INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

for

Patterson Business Center
5030 Patterson Avenue
Development Plan Review 22-00013

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570
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February 2024

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CITY OF PERRIS

I. INTRODUCTION

1. **Project Title:** Patterson Business Center

2. **Lead Agency Name and Address:** City of Perris, 101 North D Street, Perris, CA 92570

3. **Contact Person and Phone Number:** Mario Arrellano, Associate Planner (Contract), City of Perris Planning Division, 951.943.5003

PURPOSE AND SCOPE

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 Patterson Business Center (proposed Project) along Patterson Avenue, south of Nandina Avenue and north of Harley Knox 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 the State CEQA Guidelines (14 California Code of Regulations, Sections 15070–15075). An ND or MND is a statement by the Lead Agency attesting 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. If an Initial Study prepared for a proposed project determines 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, as of the date that this Initial Study was published, has been subsequently amended 14 times through March 2023. Environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the Specific Plan area was 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. Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects in the Specific Plan area comply with the required PVCCSP Standards and Guidelines, and applicable PVCCSP EIR mitigation measures as outlined in the Mitigation Monitoring and Reporting Program, 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.

FINDINGS OF THIS INITIAL STUDY

This Initial Study is based on an Environmental Checklist Form, as suggested in Section 15063(d)(3) of the State CEQA Guidelines and is based on the Environmental Checklist Form provided in Appendix G to the 2022 State CEQA Guidelines. The Environmental Checklist Form is found in Section 5.0 of this Initial Study. It contains a series of questions about the proposed Project for each of the listed environmental topics. The Environmental Checklist Form 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.

The Form is used to review the potential environmental effects of the proposed Project for each of the following areas:

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

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

CONTACT PERSON

The Lead Agency for the proposed Project is the City of Perris. Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

Mario Arrellano, Associate Planner (Contract)
City of Perris Planning Division
135 North D Street
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marellano@cityofperris.org

PROJECT LOCATION AND SETTING

The 4.84-acre (gross and net) Project site is located at 5030 Patterson Avenue north of Harley Knox Boulevard and south of Nandina Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California. The Project site is located within Section 36, Township 3 South, Range 4 West, Riverside County, Steele Peak, 7.5-minute topographical quadrangle map. **Figure 1, *Regional Location Map***, **Figure 2, *Vicinity Map***, and **Figure 3, *Aerial Map*** depict the regional location and local vicinity of the Project site, respectively.

The Project site is relatively flat and is situated at an elevation approximately 1,500 feet above mean sea level. The Project site is vacant and undeveloped and is currently comprised of two assessor parcel numbers (APNs): 294-190-047 and 294-190-048. The Project site (including roadway and off-site drainage/utility improvements along the Project frontage) has a City of Perris General Plan land use designation of PVCCSP – Perris Valley Commerce Center Specific Plan, as shown on **Figure 4, *General Plan Land Use Designations***) and a PVCCSP land use designation of General Industrial (GI), as shown on **Figure 5, *PVCCSP Land Use***.

The area surrounding the Project site has a Specific Plan land use designation of General Industrial and is mostly developed as industrial uses, particularly outdoor storage areas. All surrounding properties are completely or partially developed with light industrial uses. **Table 1, *Surrounding Land Uses*** shows the land uses and designations on the Project site and in the surrounding area except for one caretaker's residence located 110 feet northeast of the Project site within an existing operational industrial property.

Table 1
Surrounding Land Uses

Direction from Site	General Plan[1] Land Use	Zoning[1] Designation	Existing Land Uses
Project Site	PVCCSP	PVCCSP General Industrial	General Industrial Outdoor storage and vacant
North	PVCCSP	PVCCSP General Industrial	General/Light industrial (B&B Steel)
South	PVCCSP	PVCCSP General Industrial	General/Light industrial (L&R Butler Auto Dismantling)
East	PVCCSP	PVCCSP General Industrial	Patterson Ave., outdoor truck storage, warehouse, and a caretaker's residence
West	PVCCSP	PVCCSP General Industrial	General Industrial (BOTC & NPG Asphalt) and vacant land

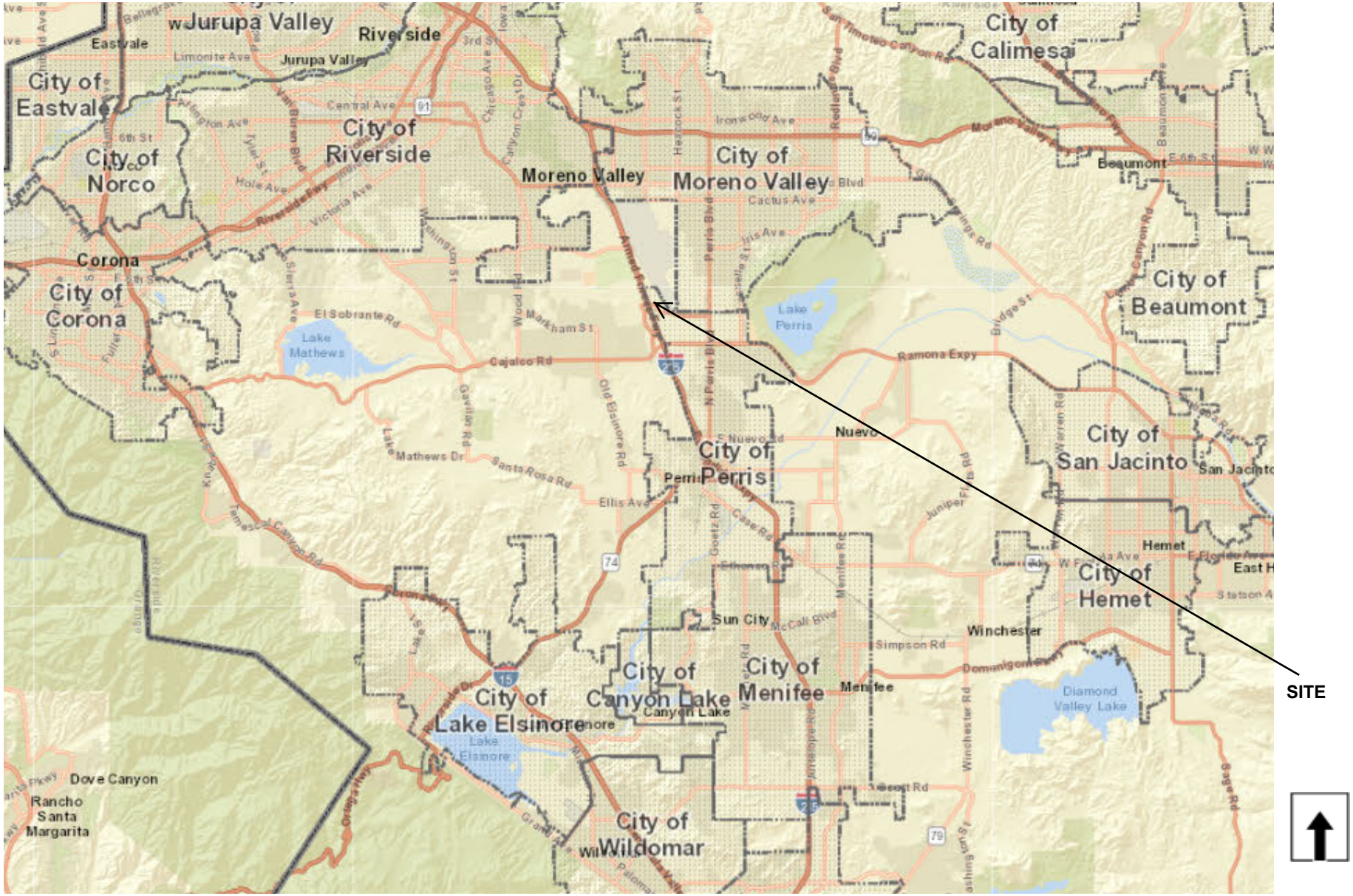
[1] Within the Perris Valley Commerce Center Specific Plan (PVCCSP)

The Project site is located on land designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Other Lands".

As further discussed in the Biological Resources section of this Initial Study (*Thresholds 5.4a – 5.4f)*, the Project site is within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site contains disturbed lands. The Project site is not located within any designated MSHCP "Criteria Area" or "Cell group", and it is not within a "Linkage" area. The Project site does not fall within any Public/Quasi-Public or other MSHCP Conserved Lands.

The proposed Project site is located approximately 292 feet from March Air Reserve Base/Inland Port Airport (MARB/IPA) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within Airport Overlay Zone B2 as shown on **Figure 6, *March Air Reserve Base Airport Influence Area***. The proposed Project site is not located within a MARB/IPA Accident Potential Zone.

