenue and less than 1% of the ADT volumes along Perris Boulevard. The proposed project, therefore, would not double traffic volumes along local roadways used to access the site and would not result in a substantial increase in off-site traffic-related noise levels. This impact would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** Project construction activities would involve the use of large equipment capable of generating ground-borne vibrations. Since project-specific construction equipment information is not available at this time, potential construction-related vibration impacts can only be evaluated based on the typical construction activities associated with an industrial development project. Table 4.13-7 presents the estimated, worst-case vibration levels that could occur from the operation of the typical large and/or vibration-inducing construction equipment used to develop an industrial land use project. The equipment assumptions used in this analysis are based on, and consistent with, the CalEEMod construction phasing, equipment usage, and operating schedules used to evaluate the proposed project's potential construction air quality impacts (Appendix B).

Table 4.13-7
Potential Groundborne Vibration Levels

Equipment	PPV (Inches/Second) at Distance1		
	50 Feet	100 Feet	500 Feet
Vibratory Roller	0.098	0.046	0.008
Large Bulldozer	0.042	0.019	0.003
Small Bulldozer	0.014	0.007	0.001
Loaded Truck	0.035	0.017	0.003
Jackhammer	0.016	0.008	0.001

Source: Caltrans 2020 MIG (See Appendix B)

[1] Estimated PPV calculated as: PPV(D)=PPV(ref*(25/D^1.3 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.3 for competent sands, sandy clays, silty clays, and silts).

Construction Vibration Levels

The potential for ground-borne vibration and noise is typically greatest when vibratory or large equipment such as rollers, impact drivers, or bulldozers are in operation. For the proposed project, these types of equipment would primarily operate during site preparation, grading, and paving work. This equipment would, at worst-case and for very limited period of times, operate adjacent to the site's property lines and within approximately 185 feet of the light industrial building façade to the north of the site (across Harley Knox Boulevard). All other buildings would be more than 185 feet from potential construction activities. Accordingly, similar to the construction noise analysis presented discussed in the previous section, potential construction vibration levels were estimated for worst-case equipment operations (185 feet from the nearest building) and average equipment operations

[8] Existing ADT volumes for Perris Boulevard based on the road segment north of Nance Street. Existing ADT volumes for Indian Avenue based on the road segment between Dawes Street and Ramona Expressway.

based on the distance from the center of the site to the nearest building (approximately 280 feet). A summary of predicted construction vibration levels is presented in Table 4.13-8.

Table 4.13-8
Summary of Predicted Construction Vibration Levels

Scenario	Estimated Duration[1]	Maximum PPV (inches/second)[2]
Worst-Case Construction (185 feet from nearest building)[3]	1 week	0.023
Typical Construction (280 feet from nearest building)	7 weeks	0.015

Source: MIG 2023 (see dix A).

1 Estimated duration represents the period of time site preparation, grading, and paving activities would occur. For the worst-case construction scenario, the duration assumes equipment would not operate within 185 feet of the same property line location for more than 1 week.

2 Values represent highest estimated groundborne vibration level for typical construction equipment (see Appendix J).

3 Construction activities may occur closer than 185 feet from a property line for short periods of time (hours) that are not representative of overall construction activities. The worst-case construction scenario reflects the duration that heavy equipment may operate in the same general area near a property line location.

The City does not maintain numeric significance thresholds for groundborne vibration or groundborne noise; however, as shown in Table 4.13-8, construction equipment vibration levels at the nearest building location could exceed commonly accepted "slightly perceptible" vibration detection thresholds (0.012 inches/second; see Table 4-5 of Appendix J) when operating in close proximity to the nearest building and could, therefore, likely be perceptible at this building location. This, however, is not considered to be excessive, because any worst-case equipment operations in proximity to the nearest building would be short in duration and intermittent (lasting only a few hours each day and no more than a few days or week in total near specific building locations). Additionally, potential construction vibration levels would not result in structural damage because the estimated vibration levels are substantially below commonly accepted thresholds for potential damage to modern industrial and commercial buildings (0.5 inches/second; see Table 4-4 of Appendix J). Construction vibration levels would also be substantially below human perception and structural damage thresholds at the nearest residential receptor located approximately 1,100 feet east-southeast of the project site. For these reasons, the proposed project would result in a less than significant groundborne vibration or groundborne noise impacts from construction activities and no mitigation is required.

c) **Less Than Significant Impact.** The proposed project is located approximately 0.8 miles southeast of March ARB/IP and is within MARB/IPA ALUCP Zone D. There are no restrictions or limits for land uses in Zone D, and this zone is associated with noise levels less than 55 CNEL, which would not exceed the City's exterior noise standard for industrial land uses (70 dBA CNEL) or commercial land uses (60 CNEL). Therefore, the proposed project would not expose people to excess continuous or single-event airport-related noise levels. In addition, the project would be required to implement **mitigation measure MM-HHM-1 and PVCCSP EIR mitigaiton measures MM Haz 2 through Haz 6** as outlined in Section 4.9, Hazards and Hazardous Materials. With these measures, any noise impacts related to March MARB/IPA operations would be less than significant.

Mitigation Measures

The project would be required to implement PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 as outlined below:

MM Noise 1: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent wit' 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.

In addition, the project would be required to implement **mitigation measure HHM-1 and PVCCSP EIR mitigaiton measures MM Haz 2 through Haz 6** as outlined in Section 4.9, *Hazards and Hazardous Materials*. With implementation of these various measures, potential noise impacts of the project would be less than significant.

4.14 – Population and Housing

Would the project:

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines or mitigation measures related to population and housing are included in the PVCCSP or associated PVCCSP EIR.

Explanation of Checklist Answers

The below analysis was prepared using the following sources: *Map My County*, (Appendix M); City of Perris General Plan Environmental Impact Report (GP-EIR), Appendix A, Initial Study, Section XII, *Population and Housing*, Appendices, p. IX-13; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP-EIR), Section 5, Other CEQA Topics, *Growth Inducing Impacts*, p. 5.0-12; and Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP-EIR), Appendix A, Initial Study, Section 2, *Population and Housing*, pp. 5 and 6 of 24.

a) **Less Than Significant Impact.** The project applicant proposes the development of a 58,974-square-foot light industrial warehouse building on a 4-acre vacant site. The project is expected to be fully operational in the year 2025. The project site is located in the 3,500-acre PVCCSP planning area of the City of Perris. The site is currently zoned Commercial (C) and the project includes a Specific Plan Amendment to change the site zoning to Light Industrial (LI).

As set forth in the existing PVCCSP EIR/Initial Study, the PVCCSP included land use changes that may induce population growth relative to the City's GP 2030. This conversion of land uses is reflected in the land use designations found in the Specific Plan. The PVCCSP acknowledged that it may induce population growth by providing employment opportunities but it also noted that an overall reduction in designated residential land uses will occur as part of the PVCCSP in comparison with the GP 2030. The PVCCSP EIR has no Standards and Guidelines or mitigation measures related to population and housing.

The proposed project does not involve construction of any new homes and would not contribute to a direct increase in the City's population. The proposed project may indirectly contribute to population

growth within the City by creating additional employment both during construction and operation. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the City or surrounding areas so it is not anticipated the project would attract a significant number of new residents to the City.

Based on the above data and analysis, the project would not induce substantial unplanned population growth in the area, either directly or indirectly. Project impacts to population growth would be less than significant and no mitigation is required.

b) **No Impact.** The project site is vacant undeveloped land and there are no building structures or site improvements. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts wouuld occur and no mitigation is required.

Mitigation Measures

No programmatic mitigation measures for population or housing are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for population or housing are recommended in this Initial Study/MND.

4.15 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☑	☐
d) Parks?	☐	☐	☑	☐
e) Other public facilities?	☐	☐	☑	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines applicable to the project in terms of public services impacts. 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.

General On-Site Project Development Standards and Guidelines (Chapter 4.2.1 of the PVCCSP)

Crime Prevention Measures

Development projects should take precautions by installing on-site security measures. Security areas include, but are not limited to, entry areas for automated teller machines (ATM's), display areas and bus stops. It is recommended that these areas provide for 30-feet of candlepower. Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

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

Water Standards and Guidelines (Chapter 5.4.1 of the PVCCSP)

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

Community Improvements (Chapter 13.3.4 of the PVCCSP)

Community improvements typically associated with commercial and industrial development are related to infrastructure needs such as improved roadways or parkways, extension or upgrades to water and sewer, and other services relevant to business operation. In some instances, improvements of facilities beyond what is minimally necessary to serve a proposed project may be required where deemed to be in the best public interest. In addition, the installation or funding of other public facilities, such as a fire station or library, may be considered a Community Improvement.

Financing and Maintenance Mechanisms (Chapter 13.4 of the PVCCSP)

North Perris Public Safety Community Facilities District
Implementing development projects within PVCC Specific Plan will be required to annex the North Perris Public Safety Community Facilities District (CFD) and pay a special tax for the provision of public Safety (i.e. police and fire) services. These special tax proceeds help finance public safety services, including police protection.

The PVCCSP EIR does not include mitigation measures for this topic.

Explanation of Checklist Answers

The below analysis was prepared using the following sources: Map My County (Appendix M); City of Perris General Plan 2030 - Environmental Impact Report (GP-2030 EIR), October, 2004, Section 4.6, Public Services, Chapter 4.6.1, Police Protection, Chapter 4.6.2, Fire Protection/Emergency Rescue, Chapter 4.6.3, Health Services, Chapter 4.6.4, Schools, Chapter 4.6.5 Libraries, pp. IV-80 thru IV-112; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP-EIR), July, 2011, Appendix A, Initial Study, Section 11, Public Services, pp. 16 & 17 of 24; City of Perris, Departments, Fire and Police (Links below); Val Verde School District, Home & Info-graphic (Links below); City of Perris, Ordinance No. 1182, An Ordinance of The City Council of The City of Perris, California, Amending Municipal Code Chapter 19.68, Regarding the Development Impact Fees Applicable to New Development.

- City of Perris (Fire) Link:
  - http://www.cityofperris.org/departments/fire.html [Accessed March 2023].
- City of Perris (Police) Link:
  - http://www.cityofperris.org/departments/police.html
  - http://www.cityofperris.org/dept-profiles/profiles/PerrisPoliceStation.html [Accessed March 2023].
- Val Verde USD Links:
  - https://drive.google.com/file/d/1C0SqF3MnWPTNSvD8nsmsLjTF4PPu8Suz/view
  - https://www.valverde.edu/ [Accessed March 2023].

a) **Less Than Significant Impact.** The City of Perris contracts with the Riverside County Fire Department (RCFD) for fire prevention, suppression, and paramedic services. The RCFD, in turn, operates under contract with the California Department of Forestry and Fire Protection (Cal Fire). According to the City of Perris website (accessed March 2023), the City began contracting with the

Riverside County Fire Department for fire and emergency services in 1983. The City of Perris has fourteen firefighters assigned to two fire stations. There are two fire stations within the City boundary:

- City of Perris, Fire Station #1, 210 W. San Jacinto Avenue;
- City of Perris, Fire Station #2, 333 Placentia Avenue.

The City of Perris, Fire Station #1 (210 W. San Jacinto Avenue; aka RCFD Perris Station #1) is located approximately 4.8 miles south of the project site at the northwest corner of W. San Jacinto Avenue and C Street. Operated by Battalion 1, Perris Fire Station #1 is also the Riverside County Fire Department Headquarters (aka Truman Holland Administrative Headquarters) and houses the Emergency Command Center (ECC). The ECC is one of the largest regional fire service organizations in California and is dedicated to Integrated, Cooperative, Regional Fire Protection and Emergency Services. The City of Perris, Fire Station #2 (333 Placentia Avenue; aka RCFD North Perris Station #90) is located approximately 2.5 miles south/southeast of the project site on the south side of Placentia Street, east of Redlands Avenue. Completed in late 2005 and operated by Battalion 1 to serve North Perris, the site is located within a leased area of Paragon Park, which fronts Placentia Avenue.

Fire services were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended 14 times since, most recently in March 2023. The Initial Study, dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR concluded that potential impacts to fire protection services related to the PVCCSP were less than significant so there was no further discussion in the PVCCSP EIR.

As identified in the PVCCSP EIR Initial Study, Fire Station #2 (333 Placentia Ave) is expected to provide first response to the PVCCSP project area (including the project site), and Fire Station #1 (210 W. San Jacinto Ave) is expected to also serve the PVCC. The project includes a request to change the existing specific plan land use designation for the project site from Commercial (C) to Light Industrial (LI). The proposed change in land use would not have a substantial change in the level of fire protection services needed for this property beyond those previously identified in the PVCCSP EIR.

Implementing development projects within the PVCCSP planning area are required to annex to the North Perris Public Safety Community Facilities District (CFD) and pay a special tax for the provision of public safety (i.e., police and fire) services. These special tax proceeds help finance public safety services, including police and fire protection.

In addition, the project site is subject to City of Perris Ordinance No. 1182 which establishes a Developer Impact Fee (DIF) to mitigate the cost of public facilities that serve new development. The Fire Department will receive a portion of the DIF to offset the impact of developing new facilities to support fire services. It is noted that payment of DIF is a standard condition of approval by the City and so is not considered mitigation under CEQA.

An additional performance objective with respect to fire services is the provision for adequate fire flow to provide water pressures strong enough to serve the given type of construction. Without adequate fire hydrant spacing and fire flow, structures could be at undue risk and performance objectives are not met. However, the City requires new projects to provide or demonstrate provision of adequate fire flow as a standard condition of approval consistent with Municipal Code Section 20.01.010 (Fire Code) which requires adequate hydrants (number and spacing), adequate fire flows (volume of flow per minute), and sprinklers for new structures.

With implementation of standard conditions of approval, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, any impacts related to fire protection would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** The City of Perris contracts with the Riverside County Sheriff's Department (RCSD) to provide police protection services for the City. The RCSD Perris Station is located at 137 N. Perris Boulevard in the City of Perris approximately 4.8 miles south of the project site. The RCSD Perris Station, located directly east across Perris Boulevard from Perris City Hall, is the RCSD's newest station and serves three incorporated cities including the City of Perris, the City of Canyon Lake, and the City of Menifee, in addition to serving adjacent unincorporated communities of Glen Valley, Mead Valley, Woodcrest, Romoland, and Sun City.

Police services were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended 14 times since, most recently in March 2023. The Initial Study, dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to police protection services related to the PVCCSP were less than significant so no further discussion was provided in the PVCCSP EIR.

The project includes a request to change the existing PVCCSP land use designation for the project site from Commercial (C) to Light Industrial (LI). The proposed change in land use would not have a substantial effect on anticipated police protection services previously identified in the PVCCSP EIR. Implementing development projects within PVCCSP planning area are required to annex into the North Perris Public Safety Community Facilities District (CFD) and pay a special tax for the provision of public Safety (i.e., police and fire) services. These special tax proceeds help finance public safety services, including police protection.

In addition, the project site is subject to City of Perris, Ordinance No. 1182. Ordinance No. 1182 establishes a Developer Impact Fee (DIF) to mitigate the cost of public facilities needed to serve new development. The Police Department will receive a portion of the DIF to offset the impact of developing new facilities to support police services. It is noted that payment of DIF is required and is not considered unique mitigation under CEQA.

With implementation of the standard conditions of approval, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, any impacts related to police protection would be less than significant and no mitigation is required.

c) **Less Than Significant Impact.** The project site, along with the entire PVCCSP planning area, is located within the boundaries of the Val Verde Unified School District (VVUSD). The VVUSD consists of twenty-two (22) schools serving over 20,000 students from preschool through high school. There are 4 high schools, 4 middle schools, 12 elementary schools, 1 preschool, 1 virtual/SSA, and 1 adult school. The district boundary is bisected by Interstate-215 and generally extends from Van Buren Boulevard on the north to Orange Avenue on the south, and Gavilan Road on the west to Lake Perris on the east. The district serves students from the Cities of Perris and Moreno Valley, as well as the unincorporated area of Mead Valley.

The proposed industrial project would not directly create a source of school-aged children because the project (logistics/distribution warehouse) does not include a residential component. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, would be assessed and paid to the school district. This condition would be similar if the site were developed for commercial uses under the existing zoning.

School services were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended 14 times since, most recently in March 2023. The Initial Study, dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to school services related to the PVCCSP were less than significant and no further discussion was provided in the PVCCSP EIR.

The project includes a request to change the existing specific plan land use designation for the project site from Commercial (C) to Light Industrial (LI). The proposed change in land use would not have a substantial impact on school services beyond that identified in the PVCCSP EIR. Impacts to VVUSD facilities would be offset through the payment of impact fees to the VVUSD prior to the issuance of a building permit. This fee is subject to change and the applicable fees, at time of building permit issuance, would apply. Payment of these fees is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. With the payment of these fees, the impacts to schools are considered reduced to a level that is considered less than significant.

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. Any impacts would be less than significant and No mitigation is required.

d) **Less Than Significant Impact.** Demand for park and recreational facilities are generally the direct result of residential development. The proposed project (light industrial warehouse) would not directly require the construction or expansion of parks or recreational facilities as it does not include a residential component. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by Ordinance No. 1182, shall be assessed and paid to the City for parks.

Potential impacts to parks were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended 14 times since, most recently in March 2023. The Initial Study, dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to parks related to the PVCCSP were less than significant and no further discussion was provided in the PVCCSP EIR.

The project includes a request to change the existing specific plan land use designation for the project site from Commercial (C) to Light Industrial (LI). The proposed change in land use is considered to have a similar (nominal) impact on parks previously accounted for in the PVCCSP EIR. The project site is subject to City of Perris, Ordinance No. 1182. Ordinance No. 1182 which establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The City of Perris will apply a portion of the Development Impact Fees (DIF) to offset the impact of developing new facilities to support park and recreation services. Credits may be afforded to the applicant if improvements are made to these facilities as part of the project development. Payment of

DIF/Parks and Recreation is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. With the payment of these fees, the impacts to parks are considered less than significant and no mitigation is required.

e) **Less Than Significant Impact.** A discussion of the impacts the proposed project would potentially have on other public facilities including libraries and hospitals is included below.

The City of Perris contracts with the Riverside County Public Library System and provides library services at the Cesar E. Chavez Library located approximately 4.9 miles south of the project site at 163 E. San Jacinto Boulevard. Impacts to library services are typically attributed to residential development.

The proposed project would not directly increase the demand for library services as it does not include a residential component. It may indirectly affect library services by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by Ordinance No. 1182, would be assessed and paid to the City for libraries. Potential library impacts were analyzed in conjunction with the PVCCSP, originally approved on January 10, 2012, as Ordinance No. 1284, and amended 14 times since, most recently in March 2023. The Initial Study, dated August 2009, prepared in conjunction with the PVCCSP and included as Appendix A of the PVCCSP EIR, concluded that potential impacts to library services related to the PVCCSP were less than significant and no further discussion was provided in the PVCCSP EIR.

The project includes a request to change the existing specific plan land use designation for the project site from Commercial (C) to Light Industrial (LI). The proposed change in land use is considered to have a similar to nominal impact on library services previously accounted for in the PVCCSP EIR. With the payment of DIF, the impacts to libraries are considered mitigated to a level that is considered less than significant.

The nearest emergency medical service available to the proposed project is the Riverside County Regional Medical Facility in Moreno Valley, approximately 4.1 miles northeast of the project site (Google Earth). Healthcare facilities are developed in response to perceived market demand by free enterprise (Perris GP 2030, p. IV-93). Therefore, the development of the proposed project would not result in the construction of new or expanded medical facilities.

The PVCCSP Initial Study determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCC is considered to be less than significant (PVCCSP Initial Study, p. 17 of 24). Therefore, impacts are considered less than significant.

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities (i.e., libraries, hospitals). Any impacts would be less than significant and no mitigation is required.

Mitigation Measures

No programmatic mitigation measures for public services are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for public services are recommended in this Initial Study/MND.

4.16 – Recreation

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

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines or mitigation measures related to recreation are included in the PVCCSP or associated PVCCSP EIR.

Explanation of Checklist Answers

The below analysis was prepared using the following sources: City of Perris General Plan Environmental Impact Report (GP-EIR), Chapter 4.8, *Parks and Recreation*, p. IV-178; Perris Valley Commerce Center Specific Plan, Section 8, *Industrial Design Standards and Guidelines*; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP-EIR), Appendix A, Initial Study, Section 15, *Recreation*, p. 21 of 24; Municipal Code Section 18.32.050; and Ordinance No. 1182 (An Ordinance of the City Council of the City of Perris, California, Amending Municipal Code Chapter 19.68 Regarding the Development Impact Fees Applicable to New Development); *Park and Recreation Facilities Development Impact Fee Justification Study, City of Perris*, prepared by David Taussig & Associates, June 29, 2017 (*DIF Study;* http://www.cityofperris.org/city-gov/agenda/2017/07-11-17-council-9c.pdf).

a) **Less Than Significant Impact.** Demand for park and recreational facilities is generally the direct result of residential development while the proposed project is an industrial project that does not generate new residents. The project proposes development of a 58,974-square-foot industrial warehouse building on a 4-acre vacant site. The project is expected to be fully operational in the year 2025. The project site is located within the 3,500-acre PVCCSP planning area of the City of Perris. The proposed project does not include a housing component.