Figure 1
Regional Location Map



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

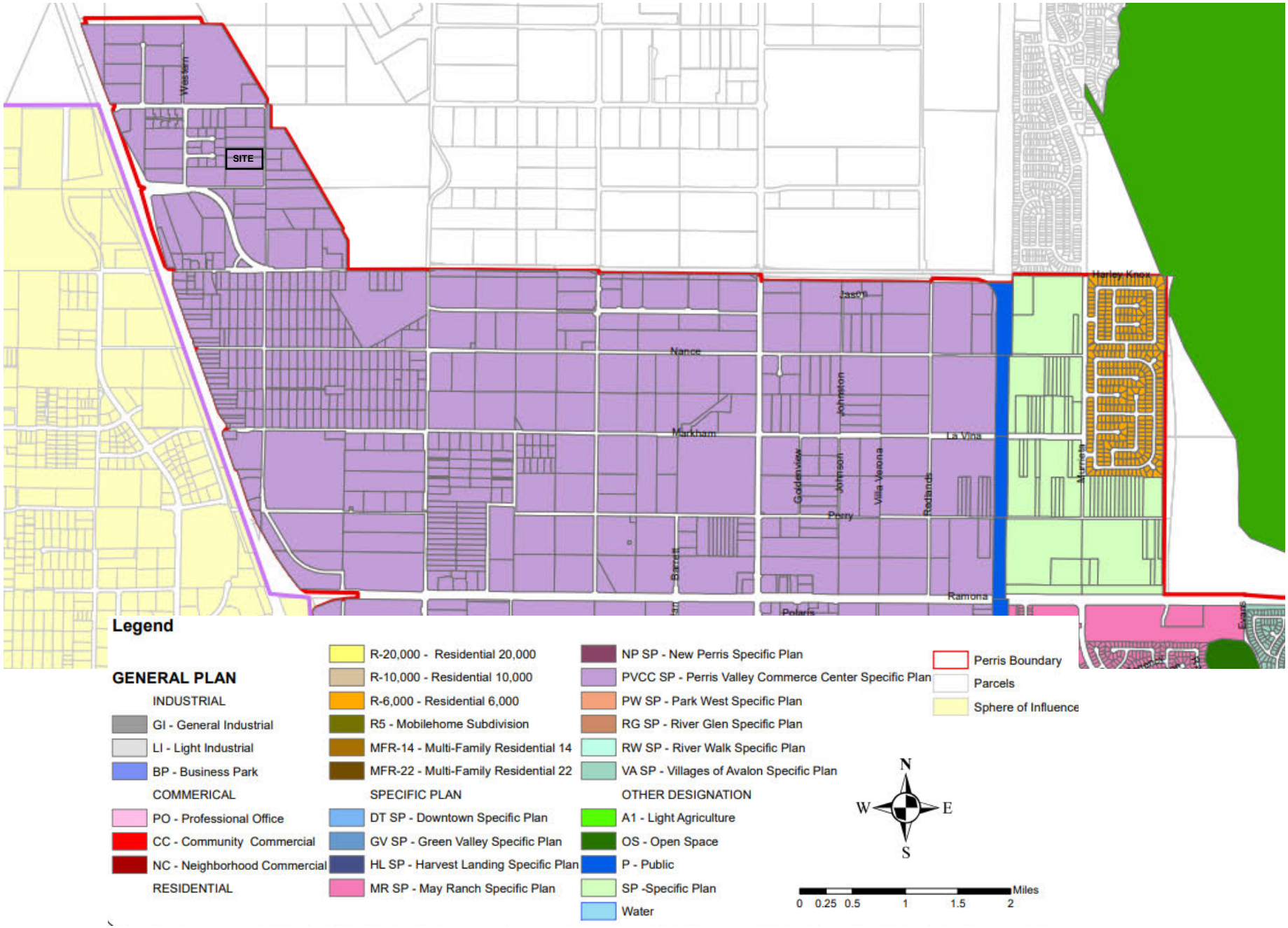
Figure 2
Vicinity Map

Source: Project Plans (Appendix J)

Figure 3
Aerial Map

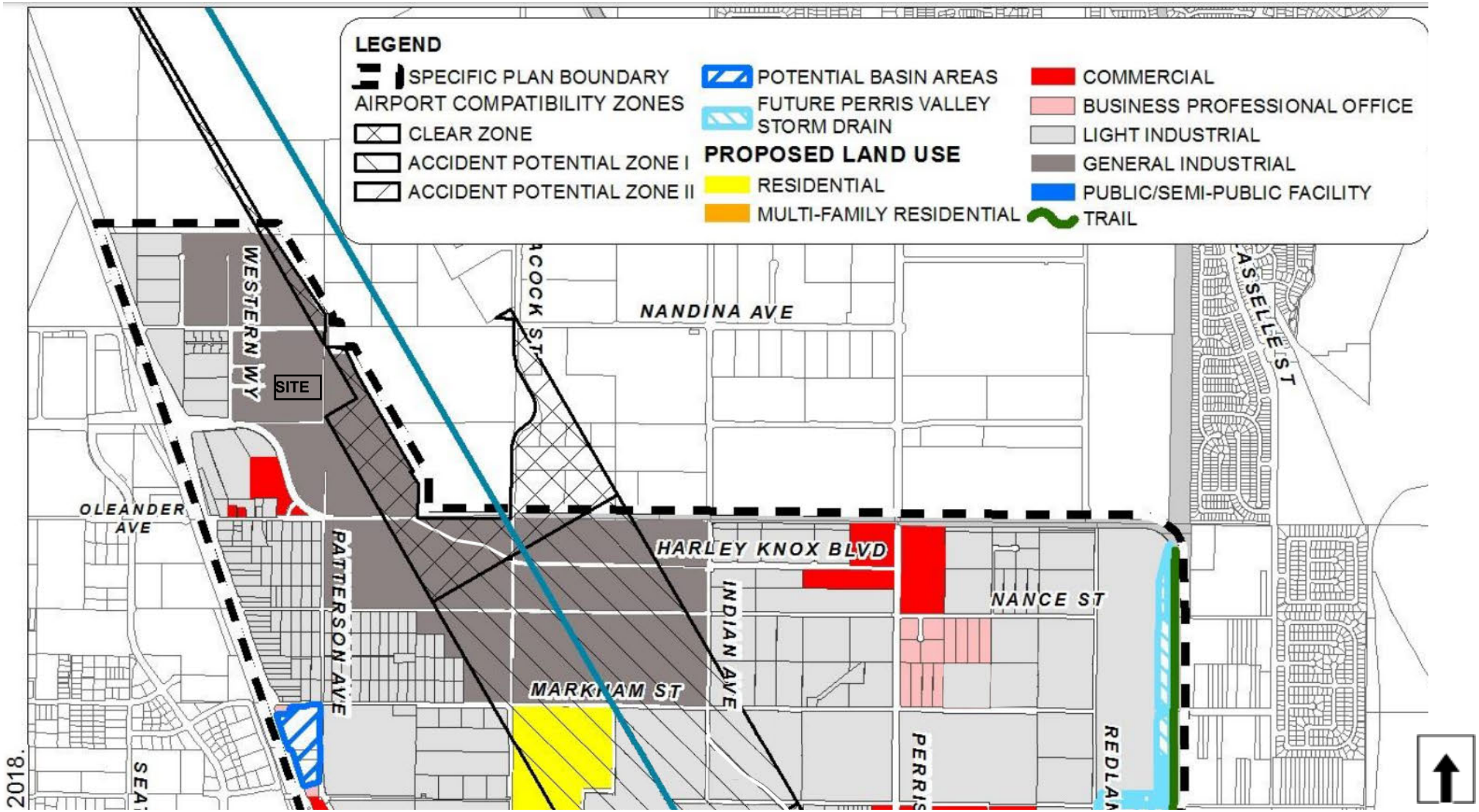
Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Figure 4
General Plan Land Use Designations



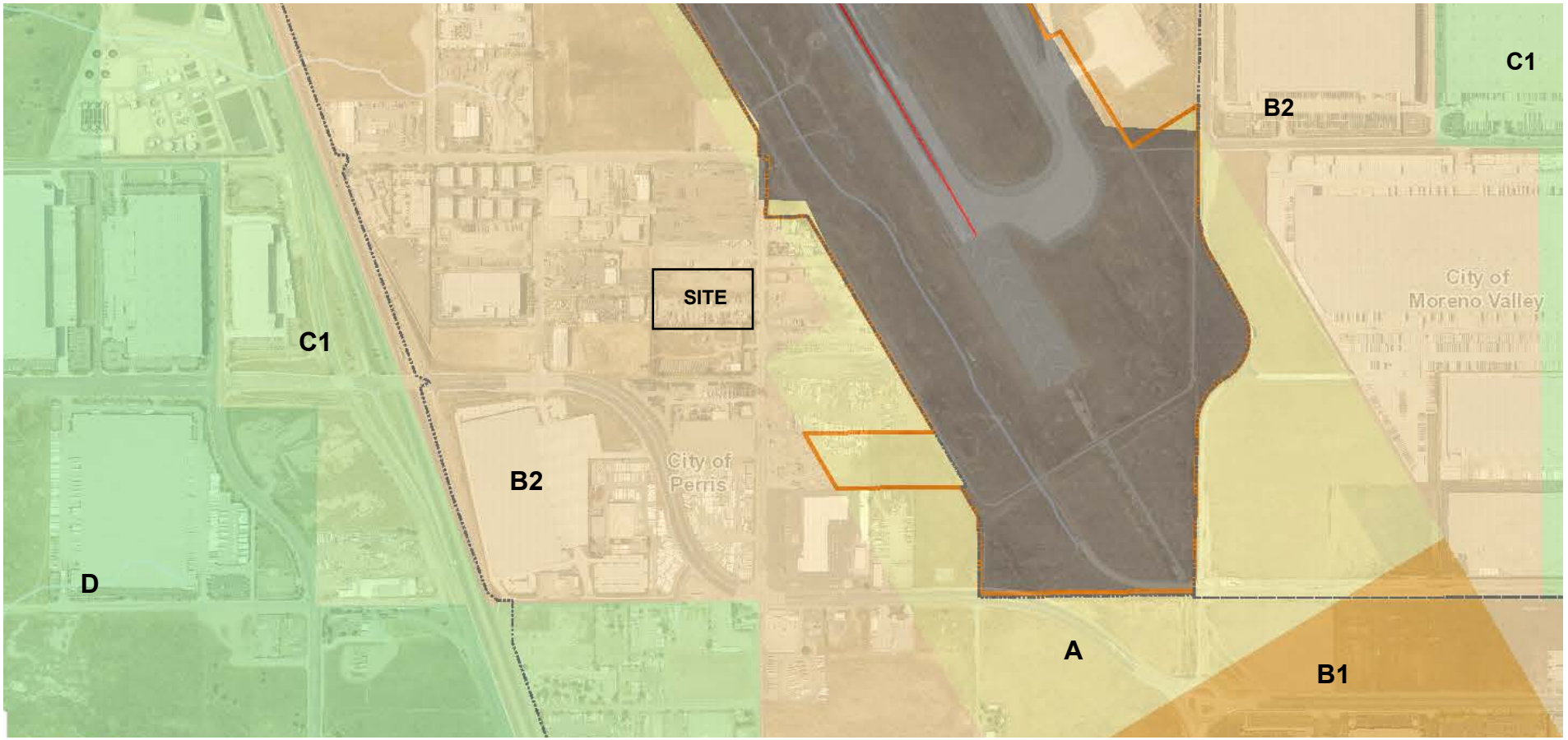
Source: City of Perris http://www.cityofperris.org

Figure 5
PVCCSP Land Use



Source: City of Perris https://www.cityofperris.org/home/showpublisheddocument/1721/637852642306470000

Figure 6
March Air Reserve Base Airport Influence Area



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Zone B2 allows 250 people per acre and prohibited uses include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/ motels, and places of assembly.

PROJECT DESCRIPTION

The proposed Patterson Business Center (herein collectively referred to as proposed Project or Project) involves the construction and operation of an approximately 94,453-square-foot industrial, non-refrigerated warehouse distribution facility which includes 2,500 square feet of office space and 2,500 square feet of mezzanine space on the 4.8-acre site, of which approximately 0.02 acre would be right-of-way dedication along Patterson Avenue on the easterly frontage of the Project site (see **Figure 7, *Conceptual Site Plan***). The warehouse/distribution building is speculative (i.e., no specific user identified yet) – it would have 22 loading docks and is assumed to operate 24 hours a day 7 days a week.

The proposed Project has been designed to comply with the applicable Standards and Guidelines outlined in the PVCCSP, including but not limited to landscape, parkway, setback, lot coverage, Floor Area Ratio, architectural requirements, and employee amenities requirements as shown on **Figure 8, *Conceptual Elevations***. The proposed warehouse building would be constructed from concrete tilt-up panes that would be painted according to the approved City's color palette. The warehouse building would consist of few non-reflective glass windows which would include a mixture of glazing and tempered glass to allow for interior natural light. Most of the windows would be placed on the office area.

Roadways and Access

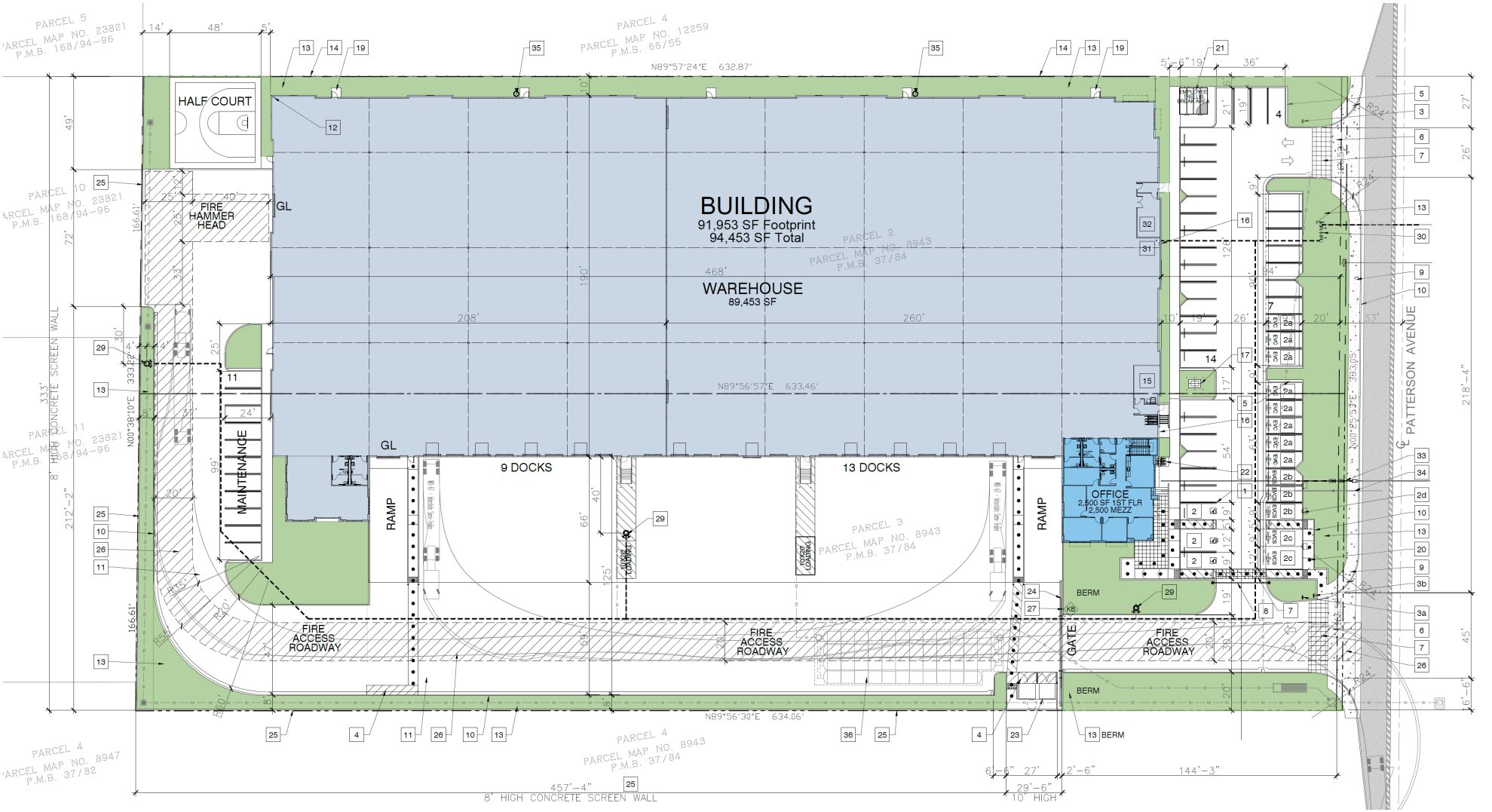
Access to the Project site would be provided from Patterson Avenue via two driveways. All trucks accessing the Project site would enter via the southern Patterson Avenue driveway, travel through the dock area located at the south portion of the Project site, proceed to the western portion of the site and turnaround via a "hammerhead" configuration, and then exit the site via the same southern driveway on Patterson Avenue. The southern driveway is a truck entrance only. Passenger vehicles would enter and exit via the northern driveway.