The existing PVCCSP zoning classification for the project site is Commercial (C) and the project includes a request to amend the existing PVCCSP by changing the existing zoning classification for the project site from Commercial (C) to Light Industrial (LI).

As set forth in the PVCCSP EIR Initial Study (p. 21), the City requires that large projects provide an on-site recreational amenity, but it is noted the proposed project's light industrial warehouse use, absent a housing component, would not directly impact and will not require the construction or expansion of off-site recreational facilities or result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities.

There are no PVCCSP EIR mitigation measures related to recreation. The PVCCSP Standards and Guidelines for light industrial development relevant to recreation are summarized below:

Industrial Development Standards and Guidelines, Employee Break Areas and Amenities (PVCC Specific Plan, Section 8.2, Subsection 8.2.1.4):

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

The City of Perris Ordinance No. 1182 incorporates park dedication procedures consistent with California Government Code Section 66477 (Quimby Act) thereby establishing a requirement for dedication of 3 acres of parkland per 1,000 population, or payment of a fee in lieu of such dedication. The proposed project would indirectly affect recreational facilities by providing a source of employment that may draw a limited number of new residents into the area. Appropriate developer impact fees (DIF), as required by Ordinance No. 1182, shall be assessed, and paid toward parks and recreation facilities. With the payment of these fees, the indirect impacts to parks and other recreational facilities caused by the proposed project are considered reduced to a level that is considered less than significant. It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA. Indirect impacts to park facilities would be offset through payment of the applicable Park and Recreation Facilities developer impact fees of $0.94 per square foot of industrial space (*DIF Study*, pp. ii, 29). With payment of these fees, impacts to parks and other public recreational facilities would be less than significant.

b) **Less Than Significant Impact.** Please reference the discussion in Threshold 16.a, above. Demand for park and recreational facilities are generally the direct result of additional residents generated by residential development. The proposed warehouse building would incorporate recreational amenities as required by the PVCCSP and any incremental indirect impacts to park facilities would be offset via payment of applicable Park and Recreation Facilities development impact fee (DIF); therefore, impacts would be less than significant and no mitigation is required.

Mitigation Measures

No programmatic mitigation measures for recreation are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for recreation are recommended in this Initial Study/MND.

4.17 – Transportation

Would the project:

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

When the PVCCSP and its EIR were prepared, transportation impacts under CEQA were largely focused on vehicular congestion on streets and intersections (referred to as Level of Service or LOS). In 2020, the State CEQA Guidelines were changed to focus the evaluation of transportation impacts on: (1) non-vehicular access; and (2) a new metric referred to as Vehicle Miles Traveled (VMT). The following PVCCSP sections apply to these current CEQA impact issues:

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

Vehicular Access and On-Site Circulation (Chapter 4.2.2.2 of the PVCCSP)

Site design should address the intended functions of the facility beginning with safe, definable site access that creates a sense of arrival.

Establish Truck Routes
Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3) should avoid conflicts with established communities and be separated from passenger vehicles where possible.

Pedestrian Access and On-Site Circulation (Chapter 4.2.2.3 of the PVCCSP)

Avoid Conflicts Between Pedestrian and Vehicular Circulation
Provide a system of pedestrian walkways that avoid conflicts between 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 as shown in Figure 4.0-5.

Adequate Vehicle Spacing For Drive-Through Service
Businesses with drive-through service shall provide adequate stacking to accommodate eight (8) vehicles in the drive-through lane from the prior to each pick-up window to avoid conflict with on-site circulation.

Primary Walkway
Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.

Pedestrian Linkages to Public Realm
A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

Parking and Loading (Chapter 4.2.2.4 of the PVCCSP)

Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for parking and loading standards.

Shared Parking
Shared parking with adjacent neighboring uses is encouraged provided minimum parking requirements are met and uses have alternating peak hour parking demands. Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for shared parking standards.

Avoid Long Continuous Drive Aisles
Large parking lots should avoid long, continuous drive aisles to limit the opportunity for highspeed vehicular travel. Where long drive aisles best serve a site, they should utilize curves and stop signs or textured pavement at strategic locations in place of speed bumps.

Pass-Through Aisles
Parking aisles should include pass through aisles if their length exceeds thirty (30) stalls.

Screening Parking Lot
Parking lots should be screened from public view through the use of berms, low walls and/or plant materials.

Ends of Parking Aisle
The ends of all parking aisles and rows shall be protected by a landscaped island or finger. Landscape fingers should be provided on average every ten contiguous parking spaces. The parking island/finger shall be a minimum of 8’ wide including a 12” concrete step-out on both sides as depicted in Figure 4.0-6 with the end stalls a minimum of 11’ wide.

Bicycle Racks
Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.

Motorcycle Parking
Facilities with 200 or more required parking spaces may provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 56 square feet. Facilities with 500 or more required parking spaces shall provide a motorcycle parking area with an overall dimension of 7 feet in

length and area not less than 70 square feet. For every two motorcycle spaces, credit for one parking space shall be given.

ADA Compliant Parking
All parking lots and parking areas shall be ADA compliant.

Loading Area Placement
Consideration should be given to the placement of loading areas away from sensitive receptors (schools, residences, hospitals, etc.), public gathering areas or other uses that might be impacted by noise and associated loading activities, as well as locating away from public view. Additional setback requirement has been provided for projects adjoining residential uses (Table 4.0-1 and Figure 4.0-16). In other cases where placement of loading facilities cannot be accommodated away from these areas, additional setbacks, sound walls, screening or combination thereof may be required.

The project would be required to implement PVCCSP EIR Mitigation Measures MM Trans 1 through Trans 5.

Explanation of Checklist Answers

A *Transportation Study Screening Assessment* for the proposed project was prepared by Gandini Group, dated June 8, 2023 (TSA, See Appendix K). The information presented below is provided from the aforementioned evaluation, as well as from the following sources: **Table 2-2-2, *Surrounding Land Uses***, in Section I. of this Initial Study; City of Perris General Plan 2030, Circulation Element; City of Perris General Plan - Environmental Impact Report (GP-EIR), Chapter 4.9, *Transportation/Circulation*; Perris Valley Commerce Center Specific Plan (PVCCSP), Amendment No.9, May 2018, Chapter 3, *Infrastructure Plan*; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP-EIR), July 2011, Section 4.10, *Transportation and Traffic*; City of Perris – Municipal Code, Title 19, Zoning, Chapter 19.68, Fees, Section 19.68.020 *Development Impact Fees*; City of Perris Ordinance No. 1352 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2017"; North Perris Road and Bridge Benefit District Analysis Report, Albert A. Webb and Associates, June 2008; City of Perris, *Perris Trail Master Plan*, adopted February 26, 2013 as Resolution No. 4562; and State of California Code of Regulations § 15064.3.

a) **Less than Significant Impact.** The project includes the development of a 58,974-square-foot light industrial warehouse building on a 4-acre vacant site. The project is expected to be fully operational in the year 2025. The project site is located within the 3,500-acre PVCCSP planning area of the City of Perris. The site is currently zoned Commercial (C) and the project includes a Specific Plan Amendment to change the site zoning from Commercial (C) to Light Industrial (LI). The TSA indicates the project would generate approximately 103 daily vehicle trips, including 10 vehicle trips during the AM peak hour and 10 vehicle trips during the PM peak hour, which equates to approximately 159 daily PCE[9] trips, including 12 PCE trips during the AM peak hour and 12 PCE trips during the PM peak hour.

The TSA prepared for the project indicates light industrial warehousing generates far fewer vehicle trips although more truck trips than the currently designated retail commercial uses. The project site is

[9] PCE = Passenger Car Equivalents which shows how trucks are equal to 2 or more passenger vehicles in terms of traffic impacts based on the length of the trip (the longer the truck, the higher the PCE).

currently zoned Commercial (C) with a floor to area ratio (FAR) of 0.75 per Table 4-0.1 of the PVCCSP. Under the current land use and zoning designation, the buildout potential for the current commercial zoning at the site could be developed with up to 115,907 square feet (Site Area x FAR). TSA Table 2 shows the potential commercial buildout trips are based on Institute of Transportation Engineers (ITE) trip generation rates for Land Use Code 821 (Shopping Plaza 40-150 TSF). The TSA concludes the potential commercial development would generate approximately 7,826 daily trips, including 201 trips during the AM peak hour and 602 trips during the PM peak hour.

The PVCCSP was originally approved by the Perris City Council on January 10, 2012, as Ordinance No. 1284. Over the past 10 years since its adoption, a substantial amount of new development activity (primarily warehouses) and infrastructure (i.e., road improvements, dry and wet utilities, other) has been built within the PVCCSP planning area. The project site is located 1.3 miles east of I-215.

The PVCCSP planning area is primarily intended to accommodate commercial and industrial uses and as such, requires a greater need for established truck routes to serve existing and future businesses. The City has designated truck-specific routes throughout the PVCCSP to limit passenger and truck vehicle interactions, and move truck traffic efficiently through the project area while avoiding residential communities as much as possible.

Employers, employees, customers, and vendors utilizing the proposed project would eventually have the opportunity to use a variety of transportation modes including automobile, mass transit and non-vehicular travel. As set forth in the PVCCSP, the City of Perris encourages the use of mass transit whenever possible. Bus transit is available and the extension of Metrolink facilities along the west side of the I-215 corridor with a station at I-215/Ramona Expressway/Cajalco Road was completed several years ago (see Section 3.2.3, Mass Transit Circulation, PVCCSP). Bus service to the area is provided by the Riverside Transit Authority (RTA) and the project area is currently served by RTA Route 19 along N. Perris Boulevard. The closest bus stop to the project is at the intersection of Harley Knox Boulevard at N. Perris Boulevard just east of the site.

With respect to non-vehicular circulation, the City of Perris has designated a community trail system of existing and proposed pedestrian trails and bike paths depicted on Figure 3.0-5 (Trails System) of the PVCCSP, which is generally consistent with the City's Park and Trails with the exception of expansions to some of the bike trails. Pedestrian and bike trails are also components of the PVCCSP. However, the project area is surrounded by existing and planned industrial development and does not contain any bicycle lanes, pedestrian trails, or sidewalk networks.

The proposed project, like all projects in the City, would be subject to Transportation Uniform Mitigation Fee (TUMF) and the Development Impact Fee (DIF) programs. In addition, all new development within the PVCCSP boundary is subject to the North Perris Road and Bridge Benefit District (NPRBBD). The TUMF, DIF and NPRBBD programs are briefly summarized below.

- **TUMF.** The County of Riverside Board of Supervisors and the Councils of the Cities of Western Riverside County enacted the TUMF to fund the mitigation of cumulative regional transportation impacts resulting from new development (Riverside County Ordinance No. 2009-62). The mitigation fees collected through the TUMF program are utilized to complete capital improvements to the regional transportation system necessary to meet the increased travel demand and to sustain appropriate levels of service (LOS).
- **DIF.** The project site is subject to City of Perris – Municipal Code, Section 19.68.020 Development Impact Fees (DIF). Payment of the DIF is required and is not considered unique mitigation under CEQA. DIF is used to pay for the following traffic improvements: transportation

– roads, bridges, major improvements; and transportation signals. Credits may be afforded to the applicant if improvements are made to these facilities as part of the project development.

- **NPRBBD.** The North Perris Road and Bridge Benefit District (NPRBBD) encompasses approximately 3,500 acres (five square-miles) of land in north Perris. The NPRBBD boundary is the same as the PVCCSP boundary. The purpose of the NPRBBD is to streamline the financing of specific regional road and bridge improvements determined to provide benefit to the developing properties within the boundaries of the NPRBBD. The road and bridge improvement fee for the NPRBBD is a one-time fee paid to the City prior to recordation of a final tract map or parcel map, or prior to issuance of a building permit.

Based on available information, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project would be required to pay TUMF, DIF, and NPRBBD fees. Payment of these fees is a standard requirement and is not considered unique mitigation under CEQA. In addition, the project would be required to implement **PVCCSP EIR mitigation measures MM Trans 1 through MM Trans 5**. With planned onsite and ROW improvements along Harley Knox Boulevard adjacent to the site, and standard conditions as regulatory compliance, potential traffic-related impacts on the project on vehicular and non-vehicular transportation would be less than significant.

b) **Less than Significant Impact.** In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018, which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3). Effective July 1, 2020, the previous CEQA metric of LOS, typically measured in terms of automobile delay, roadway capacity and congestion, will no longer constitute a significant environmental impact. The City of Perris has updated their transportation impact guidelines City of Perris Transportation Impact Analysis Guidelines for CEQA (May 12, 2020) to provide recommendations in the form of thresholds of significance and methodology for identifying VMT related impacts. Based on the City's TIA Guidelines, there are various types of screening that may be applied to effectively screen out land use projects from project-level assessment. The screening criteria are the following:

- Projects that are 100% Affordable Housing
- Projects located within half mile of qualifying transit
- Projects that are local-serving uses
- Projects located within a low VMT area
- Project with net daily trips less than 500 trips per day

The *TSA* evaluated the project relative to these criteria and concluded the project would have a less than significant impact on VMT since it satisfies two of the VMT screening criteria established by the City of Perris (i.e., the site is in a low VMT area and the project has net daily trips less than 500 ADT). Therefore, the *TSA* concluded the project required no additional VMT modeling, its VMT impacts would be less than significant, and no mitigation measures are required.

c) **Less Than Significant Impact.** The project site has direct access to Harley Knox Boulevard, a primary arterial, just north of the site, and secondary access via Indian Avenue to the west and Perris Boulevard to the east, both secondary arterials serving the project area. Harley Knox is a six-lane divided east-west roadway and is classified as a Primary Arterial (six-lane divided roadway with 94-foot roadway and 128-foot right-of-way) on the City of Perris General Plan Circulation Element in the study area. On-street parking is not permitted on either side of the roadway. There are currently no

designated bicycle facilities in the project vicinity. Sidewalks are provided along the north side of the roadway where the adjacent property is developed. Harley Knox Boulevard provides direct access to the Interstate-215 freeway and is a designated truck route from Interstate-215 to Redlands Avenue. Secondary access to the project area is via Indian Avenue to the west and Perris Boulevard to the east, both designated as secondary arterials in the City's Circulation Element.

Final project site plans would be subject to City review and approval which will ensure that project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will prevent any project impacts due to a geometric design feature. Any potential impacts would be less than significant, and no mitigation is required.

d) **Less Than Significant Impact.** A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the project would generally be limited to street frontage improvements and lateral utility connections (i.e., water, sewer) that would be limited to nominal potential traffic diversion.

Control of access will ensure emergency access to the site and project area during construction through the submittal and approval of a traffic control plan as required by PVCCSP EIR mitigation measure MM Air 2. The traffic control plan would be designed to alleviate any construction circulation impacts.

Following construction, emergency access to the project site and area will remain as it was prior to the proposed project. Regional access is provided by I-215 to the west via Harley Knox Boulevard along the north side of the site, and via Ramona Expressway 1.3-mile to the south. Primary access to the site is via Harley Knox Boulevard with secondary access via N. Perris Boulevard to the east and Indian Avenue to the west. These streets allow adequate emergency access to the area from every direction except to the north and northwest due to the location of the March Base/Airport. Any potential emergency access impacts during construction are considered less than significant.

The proposed project is required to comply with Fire Department requirements for adequate access. project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any potential long-term impacts during project operation are considered less than significant and no mitigation is required.

Mitigation Measures

PVCCSP EIR mitigation measure MM Trans 4 requires that 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. The project applicant team has contacted the RTA and confirmed that no improvements are needed at this time. Therefore, the project has complied with PVCCSP EIR mitigation measure MM Trans 4.

The project would be required to implement the following PVCCSP EIR mitigation measures MM Trans 1 through MM Trans 3 and MM Trans 5:

MM Trans 1: Future implementing development projects shall construct onsite roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCCSP 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 offsite improvements through payment of fair share mitigation fees which include TUMF (Transportation Uniform Mitigation Fee), DIF (Development Impact Fee), and the NPRBBD (North Perris Road and Bridge Benefit District)[23]. The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

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

With implementation of these programmatic PVCCSP EIR mitigation measures, no project-specific mitigation measures are recommended in this Initial Study/MND.

4.18 – Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☑	☐	☐

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be signifilt pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines related to cultural resources are included in the PVCCSP.

The proposed project is required to adhere to PVCCSP EIR mitigation measures MM Cultural 1 through MM Cultural 4, and MM Cultural 6.

Explanation of Checklist Answers

The below analysis was prepared using the following sources: Cultural Resources Assessment Report, CRM Tech July 2023, Native American Consultation information from City staff; Assembly Bill (AB) 52; and Senate Bill (SB) 18. By prepring the Cultural Resources Survey Report, the project has complied with PVCCSP EIR mitigation measure MM Cultural 1.

a) **Less Than Significant with Mitigation Incorporated.** As discussed in Section 4.5 of this Initial Study, there are no items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the project site. Nonetheless, in the event that previously undiscovered historical resources are encountered at the project site during ground disturbing activities, implementation of mitigation measure MM-CR-1 as described in Section 4.5, would ensure that impacts would be less than significant.

b) **Less Than Significant with Mitigation Incorporated.** AB 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a Tribal Cultural Resource. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

In addition to AB 52, SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places prior to the adoption, revision, amendment, or update of a city's or county's general plan, specific plan, or designating land as open space. SB 18 provides a new definition of Traditional Tribal Cultural Places, which requires that the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. In addition, SB 18 law also adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places. In this case, the project applicant is requesting approval of a Specific Plan Amendment so the project is subject to the requirements of SB 18.

The City of Perris used their experience and input from the Native American Heritage Commission (NAHC) to send SB 18 and AB 52 Notices to the following local Native American Tribes and Tribal Representatives:

- Agua Caliente Band of Cahuilla Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians
- Morongo Band of Mission Indians
- Torres Martinez Desert Cahuilla Indians
- Pechanga Band of Luiseno Indians

Tribes that are contacted have 30 days to notify the lead agency if they wish to consult on that particular project under AB 52 and 90 days under SB 18. The only tribal group that responded to the City's notice during either noticing period was the Pechanga Band. On July 13, 2023, Juan Ochao with the Pechanga Band emailed Alfredo Garcia with the City indicating their tribe wished to consult with the City on this project. They subsequenty provided mitigation measure language which has been incorporated into this project document. The City is continuing to consult with the Pechanga Band regarding this project.

As discussed in Section 4.5 of this Initial Study, the project would be subject to **mitigation measures MM-CR-1 and MM-CR-2**, which would address potential impacts to tribal cultural resources that may be discovered during project construction activities With completion of consultation pursuant to AB 52 and SB 18, and implementation of **mitigation measures MM-CR-1 and MM-CR-2**, potential impacts to Native American tribal cultural resources will be less than significant.

Mitigation Measures

The project would implement mitigation measures MM-CR-1 and MM-CR-2 as outlined in Section 4.5 of this Initial Study.

4.19 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

General On-Site Project Development Standards and Guidelines (Chapter 4.2.1 of the PVCCSP)

Trash and Recyclable Materials
Development of all Perris Valley Commerce Center Specific Plan sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.
Waste Hauling
Construction and other waste disposal shall be hauled to a city approved facility.

Utilities (Chapter 4.2.7 of the PVCCSP)

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

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

Electrical, Telephone, CATV and Similar Service Wires and Cables
All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground.

Electrical Transmission Lines
Electrical transmission lines 66kv and less shall be installed underground.

All Equipment Shall be Internalized
All equipment shall be internalized into the building design to the greatest extent possible. When unfeasible, they shall be screened and not prominently visible from public rights-of-way.

The PVCCSP EIR does not include mitigation measures for this topic.