As shown in **Figure 7**, automobile parking would be provided in the eastern portion of the site. The number of parking spaces provided would be consistent with the parking requirements outlined in Perris Municipal Code, Chapter 19.69. Per the City's Municipal Code, Chapter 19.69, no trailer parking stalls are required. A total of 58 auto parking stalls would be provided. Pursuant to Section 5.106.5.3.1 of the 2022 California Green Building Standards (CALGreen) Code, at least 13 electric vehicle (EV) capable parking spaces would be provided while at least three of these spaces would provide EV chargers at the time that the Project begins operations; more chargers would be added in the future based on demand. A total of three ADA stalls would be included per Code. Further, one bicycle parking location is provided on the southeast corner of the building.

Trucks would be required to use the PVCCSP-designated truck route on Harley Knox Boulevard to access the Interstate 215 (I-215) freeway. Signage shall be posted on-site directing truck drivers to use designated City truck routes. The information on the signage would be coordinated with City Planning and the City's Traffic Engineer during the plan check process.

The PVCCSP Circulation Element designates Patterson Avenue, which is adjacent to the Project site, as a Secondary Arterial. Secondary Arterials within the PVCCSP generally range from 64 feet to 70 feet wide curb-to-curb with 6 feet of sidewalk on both sides depending on the particular design and traffic volumes to be served. In the vicinity of the Project site, Patterson Avenue is designated as 94-feet-wide curb to curb. The Project applicant proposes to construct partial-width improvements on the west side of Patterson Avenue (up to 350 feet) including curb and gutter, sidewalk, and road resurfacing, if required.

Figure 7
Conceptual Site Plan



Source: Project Plans (Appendix J)

Figure 8
Conceptual Elevations

Source: Project Plans (Appendix J)

Landscaping and Fencing

Landscaping, screen walls, and fencing would be provided on site as required for screening, privacy, and security. The Project also includes approximately 26,935 square feet of on-site landscaping. This represents 12.9% of the 4.8-acre site which exceeds the PVCCSP requirement of 12% landscaping for Light Industrial sites per PVCCSP Table 4.0-1.

The truck loading docks would be located on the southern side of the building and would be enclosed by an 8-foot-high concrete tilt-up screen wall along the southern property line (the screen wall would be 10 feet high at the eastern end of the wall where the trash enclosure is located). Access to the truck loading docks would be through rolling metal gates. As noted, the Project site would include onsite landscaping along the street frontage, along the walls and fencing on the south, west, and north sides of the property. The northwestern side of the proposed building would include a half-court basketball court, and there would be a covered employee break area in the northeast portion of the building. Vehicle parking located on the east side of the building would be screened by landscaping but visible from Patterson Avenue.

Proposed Utilities Infrastructure

Municipal and private utility services necessary to serve the Project are currently available within nearby roadways. On-site utility infrastructure necessary to serve the Project, including water, sanitary sewer, drainage, and runoff treatment would be installed within the Project site and would connect to the existing utilities. The final sizing and design of on-site facilities would occur during final Project design. Utility providers are as follows:

Electricity: Southern California Edison
Water: Eastern Municipal Water District
Sewer: Eastern Municipal Water District
Cable: Frontier Communications or Time Warner
Gas: Southern California Gas Company
Telephone: Verizon

Following is a description of existing and proposed utility infrastructure:

Water

The Project site, along with the PVCCSP planning area and the entire City of Perris, is located within the water service boundary of the Eastern Municipal Water District (EMWD).

Per PVCCSP Table 3.0-1, Existing EMWD Waterlines, the site is served by a 12-inch water line within Patterson Avenue adjacent to the east and the Project would tie into that line. Connections to the local EMWD water system would involve temporary construction impacts that would occur in conjunction with other on-site Project improvements.

Sewer Lines

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.

As set forth in the PVCCSP EIR, the EMWD has sufficient capacity to provide wastewater services to the PVCCSP planning 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.

The EMWD owns and maintains the sanitary sewer system within the PVCCSP planning area. PVCCSP Figure 3.0-8, Existing EWMD Sewer, indicates the closest sewer lines to the site is a 5-inch line within Harley Knox Boulevard to the south and an 8-inch line within Western way to the west. The Project would connect to one of these lines. Wastewater generated by the implementing development projects within the PVCC, inclusive of the proposed Project (non-refrigerated warehouse distribution facility), would be treated at the Perris Valley Regional Water Reclamation Facility. There is no EMWD recycled water line in the vicinity of the site so the Project would not be able to take advantage of recycled water.

Dry Utilities

The electrical service provider for the Project site, the PVCCSP planning area, and the greater 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 contiguous to the Project site along the east side of Patterson Avenue serving existing light industrial uses to the northwest, west, and southwest of the Project site.

The proposed Project would be connected to the Southern California 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 with a 6-inch medium pressure service line in Patterson Avenue public right-of-way.

Storm Drain Facilities

The Project would utilize storm drains, curb and gutter, v-gutters, gravel swales, underground storm drain, chambers, weirs and orifices to convey on-site flows to a Modular Wetland System in the southeast portion of the site for water quality purposes. The existing conditions for stormwater runoff transportation along the property frontage and the surrounding area flows along Patterson Avenue (northerly) via catch basins and storm drain connections. The proposed development on Patterson Avenue would mimic the existing condition by holding the longitudinal slope (north to south) and the cross slope of the Patterson Avenue Street section, approximately 2 percent. The on-site stormwater mitigation by developing this site would improve the upon the existing stormwater runoff condition in the public right-of-way. The existing 100-year storm pre-development flows that contribute to Patterson Avenue (draining north) is 16.82 cubic feet per second. The proposed Project would reduce the flows along Patterson Avenue to 15.14 cubic feet per second (90% of existing flows). The existing storm drainpipe (Line A) lies along the stretch of Line A that was analyzed to have a projected flow of 18.2 cubic feet per second for a 30-inch reinforced concrete pipe while the on-site flow was 15.14 cubic feet per second.

The proposed development would not have a detrimental impact to the existing drainage condition for the site by reducing the flows that would contribute along the frontage of Patterson Avenue through on-site mitigation. Due to a lack of public storm drain facilities to release treated on-site stormwater or to capture public water along Patterson Avenue, stormwater would be transported via the new storm drain system that would be constructed parallel to the existing storm drainpipe (Line A) where stormwater would continue southerly towards the Harley Knox Boulevard to connect the existing storm drain system constructed by Caltrans per City of Perris offsite Storm Drain Plan P8-1351.

Construction

The proposed Project would be constructed in a single phase. The site has been previously developed and is relatively flat so earthwork would be limited and is expected to be balanced onsite (i.e., no import or export of soil). Construction is currently expected to commence in early 2025 and be completed in 2027.

PROJECT APPROVALS

The proposed warehouse distribution facility is a permitted use consistent with the PVCCSP; therefore, no General Plan Amendment, Specific Plan Amendment, or zone change 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 Development Plan Review (DPR No. 22-00013) to allow the development of the approximately 4.82-acre (net) site with an approximately 94,453-square-foot non-refrigerated warehouse with approximately 2,500 square feet of supporting office space and 2,500 square feet of mezzanine space.

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 to mitigate post- construction runoff flows.

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

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

DOCUMENTS INCORPORATED BY REFERENCE

The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP). (Available at https://www.cityofperris.org/departments/development-services/general- plan)

- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR). (Available at City of Perris Planning Department.)
- *Perris Valley Commerce Center Specific Plan Amendment No. 12*, February 2022 (PVCCSP). (Available at https://www.cityofperris.org/Home/ShowDocument?id=2647)
- *Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086*, November 2011, certified January 10, 2012 (PVCCSP EIR). (Available at https://www.cityofperris.org/Home/ShowDocument?id=2645)

These reports/studies are also available for review at:

Public Service Counter
City of Perris Planning Division
135 North D Street
Perris, California 92570
(951) 943-5003
Hours: Monday – Friday: 8:00 AM to 6:00 PM

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

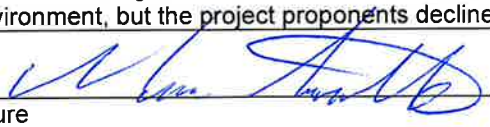
The environmental factors checked below (X) would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ 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, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.



Signature

3/19/2024

Date

Mario Arrellano, Associate Planner (Contract)

Printed Name

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS.