Explanation of Checklist Answers

The following analysis was prepared using the following sources: *Map My County* (Appendix M); Project Plans; *Preliminary Drainage Study, Brew Ent. Harley Knox,* prepared by SDH & Associates, Inc., 10-14-2022 (*Hydro Study*, Appendix H); *Project Specific Water Quality Management Plan, Brew Ent. Harley Knox,* prepared by SDH & Associates, 10-14-2022 (*WQMP*, Appendix I); City of Perris General Plan 2030 - Environmental Impact Report (GP-2030 EIR), October, 2004, Chapter 4.10, *Utilities and Service Systems*; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP-EIR), July, 2011, Section 4.11, *Utilities and Service Systems*; SCE website; Eastern Municipal Water District *2020 Urban Water Management Plan*, June 2021 (*EMWD 2020 UWMP*); Metropolitan Water District *2020 Urban Water Management Plan* (*2020 RUWMP*); *Perris Valley Regional Water Reclamation Facility (PVRWRF) – Fact Sheet*, issued by EMWD, October 2021; CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217), El Sobrante Landfill Fact Sheet, issued by Waste Management of California, El Sobrante Landfill Annual Monitoring Report, Jan 1, 2021 through Dec 31, 2021, by USA Waste of CA, Inc., August, 2021 (Final).

a) **Less Than Significant Impact.** The project involves the development and operation of a 58,974-square-foot light industrial warehouse building on a 4-acre vacant site. The project is expected to be fully operational in the year 2025. The project site is located in the 3,500-acre PVCCSP planning area of the City of Perris. The existing PVCCSP zoning classification for the project site is Commercial (C), and the project includes a request to amend the PVCCSP by changing the existing zoning classification for the project site from Commercial (C) to Light Industrial (LI).

Water

The project site, along with the PVCCSP and the entire City of Perris, is located within the water service boundary of the Eastern Municipal Water District (EMWD). The project site is not currently connected to the EMWD water supply system given its largely vacant undeveloped condition. However, the project proponent has submitted a project-specific application for water utility services to the EMWD and the EMWD has issued a Will Serve letter for water service to the project dated June 13, 2023 (Appendix M).

As set forth in the *EMWD 2020 Urban Water Management Plan (UWMP)*, the EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County from Moreno Valley southward along the I-215 corridor to Temecula. The EMWD is both a retail and wholesale agency, serving a retail population (2015) of 546,146 people and a wholesale population of 215,075 people (761,221 total retail & wholesale). The agency was initially formed in 1950 to bring imported water to the area and in 1951 was annexed into the Metropolitan Water District of Southern California (MWD). The EMWD is currently one of the MWD's 26 member agencies. The EMWD has four sources of water supply including: 1) imported water purchased from the MWD; 2) local groundwater; 3) desalinated groundwater; and 4) recycled water. Delivery points for each source of water are located throughout the EMWD service area.

The majority of the EMWD's supplies are imported water purchased through the MWD from the State Water Project and the Colorado River Aqueduct. Imported water is delivered to the EMWD either as potable water treated by the MWD or as raw water that the EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. The EMWD depends on the MWD for approximately half of its retail water supply. For the past five years (2015 – 2020), the EMWD has been able to maintain a balance of local and imported water even as new connections were added. This was accomplished through the implementation of local supply projects and increased water use efficiency. In 2020, the EMWD's reliance on the MWD was lower than average due to mandatory restrictions put in place by the State Water Resources Control Board (SWRCB), which required EMWD customers to reduce their demands. This demand reduction resulted in reduced imported water purchases by the EMWD in 2020.

In 2020, retail water supply comprised approximately 84% of the EMWD's total water supply; conversely, in 2020, wholesale water supply comprised approximately 16% of the EMWD's water supply. The MWD stated in its Regional Urban Water Management Plan (*RUWMP 2020*) that, with the addition of all water supplies, existing and planned, the MWD would have the ability to meet all of its member agencies' projected supplemental demand through 2040 even under a repeat of historic multi-year drought scenarios. Based on present information and the assurance that the MWD is engaged in planning processes that will identify solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, the EMWD has determined that it will be able to provide adequate water supply to meet the potable demand for the PVCCSP as a part of its existing and future demands.

The EMWD 2020 UWMP service projections are based on approved land uses within its jurisdiction such as the City of Perris General Plan and its attendant Specific Plans, including the PVCCSP. The proposed project is not consistent with the City's current land use designation for the site; however, warehousing generates much fewer employees than commercial uses, so the proposed change from Commercial to Light Industrial uses at the site would result in a reduction in future water use. The 2020 UWMP indicates it can adequately serve planned land uses with water through 2045. Therefore, even with the proposed zoning change, the EMWD would be able to adequately serve the water needs of the proposed project.

The EMWD currently provides water service to the PVCCSP through its system of existing pipelines ranging from 8-inch to 42-inch diameters within the 1627 and 1705 pressure zones. Although the EMWD has no conceptual plans for expansion of these waterlines, they will assess demand as growth occurs and upgrades are designed by the development community to meet the future demands of the project area.

Based on a review of PVCCSP EIR, Table 4.11-B, Existing Waterlines, and Figure 4.11-1 Existing EMWD Water, there is an 8-inch water line in Harley Knox Boulevard along the project site's northern boundary. There are additional water transmission and distribution pipelines shown in the general proximity of the project site. The project includes a Specific Plan Amendment to change the site's land use designation from Commercial (C) to Light Industrial (LI). Due to the low intensity of use anticipated on the site from the proposed warehousing, development and operation of the 4-acre project site is anticipated to have a nominal impact on the overall PVCCSP water supply/demand.

Connections to the local EMWD water system would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site project improvements. A new connection would be made to the EMWD main water line in Harley Knox Boulevard (see Project Plans). Adherence to standard conditions will be required, including EMWD water efficient guidelines and water connection fees. With this regulatory compliance, impacts would be less than significant.

Wastewater

The project site, along with the PVCCSP area and the entire City of Perris, is located within the wastewater (sewer) service boundary of the EMWD. The project site is not currently connected to the EMWD wastewater/sewer system given its vacant, undeveloped condition. The EMWD owns and maintains the sanitary sewer system within the PVCCSP planning area. Wastewater generated by the development within the PVCCSP area, inclusive of the proposed project (light industrial warehouse), is treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). The EMWD wastewater collection systems include 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities (RWRF)(four operating RWRFs and one planned RWRF), with interconnections between local collection systems serving each treatment plant.

The PVRWRF provides wastewater treatment for a 120-square mile area surrounding Perris (inclusive of the project site), Menifee, Homeland, Winchester, and beyond. The PVRWRF is the EMWD's largest RWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±6.5 miles south/southeast of the project site). In March 2014, EMWD completed a seven-year $180 million expansion of the PVRWRF, the largest capital improvement project in the EMWD's 64-year history. The PVRWRF expansion project increased the previous capacity of the facility from 14 million gallons a day (mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. The expansion allows the EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. Typical daily flows as of 2021 are reported at 13.8 mgd.

As depicted in PVCCSP EIR, Figure 4.11-2, Existing EMWD Sewer, a secondary truck line varying from 15 inches to 24 inches is shown in Harley Knox Boulevard along the northern boundary of the project site.

As set forth in the PVCCSP EIR, the EMWD has sufficient capacity to provide wastewater services to the PVCCSP project area and its implementing development projects would be subject to conditions imposed by the City and the EMWD associated with the installation of additional pipelines within the specific plan area to serve individual implementing projects within the PVCC.

Similar to the previous discussion of water supply/demand, the project's proposed change to the current land use designation of the site (from Commercial to Light Industrial) are anticipated to have a nominal impact on the larger PVCC wastewater collection/treatment capabilities. Moreover, the

wastewater demand associated with the project's proposed industrial use is anticipated to be equal or less than the wastewater generation associated with the existing Commercial land use designation reflected in the PVCCSP EIR wastewater supply/demand analysis.

In addition, the project proponent has submitted a project-specific application for water utility services to the EMWD and the EMWD has issued a Will Serve letter for wastewater service to the project dated June 13, 2023 (Appendix M).

Based on available information, the proposed project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Adherence to standard conditions would be required, including sewer connection fees and wastewater discharge requirements. With this regulatory compliance, any impacts would be less than significant.

Stormwater/Drainage

Potentially significant impacts could occur as a result of the proposed project if storm water runoff is increased to a level that would require construction of new storm drainage facilities. As set forth in Section 10 of this Initial Study (*Hydrology and Water Quality*), all new development in the City of Perris is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements, and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana RWQCB.

At present, the project site is largely vacant, undeveloped land with approximately 100 percent pervious earthen surface. The project site is relatively flat with an existing slope gradient estimated at less than 1% to the north. According to *Map My County*, the project site's average elevation is 1,463 feet above mean sea level (AMSL). There are no on-site drainage improvements. In the existing undeveloped condition, on-site stormwater runoff generally sheet flows north toward Harley Knox Boulevard then ultimately south toward Ramona Expressway. The proposed project would involve the construction of a single light industrial warehouse building with access drives, walkways, parking lot, utility infrastructure, and landscaping. The *Hydro Study* and *WQMP* for the project indicate the onsite drainage plan will prevent an increase in offsite runoff, prevent downstream erosion, and protect area-wide water quality through the use of underground detention/water quality chambers.

The 3,500-acre PVCCSP planning area is relatively flat and generally slopes in a southeast direction towards the Perris Valley Storm Drain (PVSD) Channel which forms the PVCCSP east boundary. The PVSD conveys flow in a southern direction to the San Jacinto River. The San Jacinto River is the main drainage feature in the San Jacinto watershed and drains southwest from its headwaters in the San Jacinto Mountains toward Canyon Lake and ultimately to Lake Elsinore.

The existing drainage system in the City of Perris is owned and operated by both the City of Perris and Riverside County. The PVCCSP area is located within the Riverside County Flood Control and Water Conservation District's (RCFC's), Perris Valley Master Drainage Plan (PVMDP) and the Perris Valley Area Drainage Plan (PVADP). The PVMDP and PVADP were adopted in July 1987 and revised in Summer 1991 and as such reflect conditions no longer consistent with the City's General Plan 2030 (adopted October 2004) or the PVCCSP.

The PVMDP identifies a series of open concrete lined trapezoidal channels to convey runoff from the area to the PVSC, then discharging into the San Jacinto River. At the time that the PVMDP was

adopted, the drainage concept contained therein was deemed feasible as most of the area's land use was agricultural and the land was relatively inexpensive. Due to development in the area and an increase in land values, open channels are no longer the best option, and it has become economically feasible to place backbone drainage facilities underground in the existing roadways.

A major obstacle identified in the PVCCSP EIR involves the ultimate design and construction of the PVSD. The PVMDP is dependent on the ultimate build-out of the PVSD to include deepening and widening of the channel. However, two large diameter Colorado River Aqueduct lines, owned by the MWD, cross the PVSD prohibiting the construction of the PVSD to its ultimate depth. Relocation of these two MWD facilities is estimated to cost between $25-35 million.