Source(s): *Map My County,* (**Appendix A**); Project Plans (**Appendix J**); City of Perris General Plan 2030 –Environmental Impact Report (GP 2030 - EIR), October 2004, Chapter 4.2, *Aesthetics;* Perris Valley Commerce Center Specific Plan –Environmental Impact Report (PVCCSP EIR), July 2011, Appendix A, Initial Study, Section 13, *Aesthetics*; County of Riverside General Plan Circulation Element, Revised December 12, 2017, Figure C-8, *Scenic Highways*; and, **Figure 3, *Aerial Map***, **Figure 4, *General Plan Land Use Plan Designations***, **Figure 5*, PVCCSP Land Use*, Figure 8, *Conceptual Elevations***, and **Table 1**, ***Surrounding Land Uses*** in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

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 chapter/section numbers provided correspond to the PVCCSP chapters/sections. No mitigation measures for aesthetics are included in the PVCCSP EIR although PVCCSP EIR mitigation measures **MM Haz 3** and **MM Haz 5,** which are listed in the discussion of Hazards and Hazardous Materials, address potential impacts associated with lighting at the Project site.

Onsite Design Standards and Guidelines (From Chapter 4.0 Of The PVCCSP)

4.1 Perris Valley Commerce Center Onsite Development Standards

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 industrial projects within the PVCCSP planning area is provided below.

4.2 Onsite Standards and Guidelines

4.2.1 General Onsite Project Development Standards and Guidelines

- Uses and Standards Shall Be Developed in Accordance with the Specific Plan
- Uses and Standards Shall Be Developed in Accordance with City of Perris Codes
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan
- No Changes to Development Procedures Except as Outlined in the Specific Plan
- Residential Buffer
- •. Visual Overlay Zones

4.2.3 Architecture

• **4.2.3.1 Scale, Massing and Building Relief:** Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping; Break

Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration

• **4.2.3.2 Architectural Elevations and Details:** Primary Building Entries; Elements of a Building; Discernible Base, Body and Cap; Visual Relief; and Building Relief

• **4.2.3.3 Roofs and Parapets:** Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment

• **4.2.3.5 Color and Materials:** Facades; Building Trim and Accent Areas; Metal Siding; and High-Quality Natural Materials

4.2.4. Lighting

• **4.2.4.1 General Lighting:** Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting

• **4.2.4.2 Decorative Lighting Standards:** Complementary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down-Lighting; Accent Lighting; and High Intensity Lighting

• **4.2.4.3 Parking Lot Lighting:** Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle

4.2.5 Signage Program

• **4.2.5.1 Sign Program:** Major Roadway Zones/Freeway Corridor; Location; Monument Signs; Address Identification Signage; and Prohibited Signs

4.2.6 Walls/Fences
• Specific Purpose
• Materials
• Avoid Long Expanses of Monotone Fence/Wall Surfaces
• Most Walls Not Permitted within Street Side Landscaping Setback
• Height
• Gates Visible from Public Areas
• Prohibited Materials

4.2.8 Residential Buffer Development Standards and Guidelines
• Direct Lighting Away from Residential
• Screening
• Other Restrictions May Be Required Based on Actual Use

4.2.9 Visual Overlay Zone Development Standards and Guidelines

• **4.2.9.1 Freeway Corridor:** Orientation; Architectural Enhancements; Rear Building Elevations; Outdoor Storage; Screening; Anti-Graffiti Protection; Signage, Lighting, Windows, Walls/Fences; Billboards; Line of Sight Study.

Landscape Standards and Guidelines (from Chapter 6.0 of the PVCCSP)

6.1 Onsite Landscape General Requirements

• Unspecified Uses
• Perimeter Landscape
• Street Entries
• Maintenance Intensive/Litter Producing Trees Discouraged
• Avoid Interference with Project Lighting/Utilities/Emergency Apparatus
• Scale of Landscape

6.1.1 Onsite Landscape Screening

• Plant Screening Maturity
• Screenwall Planting
• Trash Enclosures

6.1.2 Landscape in Parking Lots

• Minimum 50% Shade Coverage
• Planter Islands
• Parking Lot Screening
• One Tree per Six Parking Spaces
• Concrete Curbs, Mow Strips or Combination
• Planter Rows Between Opposing Parking Stalls or Diamond Planters
• Pedestrian Linkages

6.1.3 Onsite Plant Palette

6.2 Offsite Landscape General Requirements

6.2.1 Streetscape Landscape

• Arterial
• Local

6.3 Planting Guidelines

All areas required to be landscaped shall be planted with groundcovers, shrubs, or trees selected from the Plant Palette Section 6.1.3 of the PVCCSP. The material shall be planted in the sizes

identified in Section 6.3 and shall be in accordance with all City of Perris standards and minimum requirements.

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

• **8.2.1.1 Orientation/Placement:** Industrial Operations

• **8.2.1.4 Employee Break Areas and Amenities:** Outdoor Break Areas; and Additional Amenities for Buildings Exceeding 100,000 S.F.

• **8.2.1.5 Screening:** Truck Courts

8.2.2 Landscape

• No Landscape in Screened Truck Courts

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?			X	

Less Than Significant Impact

Aesthetics generally refer to the identification of visual resources, the quality of public views in an area, and/or the overall visual perception of the environment. 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).

The Project is not a specified project on an infill site within a transit priority area so Public Resources Code Section 21099 does not apply (i.e., aesthetic impacts must be addressed).

Scenic vistas can be impacted by development in two ways, 1) a structure may be constructed that blocks the view of a vista, and 2) the vista itself may be altered (e.g., development on a scenic hillside).

The natural setting of the City of Perris, the Perris Valley, and the larger northwest Riverside County region is one of rolling hills separated by relatively flat valleys. There are distant mountain and hillside views that are significant to the area's visual character, and which provide scenic vistas from various locations within the local community.

The City of Perris encompasses approximately forty (40) square miles within the Perris Valley and is situated midway between the San Jacinto and Santa Ana Mountains. The Perris Valley is a north-northwest trending alluvial basin, and the terrain is generally flat.

Surrounding views from the City include the Lake Perris Dam to the northeast, the Bernasconi Hills and the Lakeview Mountains to the east, the Gavilan Hills and the Motte-Rimrock Reserve to the west, and to a lesser extent MARB/IPA to the north and east.

The Project site is located in the northern portion of the PVCCSP planning area. The warehouse proposed under the Patterson Business Center is consistent with the City General Plan land use and zoning designations for the site (i.e., General Industrial or GI).

The Project applicant proposes the development of a single 94,453-square-foot light-industrial distribution warehouse building, including 5,000 square feet of office/mezzanine area, on a 4.84-acre site.

The proposed development is consistent with the General Industrial (GI) designation shown in the PVCCSP. Reference **Figure 4, *General Plan Land Use Designations***, and ***Figure 5, PVCCSP Land Use*** in Section I. of this Initial Study.

As set forth in the Initial Study for the Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR):

- 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.

At the time 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 activity (primarily logistics/distribution warehouses) and infrastructure (i.e., road improvements, dry and wet utilities, etc.) has been built within the PVCCSP planning area.

The Project site is located approximately 1,500 feet east of I-215 with frontage along Patterson Avenue which has public street right-of-way.

The Project site is surrounded by lands within the PVCCSP designated for General Industrial uses in all directions. Reference **Table 1, *Surrounding Land Uses*** and **Figure 3, *Aerial Map***, in Section I. of this Initial Study.

As described above, the Project site is surrounded on all sides by existing general/light industrial development. Due to its proposed location and height (one story, 40' 6"), Project buildings would not block views from any roadways providing public views in this portion of the City, so there would be no impacts in this regard.

The Project site topography is generally flat and at grade with Patterson Avenue to the east and the surrounding properties. According to *Map My County*, the Project site's average elevation is 1,496 feet above mean sea level.

The proposed Project would change the visual character of the Project site, which is currently vacant and undeveloped, by adding the distribution warehouse building, parking, and landscaping. However, the proposed Project would be consistent and compatible with existing and proposed industrial development surrounding the Project site in terms of building height, massing, and development intensity consistent with the PVCCSP.

Based on the above, 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 and no mitigation is required.

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**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**

No Impact

Please reference the discussion in Threshold 1.a, as it pertains to Public Resources Code Section 21099(d)(1) and the visual character of the Project site environs.

The bulk of developable land within the City of Perris is located in a flat, broad basin (i.e., the Perris Valley). Rolling foothills lie to the east and west of this basin. Given the flatness of the basin, the view corridors extend for miles along current and planned roadways which helps protect public scenic vistas from the broad basin to the surrounding foothills. The San Jacinto River traverses the area in a northeast-southwest direction. Large rocks scattered among undeveloped, rolling topography in the west-central area of the City of Perris also contribute to the visual landscape. However, no one rock or collection of rocks in this landscape is notable by virtue of their unique formation, size, or character. These landforms represent pleasing features that offer variation to the landscape. The planning area's hillsides and rock outcroppings have been incorporated into the City's development plan. Within the Project area, rock outcroppings appear on vacant hillsides to the west and northwest. However, the Project site contains no rock outcroppings or topographic features.

The Project site is not located along a scenic highway. The closest officially designated state scenic highway is a portion of Highway 243 from Mountain Center to Banning. The nearest eligible state scenic highway is the segment of State Route 74 located approximately 3.4 miles south of the Project site that extends from Hemet, through Perris, and ends in San Juan Capistrano.

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. Implementation of the proposed Project would have no impact on scenic resources within a state scenic highway and no mitigation is required.

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

Less Than Significant Impact

Please reference the discussion in Threshold 1.a as it pertains to Public Resources Code Section 21099(d)(1) and the visual character of the Project site environs.

The Project site is located in the northern portion of the PVCCSP planning area. The PVCCSP is located in what is considered an urban and urbanizing area that is more fully discussed in Threshold 1.a.

As set forth in the Initial Study for the PVCCSP EIR:

- 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.

Construction of the proposed Project would result in modest short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the Project site boundaries. Construction activities are temporary and would not result in any permanent visual impact.

Implementation of the proposed Project would permanently change the visual character of the Project site by adding a distribution warehouse building structure, parking, and landscaping, but would not change or eliminate any scenic vistas or visual corridors.

The Project site is located in an urban area and implementation of the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Any potential impacts would be less than significant and no mitigation is required.

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

Less Than Significant with Mitigation Incorporated

Please reference the discussion in Threshold 1.a as it pertains to Public Resources Code Section 21099(d)(1) and the Project site environs.

Construction

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. The Project area is largely industrial in nature but one caretaker's residence is approximately 110 northeast of the Project site. Due to the distance between the construction area and the caretaker's residence, such security lights may result in glare to residents. However, this potential impact would be reduced to a less than significant level with implementation of Project-specific mitigation measure **MM-AES-1**.

Operation

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal, glass windows, other) 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).

There are existing lighting sources adjacent to the Project site including traffic lights, streetlights, exterior mounted building light fixtures, free-standing parking light standards, and vehicle headlights. The proposed Project would include outdoor lighting associated with operation of a distribution warehouse facility.

Implementation of the proposed Project would not introduce a substantial amount of new daytime glare to the area due to the building-type which consists of a concrete tilt-up warehouse building with relatively few windows in the limited office area.

The proposed Project would introduce new sources of nighttime light and glare into the area from additional street lighting, parking lot lighting, and building security lighting at the Project site. However, the design of all lighting at the proposed Project site would be required to comply with Chapter 19.02.110 of the City's Zoning Ordinance, which includes 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 Project site is within the area covered by the Mt. Palomar Dark Sky Ordinance. 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. Based on Mt. Palomar Observatory's Dark Sky Ordinance, all projects would be conditioned to use low pressure sodium.

The Project site is within Safety Zone B2 of the MARB/IPA ALUCP and so the Project would have to demonstrate its new building and lighting would not affect the operation of this facility. This issue is addressed in Section V.9.e, Hazards and Hazardous Materials (Airport Impacts).

Through standard City procedures (compliance with City regulations regarding light), potential operational impacts with regard to the creation of new light and glare at the Project site would be less than significant.

Mitigation Measures

MM-AES-1 **Construction Lighting.** Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

2. AGRICULTURE AND FORESTRY RESOURCES.

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

Source(s): *Map My County,* (**Appendix A**); Project Plans (**Appendix J**); City of Perris General Plan Environmental Impact Report (GP EIR), Appendix A, Initial Study, Section II, *Agricultural Resources*, Appendices; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), Appendix A, Initial Study, Section 16, *Agricultural Resources*; State of California Public Resources Code Section 12220(g); and City of Perris Municipal Code, Chapter 19.20.

Analysis of Project Effect and Determination of Significance:

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 PVCCSP or associated with the PVCCSP EIR.

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?				**X**

No Impact

The California Department of Conservation's Farmland Mapping and Monitoring Program was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all important farmland and are collectively referred to as Farmland herein. The highest rated Farmland is Prime Farmland. Farmland maps are updated and released every two years. The Project site has the following designations, per *Map My County*:

- Farmland of Local Importance; and
- Urban-Built Up Land.

As stated in the City's General Plan, Farmlands of Local Importance are of locally significant economic importance, of which operations include lands with soils that would be classified as Prime or Statewide Importance Farmlands but lack available irrigation water, lands planted for dry land grain, crops, lands producing major crops, dairy lands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied by permanent pasture or hay land of 10 acres or more, and or lands subject to Williamson Act contracts.

Because the Project site is not designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland, the Project would have no impact regarding the conversion of Farmland to non-agricultural use.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

No Impact

The Project site has a PVCCSP land use (zoning) designation of Commercial (C) and a General Plan land use designation of General Industrial (GI). According to Riverside County's *Map My County*, the Project site is not located within an Agricultural Preserve and is not identified as being subject to an existing Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?				X

No Impact

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* There is no forest land as identified in Public Resources Code Section 12220(g) within the City of Perris.

Therefore, development of the Project would have no impact to any timberland zoning and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

No Impact

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 and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X

No Impact

As discussed in Thresholds 2.a and 2.b, the existing PVCCSP zoning classification for the Project site is General Industrial (GI).

As shown on **Table 1, *Surrounding Land Uses***, in Section I. of this Initial Study, there are no agricultural uses adjacent to the Project site. Furthermore:

- As shown on **Figure 4, *General Plan Land Use Designations***, in Section I. of this Initial Study, there are no agriculturally designated properties in proximity of the Project site.
- As shown on **Figure 5, *PVCCSP Land Uses***, in Section I. of this Initial Study, the properties abutting the Project site are designated General Industrial (GI) in the PVCCP.

Currently the Project site is utilized for outdoor storage, with similar uses completely surrounding the site. There is no agricultural use adjacent to or in the immediate vicinity of the Project site. The closest agricultural use is located approximately one mile to the west of the Project site in the unincorporated community of Mead Valley. Given the distance to this interim dry farming agricultural use, the proposed Project would not involve changes to the environment that would result in the conversion of this property to a non-agricultural use.

The City is focusing on developing land in an economically productive manner that will serve the growing population. Thus, the City of Perris's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. As stated above, neither the Project site nor adjacent properties are being used for agricultural purposes nor are they zoned for agricultural use. Implementation of the proposed Project would not result in any pressures on adjacent properties that could result in conversion of farmland. Therefore, no impacts to Farmland would occur and no mitigation is required.

There is no forest land within the City of Perris. Therefore, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impact would occur and no mitigation is required.

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.

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.

Source(s): *Patterson Business Center, Air Quality and Greenhouse Gas Impact Study*, prepared by RK Engineering Group, Inc., December 20, 2023 (**Appendix B**); Project Plans (**Appendix J**); RTA Email, January 17, 2024 (**Appendix K**); City of Perris General Plan - Environmental Impact Report (GP EIR), Chapter 4.3, *Air Quality*; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP EIR), Section 4.2, *Air Quality*; *2022 Air Quality Management Plan*, adopted by the South Coast Air Quality Management District, December 2022; and City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Air Quality and Greenhouse Gas Impact Study*, unless otherwise noted.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are specifically relevant to this air quality analysis. The PVCCSP EIR mitigation measures that are applicable to the prosed Project are discussed in the following analysis. By preparing the *Air Quality and Greenhouse Gas Impact Study*, the Project has complied with PVCCSP EIR mitigation measures MM Air 1 and MM Air 10.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

Less Than Significant Impact

CEQA requires a discussion of any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans (CEQA Guidelines Section 15125, as amended 2019).

The regional plan that applies to the proposed Project (in the City of Perris) is the South Coast Air Quality Management District (AQMD) 2022 Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies between the proposed Project and the referenced AQMP. The Project site is located in the ±3,500-acre PVCCSP, in the City of Perris. The Project proposes no change the existing specific plan land use designation for the Project site of General Industrial (GI).

The Project site along with the entire City of Perris and much of the County of Riverside is located in the South Coast Air Basin.

The South Coast AQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the South Coast Air Basin is in nonattainment (i.e., ozone [O_3],

coarse particulate matter [PM_{10}], and fine particulate matter [$PM_{2.5}$]). These are considered criteria pollutants, because they are three of several prevalent air pollutants known to be hazardous to human health (an area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant).

The South Coast AQMD has prepared the 2022 AQMP for the South Coast Air Basin to establish a comprehensive program to lead the South Coast Air Basin into compliance with all federal and state air quality standards. The control measures and related emission reduction estimates included in the 2022 AQMP are based upon emissions projections for a future development scenario derived from land use, population, and employment estimates included in the regional transportation plan, area-wide general plans, and approved specific plans, and in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed, and the project would not conflict with implementation of such a plan.