Therefore, an updated master drainage plan was prepared for the PVCC in order to meet the development goals of the PVCCSP. The drainage systems that will be developed in conjunction with the PVCC will consist of two basic components: storm drains and detention basins. The drainage system will capture surface runoff from implementing projects in the area and convey it to proposed storm drains and detention basins before continuing to the PVSC. These facilities, as shown in Figure 4.7-3 of the PVCCSP EIR (Project-Related Modifications to Existing Perris Valley MDP) are modifications to the existing Perris Valley MDP. The project site is located proximate to the Line A storm drain.

Build-out of the PVCCSP will require substantial area wide drainage infrastructure improvements, including interim and long-term improvements discussed in detail in the PVCCSP EIR, Section 4.7, *Hydrology and Water Quality*. The project site, along with the entire PVCCSP area, is located within the PVADP. Accordingly, implementing development projects (inclusive of the proposed project) will be subject to applicable ADP fees.

Consistent with the City of Perris General Plan 2030, Safety Element Policy S-4.3 and PVCCSP Section 5.0, Off-Site Design Standards and Guidelines, Sub-Section 5.4.1, Storm Drain Standards and Guidelines, new development will be accompanied by construction of both on-site storm detention basins and related structures in the near-term and construction of storm water master plan facilities in the City that will accompany longer term improvements to the PVSD and the San Jacinto River Channel.

Pursuant to the City's General Plan 2030, the PVCCSP, and Municipal Code, Chapter 14.22. - Stormwater/Urban Runoff Management and Discharge Control (Sec. 14.22.080. - Reduction of pollutants contacting or entering stormwater required) all construction projects shall apply Best Management Practices (BMPs) to be contained in the project applicants submitted Stormwater Pollution Prevention Plan (SWPPP). The project *WQMP* identifies post-construction BMPs that include drainage controls such as v ditches, curbs, gutters, down drains, and a series of underground chambers. The proposed project has been reviewed and conditioned by the City of Perris Engineering Department, and the City of Perris Building & Safety Department, among others, to mitigate any potential impacts as listed above through site design and compliance with the PVCC Drainage Study. Additionally, standard conditions for a SWPPP, WQMP, wastewater discharge requirements, a site drainage plan, and storm drainage fees are required in order to ensure that the project's potential impacts to hydrology and water quality resources would remain less than significant. Standard conditions are not considered unique mitigation under CEQA.

With adherence to the project-specific WQMP and Drainage Study, and regulatory compliance, the proposed project would not substantially alter the existing drainage pattern of the site or area, nor would it require new or expanded off-site storm drain facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

Electricity

There is no electricity connection currently serving the project site in its vacant and undeveloped condition. The project site development plan, which proposes construction of a light industrial warehouse, would require electrical service.

The electrical service provider for the City of Perris is Southern California Edison (SCE). Based on a review of the PVCCSP, Figure 3.0-13 (Existing Electric), Google Earth aerial photographs, and a site inspection, overhead electrical service lines are currently in place within the public street right-of-way along the east side of Patterson Avenue in the vicinity of the project site to serve existing commercial and light industrial uses in the area.

SCE is responsible for providing power supply to the City of Perris and the greater Riverside County area while complying with county, state, and federal regulations. SCE's power system is one of the nation's largest electric and gas utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties, with a service area of approximately 50,000 square miles. SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers.

In 2022, SCE's power mix consisted of 38 percent renewable resources, including wind, geothermal, biomass, solar, and small hydro, 14 percent natural gas, eight percent large hydroelectric facilities, and six percent nuclear. An estimated 34 percent of SCE's power mix consisted of unspecified sources of power in 2021, which is referred to by SCE as electricity from transactions that are not traceable to specific generation sources.

Operation of the proposed project would consume electricity for building power, lighting, and water conveyance, among other operational requirements. The project would be required to be designed to comply with various federal, state, and local energy use regulations including Title 24. Because the proposed project design would be required to meet all applicable local, state, and federal requirements and represents an incremental and relatively modest increase in area wide electrical consumption, the project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the proposed project. The proposed project would not require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Natural Gas

There is no natural gas connection currently in place serving the project site in its vacant and undeveloped condition. The natural gas provider for the City of Perris is the Southern California Gas Company (SoCal Gas), also known as The Gas Company. The proposed project would be connected to The Gas Company's natural gas distribution system. Based on a review of PVCCSP, Figure 3.0-12 (Existing Natural Gas), natural gas lines are in place contiguous to the project site within the Harley Knox Boulevard public right-of-way just north of the site.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the light industrial project. The proposed project would not require new or expanded natural gas

facilities, the construction or relocation of which could cause significant environmental effects. Potential impacts in this regard would be less than significant.

Telecommunications

Telephone service to the City of Perris is provided by Verizon which is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities would be necessary to connect the project to the communication system located adjacent to the project site. The proposed project would not require new or expanded regional telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant and no mitigation is required.

Conclusion

Based on the above data and analysis, implementation of the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Based on the preceding analysis, potential utility system impacts would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** As previously discussed under Threshold 19.a, the project site is located within the water service boundary of the EMWD which has an existing water line located adjacent to the project site in Harley Knox Boulevard, and water service is currently in place serving existing light industrial uses in the surrounding area. No additional off-site water infrastructure is anticipated in conjunction with the project site development, as proposed. The project proponent has submitted a project-specific application for water utility services to the EMWD and the EMWD has issued a Will Serve letter for water service to the project dated June 13, 2023 (Appendix M).

The EMWD provides water service to the City of Perris, and beyond. The water agency prepares a UWMP every five years, which identifies historical and projected water usage and existing and future water supply sources, describes purveyors' demand management programs, and sets forth a program to meet water demands during normal, dry, and multiple dry years.

The EMWD water supply/demand analysis within its service area is set forth in the *EMWD 2020 UWMP* which assesses the EMWD's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2020 to 2045.

Based on the analysis and conclusions set forth in the *EMWD 2020 UWMP* (Sec 7.6 *Supply and Demand Assessment*), the EMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2045. The *UWMP* service projections are based on approved land uses within its jurisdiction such as the City of Perris General Plan and its attendant Specific Plans, including the PVCCSP.

The proposed project is not consistent with the City's current PVCCSP land use designation for the site. The 2020 UWMP indicates it can adequately serve planned land uses with water through 2045. The project includes a Specific Plan Amendment to change the site's land use designation from Commercial (C) to Light Industrial (LI). However, warehousing generates much fewer employees than commercial uses, so the proposed change from Commercial to Light Industrial uses on the site would result in a reduction in future water use. Due to the low intensity of use anticipated on the site from the

proposed warehousing, development and operation of the proposed project is anticipated to have a nominal impact on the overall PVCC water supply/demand. Therefore, even with the proposed zoning change, the EMWD would be able to adequately serve the water needs of the proposed project. The impact of the project would be less than significant.

c) **Less Than Significant Impact.** As previously discussed under Threshold 19.a, the project site is located within the wastewater/sewer service boundary of the EMWD. The EMWD maintains sewer lines in Patterson Avenue adjacent to the project site which now serve industrial uses in the surrounding area. No additional off-site wastewater infrastructure is anticipated in conjunction with the project site development, as proposed.

Wastewater from the project site would be delivered through EMWD sewer lines to EMWD's PVRWRF located on approximately 300 acres just west of I-215 and south of Case Road, 6.5 miles south/southeast of the project site. As discussed previously, the PVRWRF recently underwent a seven-year $180 million expansion that was completed in March 2104 and increased the previous capacity of the facility from 14 million gallons per day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. Further specifics are summarized in Section 19.a. Typical daily flows as of 2021 are reported at 13.8 mgd which indicates the facility is operating at approximately sixty-three percent (63%) of its current 22 mgd capacity.

Sufficient wastewater treatment capacity is available to serve the project from existing EMWD resources and the EMWD PVRWRF has adequate capacity to serve the project's projected wastewater generation in addition to serving its existing commitments. In addition, the project would be required to implement standard conditions, which are considered regulatory compliance and not unique mitigation under CEQA. Based on this analysis, impacts would be less than significant and no mitigation is required.

d) **Less Than Significant Impact.** Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Non-hazardous solid waste including trash, recycling, and green waste service in the City of Perris is provided by CR&R Environmental Services, Inc. (CR&R). CR&R is one of Southern California's largest waste and recycling collection companies, serving more than 3 million people and over 25,000 businesses throughout Orange, Los Angeles, San Bernardino, Imperial, and Riverside counties, with additional operations in Southern Arizona and Colorado. In addition, the County of Riverside also sponsors several hazardous waste collection events throughout the year.

Non-hazardous solid waste generated within the City of Perris is transported to the Perris Materials Recovery Facility located at 1706 Goetz Road where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid wastes are transported to either the El Sobrante Landfill or to the Badlands Landfill. The Badlands Landfill on Ironwood Avenue in Moreno Valley, has a permitted daily capacity of 4,800 tons per day (tpd) and the El Sobrante Landfill on Dawson Canyon Road in Corona, has a permitted daily capacity of 16,054 tpd.

<u>Construction-Related Solid Waste</u>

As set forth in the PVCCSP EIR, total construction associated with implementing projects within the PVCCSP area is anticipated to generate approximately 104,671.09 tons of construction-related solid waste over a 20-year buildout period. The proposed project (light industrial distribution warehouse) includes a Specific Plan Amendment to change the PVCCSP Land Use Designation of the entire site from Commercial (C) to Light Industrial (LI). However, it is noted, because the construction-related

solid waste generation factor is the same for all non-residential land uses within the PVCCSP EIR, the proposed project implementation would not generate a substantially greater amount of solid waste during construction than evaluated in the PVCCSP EIR. Therefore, due to the limited contribution of solid waste during the projected 20-year buildout/construction period, the PVCCSP EIR concluded that construction within the PVCC would have a less than significant contribution to the exceedance of the permitted capacity of the designated landfills.