Section 3.b below demonstrates the Project would not exceed any of the daily air pollutant thresholds for either construction or operation. In addition, the Project is consistent with the General Plan and PVCCSP (zoning) designations for the site (i.e., General Industrial). For this reason, the Project would also be consistent with Connect SoCal - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Therefore, the Project would be consistent with South Coast AQMD's 2022 AQMP. Potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

Less Than Significant Impact

The South Coast Air Basin is classified as in attainment for all criteria pollutants except for ozone, PM_{10}, and $PM_{2.5}$. The South Coast Air Basin is designated as a nonattainment area for federal ambient air quality standards for8-hour ozone, $PM_{2.5}$ concentrations and as partial nonattainment for lead (Pb), and is a nonattainment area under state 1- and 8-hour ozone, $PM_{2.5}$, and PM_{10} standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_X and Volatile Organic Compounds (VOC) are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone.

The City evaluates Project air quality emissions based on the quantitative emission thresholds established by the South Coast AQMD. The South Coast AQMD's significance thresholds for impacts to regional air quality are shown in **Table 3-1, *South Coast AQMD Air Quality Significance Thresholds – Mass Daily Thresholds***.

Table 3-1
South Coast AQMD Air Quality Significance Thresholds – Mass Daily Thresholds

Pollutant	Emissions (pounds per day)	
	Construction	Operational
Oxides of Nitrogen (NO_X)	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_X)	150	150
Carbon Monoxide (CO)	550	550

Source: South Coast AQMD Air Quality Significance Thresholds (South Coast AQMD 2023)

The Project has the potential to result in result in emissions of NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_X, and CO during construction and operations. The Project would be required to comply with South Coast AQMD Rule 403 (Rule 403) and PVCCSP EIR mitigation measure MM Air 3 during construction, as they pertain to fugitive dust. Rule 403 shall be implemented; compliance with Rule 403 is a standard condition and is not considered unique mitigation under CEQA.

Regional Emissions - Construction

Daily air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the South Coast AQMD thresholds of significance. **Table 3-2**, ***Daily Construction Emissions***, shows the daily emissions of criteria pollutants relative to the allowable thresholds of significance. The construction emissions estimates incorporate the use of Tier 3 construction equipment (as outlined in the City of Perris Good Neighbor Guidelines) and incorporate measures to control and reduce fugitive dust as required by South Coast AQMD Rule 403 and PVCCSP EIR mitigation measure MM Air 3.

Table 3-2
Daily Construction Emissions

Maximum Daily Emissions (pounds per day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	3.73	36.05	34.03	0.05	9.49	5.47
Grading	1.97	18.32	19.77	0.03	3.80	2.15
Building Construction	1.42	12.02	16.60	0.03	1.16	0.62
Paving	1.17	6.99	10.15	0.01	0.59	0.36
Architectural Coating	50.26	0.95	1.65	0.00	0.14	0.05
Maximum[1]	**50.26**	**36.05**	**34.03**	**0.05**	**9.49**	**5.47**
South Coast AQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site Project emissions.

Table 3-2 demonstrates that the Project's daily construction emissions would be below the applicable South Coast AQMD air quality standards and thresholds of significance. As a result, the Project would not contribute substantially to an existing or projected air quality violation.

The Project must follow mandatory South Coast AQMD rules and requirements with regards to fugitive dust control (i.e., Rules 402 and 403). Compliance with the standard dust control measures is considered to be part of the City's standard conditions of approval for the Project. Furthermore, by complying with the South Coast AQMD standards, the Project would not contribute to 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 including releasing emissions which exceed quantitative thresholds for ozone precursors.

Therefore, the *Air Quality and Greenhouse Gas Impact Study* demonstrates that the Project's short-term regional air quality impacts related to construction would be less than significant. Although the impacts of the Project would be less than significant, it would be required to implement PVCCSP EIR mitigation measures MM Air 2 through MM Air 9 to further reduce the regional emissions generated during construction.

Regional Emissions - Operation

Long-term operational air pollutant impacts from the Project are shown in **Table 3-3, *Daily Operational Emissions***. According to the *Air Quality and Greenhouse Gas Impact Study*, the Project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level.

The Project's long-term daily operational emissions would be below the applicable South Coast AQMD regional air quality thresholds of significance so it would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the South Coast AQMD standards, the Project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Table 3-3
Daily Operational Emissions

Maximum Daily Emissions (pounds per day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	0.57	6.26	5.92	0.06	2.95	0.84
Energy Sources	0.03	0.48	0.41	0.00	0.04	0.04
Stationary Sources	2.12	9.50	5.42	0.01	0.31	0.00
Offroad Sources	0.86	8.12	11.45	0.02	0.43	0.40
Area Sources	2.95	0.03	4.11	0.00	0.01	0.01
Total	**6.53**	**24.39**	**27.31**	**0.09**	**3.74**	**1.29**
South Coast AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

In summary, the *Air Quality and Greenhouse Gas Impact Study* demonstrates that the Project would not exceed the South Coast AQMD regional significance thresholds for daily air pollutant emissions during operation (long-term). Impacts would be less than significant. Although the impacts of the Project would be less than significant, it would be required to implement PVCCSP EIR mitigation measures MM Air 11, Air 13, Air 14, MM Air 18, Air 19, MM Air 20, and MM Air 21 to further reduce the regional emissions generated during operation.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	

Less Than Significant Impact

A "sensitive receptor" is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Although most of the land uses in the surrounding area are general/light industrial in nature, the closest use considered residential in nature is a caretaker's residence approximately 110 feet northeast of the Project site within an existing operational industrial property.

The South Coast AQMD has established localized significance thresholds (LSTs) to determine if sensitive receptors may be impacted by construction or operational emissions in close proximity to the Project site. LSTs represent the maximum emissions from a project that are not

expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are developed based on the ambient concentrations of four applicable air pollutants for the Project's source receptor area (SRA) 24 – Perris Valley.

The *Air Quality and Greenhouse Gas Impact Study* analyzed the Project's air pollutant emissions using the South Coast AQMD's Mass Rate LST Look-up Tables. **Table 3-4, *South Coast AQMD Localized Significance Thresholds***, shows the LSTs most applicable to the proposed Project site, its location, and the closest sensitive receptor. As previously stated, the closest sensitive receptor to the site is 110 feet northeast of the site; less than 25 meters from potential areas of on-site construction and operational activity. Based on the South Coast AQMD methodology, the thresholds for 25 meters to the nearest receptor was used to estimate worst case conditions adjacent to the site. The daily disturbance area is calculated to be 4.8 acres, however LST thresholds are only based on 1, 2 and 5-acre sites. In order to be conservative, the *Air Quality and Greenhouse Gas Impact Study* used a linear progression model to estimate the threshold for the 4.8-acre site based on the established LST thresholds.

Table 3-4
South Coast AQMD Localized Significance Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
NO_X	216.8	216.8
CO	1,221.4	1,221.4
PM_{10}	9.8	2.9
$PM_{2.5}$	6.1	1.6

[1] Source: South Coast AQMD Mass Rate Localized Significance Thresholds for 4.8-acre site in SRA-24 at 25 meters

Localized Construction Impacts

Table 3-5, *Localized Construction Emissions*, illustrates the construction-related localized emissions and compares the results to the South Coast AQMD LST thresholds. As shown in **Table 3-5**, the emissions would be below the South Coast AQMD thresholds of significance for localized construction emissions. The project must follow all standard South Coast AQMD rules and requirements with regards to fugitive dust control. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation. The *Air Quality and Greenhouse Gas Impact Study* demonstrates the Project's short-term construction impact to localized air resources would be less than significant. Although the impacts of the Project would be less than significant, it would be required to implement PVCCSP EIR mitigation measures MM Air 2 through MM Air 9 to further reduce the localized emissions generated during construction.

Table 3-5
Localized Construction Emissions

Maximum Daily Emissions (pounds per day)[1]				
Activity	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	35.95	32.93	9.27	5.43
South Coast AQMD Construction Threshold[2]	216.8	1,221.4	9.8	6.1
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.

[2] Reference 2006-2008 South Coast AQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-24, Perris Valley, 4.8-acre site, receptor distance 25 meters.

Localized Operational Impacts

Table 3-6, *Localized Operational Emissions*, shows the localized operational emissions compared to the South Coast AQMD LST thresholds of significance. **Table 3-6** demonstrates the emissions would be below the South Coast AQMD thresholds of significance for localized operational emissions. Therefore, the Project would result in less than significant localized operational emissions impacts. Although the impacts of the Project would be less than significant, it would be required to implement PVCCSP EIR mitigation measures MM Air 11, MM Air 13, and MM Air 14 to further reduce the localized emissions generated during operation.