The project involves the development of a 58,974-square-foot light industrial warehouse building on a 4-acre vacant site. Based on the EPA's construction waste generation factor for light industrial, business park/professional office, commercial, and general office projects of 3.89 pounds per square foot, the proposed project would generate approximately 114.7 tons of construction-related solid waste [(58,974 SF x 3.89 lbs/SF) ÷ 2,000 lbs/ton)]. This represents less than one percent of the total estimated construction-related waste to be generated by development of allowed PVCCSP uses, which was determined to be able to be accommodated by the landfills serving the City. At a minimum, the project would comply with the following requirements of the 2022 CalGreen Code[11] sections as outlined in Chapter 5, Non-Residential Mandatory Measures:

- Section 5.4, Material Construction and Resource Recovery, Section 5.408, Construction Waste Reduction, Disposal, and Recycling
    - 5.408.1 – Construction waste management. Recycle and/or salvage for reuse a minimum of 65 percent of the non-hazardous construction and demolition waste…or meet a local construction and demolition waste management tordinance, whichever is more stringent.
    - 5.408.1.1 - Construction waste management plan. Where a local jurisdiction does not have a construction and demolition waste management tordinance that is more stringe, submit a construction waste management plan.
    - 5.408.1.2 – Waste management company. Utilize a waste management company that can provide verifiable documentation that the percentage of construction and demolition waste material diverted from the landfill compies with this section.
    - Section 5.410, Building Mantenance and Operation
    - 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 enanced local recycling ordiiance if more restrictive.

These measures were developed after certification of the PVCCSP EIR so their implementation will help to further reduce solid waste generation during project construction (and operation).

Therefore, the disposal of construction-related solid waste associated with the proposed project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.

Operational Solid Waste

The PVCCSP EIR estimated that operation of future development under the PVCCSP would generate approximately 544,048.96 tons per year of solid waste, which was determined to be approximately 10.65 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills. The PVCCSP EIR concludes that, with development of the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of these landfills.

Based on the California Department of Resources, Recycling and Recovery operational solid waste disposal factor of 0.0108 ton per square foot per year for the Business Park/Professional, General Industrial, and Light Industrial PVCC land use designations applied in the PVCCSP EIR, the project's 58,974 square feet of proposed industrial warehouse use would generate approximately 636.9 tons/year of solid waste. This represents approximately 0.1 percent of the estimated annual operational solid waste stream for development of allowed PVCCSP uses, which was determined to be accommodated by the landfills serving the City. In addition, the project would be required to comply with standard conditions for solid waste regarding waste diversion. This is considered regulatory compliance and not unique mitigation under CEQA.

Therefore, consistent with the findings of the PVCCSP EIR, the disposal of operational solid waste associated with the proposed project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills and there would be a less than significant impact.

The proposed project's additional solid waste stream would have a less than significant impact on landfill capacity and no mitigation is required in this regard. Therefore, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Solid waste impacts would be less than significant and no mitigation is required.

e) **Less Than Significant Impact.** All land uses within the City of Perris that generate waste are required to coordinate with the City's contracted waste hauler (CR&R Environmental Services, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and state programs. Additionally, all development within the City of Perris is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 7 of the City Municipal Code, and other local, state, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

All solid waste disposals within the City of Perris are subject to the requirements set forth in *Title 7, Health and Welfare*, Chapter 7.16 Rubbish Collection and Disposal as provided in the Municipal Code. Chapter 7.16 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Perris shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the city.

The project site's development plan would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 7 of the City Municipal Code, and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. For example, the project would be required to comply with standard conditions for solid waste regarding waste diversion. This is considered regulatory compliance and not unique mitigation under CEQA. Development of the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. With regulatory compliance, any impacts would be less than significan, and no mitigation required.

Mitigation Measures

No programmatic mitigation measures for utilities are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for utilities are recommended in this Initial Study/MND.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐		☐ ☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No Standards and Guidelines or mitigation measures related to wildfire are included in the PVCCSP or associated PVCCSP EIR.

Explanation of Checklist Answers

The following analysis was prepared using the following sources: Figure S-05, *Wildfire Hazards*; City of Perris General Plan 2030, Safety Element; City of Perris General Plan Environmental Impact Report (GP-EIR), Chapter 4.6.2, *Fire Protection/Emergency Rescue*; City of Perris Municipal Code, Section 16.08.058 (*Adoption of the 2019 California Fire Code)* and Section 16.08.059 (*Amendments to the California Fire Code*); and Google Earth.

a-d) **No Impact.** According to Figure S-05, Wildfire Hazards, of the City of Perris General Plan Safety Element, the project site is located within a Local Responsibility Area and is not located in or near an area identified as being a Very High Fire Hazard Severity Zone (Perris, 2022). The project

site is not within a State Responsibility Area. Therefore, the project would have no impacts related to wildfires or the associated issues identified in thresholds a through d, above.

Mitigation Measures

No programmatic mitigation measures for wildfires are included in the PVCCSP EIR (programmatic EIR) and no project-specific mitigation measures for wildfires are recommended in this Initial Study/MND.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or Eliminate important examples of the major periods of California history or prehistory?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☑	☐	☐
c) Does the project have environmental effects which Will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

Explanation of Checklist Answers

a) **Less Than Significant Impact with Mitigation Incorporated.** The proposed project site is located within a developed area with no natural habitat. The proposed project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species. Potential impacts to burrowing owl and migratory birds would be less than significant with the mitigation measures shown below and adherence to existing regulations. There are no jurisdictional waters on the project site. Adverse impacts to historic resources would not occur. Potential impacts to cultural resources and migratory birds would be less than significant with the mitigation measures shown below and adherence to existing regulations.

Biological Resources

MM-BR-1 Nesting Bird Survey
MM-BR-2 Burrowing Owl Survey

Cultural Resources and Tribal Cultural Resources

MM-CR-1 Provide Archaeological Monitoring
MM-CR-2 Disposition of Human Remains

b) **Less than Significant with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with other past, present, and future projects that affect the same resources. As an example, impacts to utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved.

Analysis contained in the PVCCSP EIR determined that construction associated within the PVCCSP may have cumulatively significant impacts in the following areas: (PVCCSP EIR, p. 5.0-13.)

- Air Quality: Emissions generated by the overall PVCCSP area will exceed the South Coast AQMD's recommended thresholds of significance;

- Noise: Development in the overall PVCCSP area will result in substantial increases in the ambient noise environment at project buildout;

- Transportation: Potential cumulative impacts to I-215, which is consistent with the findings in the Perris General Plan EIR.

However, as demonstrated by the analysis in this Initial Study/MND and summarized below, the proposed project would not result in any significant environmental impacts with mitigation incorporated. Therefore, the proposed project would not have impacts that are individually limited, but cumulatively considerable, and impacts would be less than significant with mitigation incorporated.

Aesthetics

Impacts related to aesthetics at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. However, Section 4.1 recommended the mitigation shown below to minimize potential construction lighting impacts. Therefore, no cumulative impacts related to this topic would occur.

MM-A-1 Lighting Controls

Agricultural Resources

The analysis provided in Sections 4.2 found that no individual impacts would occur; therefore, the project could not contribute considerably to local agriculture or forestry.

Air Quality

The analysis provided in Section 4.3 related to air quality found that impacts of the proposed project itself would be less than significant with implementation of programmatic mitigation from PVCCSP EIR shown below. Therefore, the project would not make a cumulatively considerable contribution to localized or regional cumulative impacts.

MM Air 2	Traffic Control Plan
MM Air 3	SCQAMD Rule 403 Dust Control
MM Air 4	Idling Limits (5 minutes)
MM Air 5	Provide Onsite Electricity
MM Air 6	South Coast AQMD Rule 2449 (alt fuel off-road equipment)
MM Air 7	Equipment Maintenance and Tuning
MM Air 8	High-Volume Low-Pressure Spray Equipment
MM Air 9	Low VOC Architectural Coatings
MM Air 11	Post Signage about Idling Limits
MM Air 13	Provide Information on the South Coast AQMD's Carl Moyer Program
MM Air 14	Parking Spaces for High-Occupancy/Ride-Sharing Vehicles
MM Air 18	Coordinate Bus Stops with the RTA (completed)
MM Air 19	Install Energy-Efficient Street Lighting
MM Air 20	Improve Energy and Water Use Over Building Code
MM Air 21	Install Water-Conserving Fixtures

Biological Resources

The analysis provided in Section 4.4 found that no individual impacts to sensitive species or migratory birds would occur; therefore, the project could not contribute considerably to regional impacts on such species. It was also found that potential impacts to burrowing owls and nesting birds would be less than significant with implementation of the project-specific mitigation shown below and adherence to existing regulations. The project would have no other impacts on biological resources and would not result in localized or regional cumulative impacts.

MM-BR-1	Nesting Bird Survey
MM-BR-2	Burrowing Owl Survey

Cultural Resources

Loss of on-site archaeological resources could reduce or eliminate important information relevant to the County of Riverside and the City of Perris. Impacts related to cultural resources were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. The project-specific mitigation shown below would reduce potential project-specific impacts to archaeological resources and to buried human remains to less than significant levels. Implementation of these measures would eliminate any potential loss of important local archaeological information or human remains that may be buried under the project site; therefore, the proposed project would have no contribution to a cumulative loss of important local or regional archaeological knowledge.

MM-CR-1	Provide Archaeological Monitoring
MM-CR-2	Disposition of Human Remains

Energy

The analysis provided in Section 4.6 found that no individual impacts related to energy use would occur as a result of the proposed project. Therefore, the project would not contribute to cumulative energy impacts. Although the energy impacts of the project would be less than significant, the proposed project would be required to adhere to PVCCSP EIR mitigation measures shown below:

MM Air 11	Post Signage about Idling Limits
MM Air 14	Parking Spaces for High-Occupancy/Ride-Sharing Vehicles

MM Air 18 Coordinate Bus Stops with the RTA (completed)
MM Air 19 Install Energy-Efficient Street Lighting
MM Air 20 Improve Energy and Water Use Over Building Code

Geology and Soils

Impacts related to geology at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Impacts related to paleontological resources were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. Potential impacts to paleontological resources would be less than significant with implementation of the project-specific mitigation shown below, Therefore, the proposed project would have no contribution to a cumulative loss of important local or regional paleontological knowledge. As such, no cumulative impacts related to this topic would occur.

MM-GS-1 Paleontological Monitoring

Greenhouse Gas Emissions

As discussed in Section 4.8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The project would not make a cumulatively considerable contribution to global climate change with implementation of the mitigation measures from PVCCSP EIR shown below:

MM Air 11 Post Signage about Idling Limits
MM Air 13 Provide Information on the South Coast AQMD's Carl Moyer Program
MM Air 14 Parking Spaces for High-Occupancy/Ride-Sharing Vehicles
MM Air 18 Coordinate Bus Stops with the RTA
MM Air 19 Install Energy-Efficient Street Lighting
MM Air 20 Improve Energy and Water Use Over Building Code
MM Air 21 Install Water-Conserving Fixtures

Hazardous Materials

The analysis provided in Section 4.9 related to hazards and hazardous materials found that impacts would be less than significant. Compliance with all regulations related to the disposal and storage of commercial hazardous waste would ensure that impacts would be less than significant.

Airport Hazards

Impacts related to airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Implementation of the mitigation from PVCCSP EIR and the one project-specific measure shown below will help eliminate any potential cumulative impacts related to this topic.

MM-HHM-1 ALUC Compliance

MM Haz 2 Avigation Easements
MM Haz 3 Shield Outdoor Lighting
MM Haz 4 Notice of Proximity to Airport
MM Haz 5 Lighting Prohibitions
MM Haz 6 FAA Restrictions

Wildfires
The analysis provided in Section 4.9(g) and 4.20 found that no individual, local, or regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Groundwater Levels
The analysis provided in Section 4.10 (b) found that less than significant local or regional impacts would occur; therefore, while the project would contribute to individual, localized, or regional cumulative impacts, the project contribution would not be considerable.

Drainage/Water Quality
The analysis provided in Section 4.10 (a), (c), (d), (e), and (f), found that less than significant individual, local, or regional impacts would occur; therefore, while the proposed project would contribute to individual, localized or regional cumulative impacts, its contribution would not be considerable.

Flooding
The analysis provided in Section 4.10 (d) found that no regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Land Use and Planning
The analysis provided in Section 4.11 related to Land Use and Planning found that impacts would be less than significant; therefore, while the proposed project would contribute to individual, localized, or regional cumulative impacts, its contribution would not be considerable.

Mineral Resources
The analysis provided in Section 4.12 related to mineral resources found that there would be no impact; therefore, while the project would contribute to localized or regional cumulative impacts, the project contribution would not be considerable.

Noise
As discussed in Section 4.12, on-site operational noise is not anticipated to result in perceptible increases in ambient noise with the implementation of Best Management Practices. Therefore, the proposed project would not contribute considerably to noise levels in the immediate vicinity of the project. The project would contribute to temporary increases in noise levels in the immediate project vicinity during construction activities; however, Best Management Practices would be incorporated and programmatic mitigation from PVCCSP EIR shown below would be implemented to ensure that impacts to nearby sensitive receptors remain less than significant. The project would increase traffic in the project area; however, project traffic-related noise would not be discernible (as discussed in Section 4.13.a) to the public and, therefore, would not make a cumulatively considerable contributon to cumulative traffic-related noise impacts.

MM Noise 1	Equipment Mufflers and Shielding
MM Noise 2	Stationary Equipment/Staging Setbacks
MM Noise 3	Setbacks/Shielding from Occupied Dwellings
MM Noise 4	Limit Haul Truck Hours

Population and Housing
The analysis provided in Section 4.14 related to Population and Housing found that no impacts would result; therefore, no cumulative impacts related to this topic would occur.

Public Services
The analysis provided in Section 4.15 related to Public Services found that impacts would be less than significant; therefore, while the proposed project would contribute to localized cumulative impacts, the contribution would not be cumulatively considerable.

Recreation
The analysis provided in Section 4.16 related to Recreation found that impacts would be less than significant; therefore, no cumulative impacts related to this topic would occur.

Transportation
Traffic conditions were analyzed in Section 4.17 and found to be less than significant. There is and would be adequate capacity to serve the uses along Perris Boulevard and Rider Street with the addition of the proposed project. However, Section 4.17 recommended the project implement the applicable programmatic mitigation from the PVCCSP EIR shown below so the proposed project would not make a significant contribution to any cumulatively considerable impacts to local and regional transportation facilities.

MM Trans 1	Onsite and Offsite Adjacent Circulation Improvements
MM Trans 2	Provide Proper Sight Distance
MM Trans 3	Fair Shair and TUMF, DIF, and NPRBBD Contributions
MM Trans 4	RTA Coordination (completed)
MM Trans 5	Install Bicycle Racks

Tribal Cultural Resources
The analysis provided in Section 4.18 related to Tribal Cultural Resources identified that despite the previous disturbances of the project site and developed nature of the project area that may have displaced or submerged archaeological resources relating to Tribal Cultural Resources on the surface, it is possible that intact tribal cultural resources exist at depth. Project-specific mitigation would reduce potential project-specific impacts to archaeological resources and to buried human remains to less than significant levels. Incorporation of these mitigation measures would ensure that potential impacts to buried Tribal Cultural Resources are less than significant through requirements for evaluation, salvage, curation, and reporting.

MM-CR-1	Provide Archaeological Monitoring
MM-CR-2	Disposition of Human Remains

Utilities and Service Systems
The analysis provided in Section 4.19 related to Utilities and Service Systems found that impacts would be less than significant; therefore, while the project would contribute to localized or regional cumulative impacts, the project contribution would not be considerable.

Wildfire
The analysis provided in Section 4.20 related to Wildfire found that no impacts would result; therefore, no cumulative impacts related to this topic would occur.

c) **Less Than Significant with Mitigation Incorporated.** Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.20, there is no indication that this project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse

effects during construction related to light and glare, noise, and potential hazards due to the site's location near MARB/IPA, these would be reduced to less than significant levels through project-specific mitigation and programmatic mitigation from the PVCCSP EIR shown below. Long-term effects would include increased traffic-related noise, use of commercial hazardous materials, emissions of criteria pollutants and greenhouse gas emissions, and increased demand for emergency response services. The analysis herein concludes that direct and indirect environmental effects would at worst require mitigation to reduce to less than significant levels. Environmental effects would result in less than significant impacts. Based on the analysis in this Initial Study/MND, the City finds that direct and indirect impacts to human beings would be less than significant with incorporation of the recommended mitigation.

Aesthetics

MM-A-1	Lighting Control

Air Quality

MM Air 2	Traffic Control Plan
MM Air 3	SCQAMD Rule 403 Dust Control
MM Air 4	Idling Limits (5 minutes)
MM Air 5	Provide Onsite Electricity
MM Air 6	South Coast AQMD Rule 2449 (alt fuel off-road equipment)
MM Air-7	Equipment Maintenance and Tuning
MM Air 8	High-Volume Low-Pressure Spray Equipment
MM Air 9	Low VOC Architectural Coatings
MM Air 11	Post Signage about Idling Limits
MM Air 13	Provide Information on the South Coast AQMD's Carl Moyer Program
MM Air 14	Parking Spaces for High-Occupancy/Ride-Sharing Vehicles
MM Air 18	Coordinate Bus Stops with the RTA (completed)
MM Air 19	Install Energy-Efficient Street Lighting
MM Air 20	Improve Energy and Water Use Over Building Code
MM Air 21	Install Water-Conserving Fixtures

Noise

MM Noise 1	Equipment Mufflers and Shielding
MM Noise 2	Stationary Equipment/Staging Setbacks
MM Noise 3	Setbacks/Shielding from Occupied Dwellings
MM Noise 4	Limit Haul Truck Hours

Hazards

MM-HHM-1	ALUC Compliance
MM Haz 2	Avigation Easements
MM Haz 3	Shield Outdoor Lighting
MM Haz 4	Notice of Proximity to Airport
MM Haz 5	Lighting Prohibitions
MM Haz 6	FAA Restrictions

SECTION 5, MITIGATION SUMMARY

Measures are from PVCCSP EIR unless shown with (*) as project-specific measures:

Aesthetics
MM-A-1* Lighting Controls

Agriculture and Forest Resources
None

Air Quality
MM Air 2 Traffic Control Plan
MM Air 3 South Coast AQMD Rule 403 Dust Control
MM Air 4 Idling Limits (5 minutes)
MM Air 5 Provide Onsite Electricity
MM Air 6 South Coast AQMD Rule 2449 (alt fuel off-road equipment)
MM Air 7 Equipment Maintenance and Tuning
MM Air 8 High-Volume Low-Pressure Spray Equipment
MM Air 9 Low VOC Architectural Coatings
MM Air 11 Post Signage about Idling Limits
MM Air 13 Provide Information on the South Coast AQMD's Carl Moyer Program
MM Air 14 Parking Spaces for High-Occupancy/Ride-Sharing Vehicles
MM Air 18 Coordinate Bus Stops with the RTA (completed)
MM Air 19 Install Energy-Efficient Street Lighting
MM Air 20 Improve Energy and Water Use Over Building Code
MM Air 21 Install Water-Conserving Fixtures

Biological Resources
MM BR-1* Nesting Bird Survey
MM BR-2* Burrowing Owl Survey

Cultural Resources
MM-CR-2 Provide Archaeological Monitoring
MM-CR-4 Disposition of Human Remains

Energy
MM Air 19 Install Energy-Efficient Street Lighting
MM Air 20 Improve Energy and Water Use Over Building Code

Geology and Soils
MM-CR-3 Paleontological Monitoring

Greenhouse Gas Emissions
MM Air 11 Post Signage about Idling Limits
MM Air 13 Provide Information on the South Coast AQMD's Carl Moyer Program
MM Air 14 Parking Spaces for High-Occupancy/Ride-Sharing Vehicles
MM Air 21 Install Water-Conserving Fixtures

Hazards and Hazardous Materials

MM HHM-1* ALUC Compliance
MM Haz 2 Avigation Easements
MM Haz 3 Shield Outdoor Lighting
MM Haz 4 Notice of Proximity to Airport
MM Haz 5 Lighting Prohibitions
MM Haz 6 FAA Restrictions

Hydrology and Water Quality

None

Land Use and Planning

None

Mineral Resources

None

Noise

MM Noise-1 Equipment Mufflers and Shielding
MM Noise-2 Stationary Equipment/Staging Setbacks
MM Noise-3 Setbacks/Shielding from Occupied Dwellings
MM Noise-4 Limit Haul Truck Hours

Population and Housing

None

Public Services

None

Recreation

None

Transportation

MM Trans 1 Onsite and Offsite Adjacent Circulation Improvements
MM Trans 2 Provide Proper Sight Distance
MM Trans 3 Fair Shair and TUMF, DIF, and NPRBBD Contributions
MM Trans 4 RTA Coordination (completed)
MM Trans 5 Install Bicycle Racks

Tribal Cultural Resources

MM-CR-2 Provide Archaeological Monitoring
MM-CR-4 Disposition of Human Remains

Utilities and Service Systems

None

Wildfire

None

6 References

6.1 List of Preparers

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