Table 3-6
Localized Operational Emissions

Maximum Daily Emissions (pounds per day)[1]				
LST Pollutants	**NOx (lbs/day)**	**CO (lbs/day)**	**PM_{10} (lbs/day)**	**PM2.5 (lbs/day)**
On-site Emissions[2]	18.44	21.69	0.9	0.5
South Coast AQMD Operation Threshold[3]	216.8	1,221.4	2.9	1.6
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission in summer or winter.

[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions would occur within the project site.

[3] Reference: 2006-2008 South Coast AQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 24, Perris Valley disturbance area of 4.8-acre and receptor distance of 25 meters.

Toxic Air Contaminants

Toxic air contaminants comprise a large group of chemicals contained in vehicular exhaust, primarily from large trucks. The primary source of toxic air contaminants from the proposed Project operations would include diesel particulate matter generated from diesel exhaust

emissions from the heavy-duty trucks and stationary equipment. The Project would attract heavy duty trucks which emit diesel particulate matter, a source of toxic air contaminants. The closest existing sensitive receptor is located approximately 110 feet northeast of the Project site.

The California Air Pollution Control Officers Association Health Risk Assessment Guidance July 2009 document[1] recommends that sensitive land uses should not be located within 1,000 feet of industrial projects that generate more than 100 trucks per day, or 40 trucks per day with operating transport refrigeration units, or transport refrigeration unit operations exceeding 300 hours per week. In addition, PVCCSP EIR mitigation measure MM Air 15 requires the preparation of a facility-specific health risk assessment for projects that include an excess of 10 dock doors for a single building, a minimum of 100 trucks per day, 40 trucks per day with operating transport refrigeration units, or transport refrigeration unit operations exceeding 300 hours per week.

Although the Project would have 22 loading docks, it is expected to attract a total of 57 trucks per day and not expected to include any trucks with transport refrigeration units. In addition, there is only once residence, a caretaker's residence for an existing industrial facility, located within the vicinity of the Project site. As a result, the *Air Quality and Greenhouse Gas Impact Study* concluded that the Project would not result in the exposure of sensitive receptors to significant health risks. The potential impacts of the Project on local sensitive receptors would be less than significant.

Toxic Air Contaminants

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the U.S. Environmental Protection Agency (EPA). Asbestos fibers imbedded within construction materials become a health hazard once they are disturbed and rendered airborne, such as through physical contact like building renovation and demolition activities. Asbestos is regulated through the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and the South Coast AQMD is the local enforcement authority for asbestos.

The Project would not require the demolition of existing buildings or structures. Asbestos also occurs naturally in serpentine and ultramafic rock. Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos has not been shown to occur within in the vicinity of the project site. Therefore, the potential risk from exposure to asbestos during construction is small.

In the event asbestos is found at the Project site, the Project would be required to comply with South Coast AQMD and NESHAP standards and protocols. South Coast AQMD Rule 1403 establishes the survey requirements, notification, and work practice requirements to prevent asbestos emissions during construction activities. By following the required asbestos abatement protocols, the potential impact from asbestos exposure would be less than significant.

[1] California Air Pollution Control Officers Association. Health Risk Assessments for Proposed Land Use Projects. July 2009. Website: http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?			X	

Less Than Significant Impact

Construction

Heavy-duty equipment in the Project area during construction would emit odors; however, the construction activity would cease to occur after individual construction is completed. The Project would. be required to comply with South Coast AQMD Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

No other sources of objectionable odors or other emissions have been identified for the proposed Project. Therefore, potential impacts from Project construction would be less than significant.

Operation

According to the South Coast AQMD's 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.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. None of these are associated with the Project site's proposed logistics/distribution-warehouse use.

Potential odor sources associated with the operation of the Project are anticipated to be those that would be typical of similar distribution-warehouse development. Light industrial warehouse developments typically do not result in odor impacts. Operational odors would be less than significant.

Mitigation Measures

The Project must implement the following programmatic mitigation measures from the PVCCSP EIR applicable to industrial uses/sites:

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 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.

It should be noted the applicant has contacted Jennifer Nguyen with the RTA, who indicated in an email dated January 17, 2024 (provided as **Appendix K** of this Initial Study/MND) that no improvements are needed as a result of this project. Therefore, the Project has complied with the requirements of PVCCSP EIR mitigation measure MM Air 18.

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.

4. BIOLOGICAL RESOURCES.

Source(s): *General Biology including Habitat Assessment for Burrowing Owl on a 4.84-acre Site in the City of Perris,* prepared by Osborne Biological Consulting, June 12, 2023 *(General Biology Report,* **Appendix C**); Multiple Species Habitat Conservation Plan (MSHCP) Information Map of the Western Riverside County Regional Conservation Authority; Chapter 19.71 of the Perris Municipal Code, "Urban Forestry Establishment and Care"; and Chapter 19.70.040 of the Perris Municipal Code, "Landscape Design Guidelines and Technical Manual".

Analysis of Project Effect and Determination of Significance:

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are applicable to the analysis of biological resources for the Project. The PVCCSP EIR mitigation measures that are applicable to the prosed Project are discussed in the following analysis.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 Wildlife or U.S. Fish and Wildlife Service?		**X**		

Less Than Significant with Mitigation Incorporated

According to the *General Biology Report*, the Project site is gravel-paved and only supports marginal vegetation dominated by exotic annual species. The report classified onsite plants as "nonnative annual grass and forb vegetation with scattered native and nonnative woody shrubs and trees". No animal burrows or soil cavities suitable for burrowing owl occur on the site and no burrowing owl or burrowing owl sign was observed in the course of the site investigation for the *General Biology Report*.

Runoff from street surfaces and parking areas west of the site are conveyed onto the western end of the site via a culvert that results in temporary artificial ponding in small depressions during wet weather. These depressions have accumulated fine silt or clay materials, they are dry except during and soon after storms. The northwestern portion of the site supports vegetation including fan palm (*Washingtonia)*, ash tree (*Fraxinus)*, tamarisk (*Tamarix aphylla)*, mule fat (*Bacharis salicifolia)*, curley dock (*Rumex crispus)*, salt grass (*Distiichlis spicata)*, and tall umbrella-sedge (*Cyperus eragrostis).* The *General Biology Report* concluded that the lack of water retention in these depressions indicates a lack of potential for vernal pool species such as fairy shrimp.

The *General Biology Report* indicated the site and surrounding areas are not within any criteria cells of the western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) which indicates a general lack of biological resources in this area, especially birds that might affect the safety of aircraft operations at the nearby MARB/IPA. The report also found no potential

for narrow endemic, rare, or endangered plant species under the MSHCP on the site.

The only listed or potentially sensitive species that could be present on the site is burrowing owl (*Athene cunicularia*). However, the *General Biology Report* indicates that lots less than five acres in size that are located adjacent to sites with trees or extensive shrubbery are generally considered unsuitable for burrowing owl since these conditions support predators of burrowing owl. This species typically uses burrows made by ground squirrels or badgers but may also use man-made structures, such as concrete culverts, debris piles, or openings beneath concrete or asphalt pavement.

A Habitat Assessment for burrowing owl was conducted on the site and found no animal burrows or other suitable soil cavities present onsite. Therefore, a focused survey for burrowing owl was not performed as neither the species or indication of the species (i.e., pellets, plumage, guano on nearby perches) were observed at or near the site.

Due to the extensive historical and ongoing disturbance of the site, and lack of native vegetation or other biological resources in the immediate area, the Project site does not presently support any species of plant or animal listed or considered sensitive by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW). Although no burrowing owls were observed, they could potentially inhabit the Project site prior to project development. Therefore, as required by the MSHCP and PVCCSP EIR mitigation measure MM Bio 2 (as updated in Project-specific mitigation measure MM-BR-2 per direction from the CDFW), a 30-day pre-construction burrowing owl survey would be conducted immediately prior to the initiation of construction to confirm that the species is not present at the Project site. If burrowing owls are detected within or adjacent to the Project site or the off-site improvement area during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), the CDFW, and the USFWS.

The existing trees at the Project site have the potential to provide habitat for nesting migratory birds. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. To comply with the MBTA and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), vegetation clearing should take place outside of the typical avian nesting season (i.e., generally February 1st - August 31st although the nesting season may be extended due to weather and drought condition), to the maximum extent practical. Implementation of Project-specific mitigation measure **MM-BR-1** (replacing PVCCSP EIR mitigation measure MM Bio 1 per CDFW direction) would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of site preparation activities during nesting season, which would reduce potential impacts related to nesting avian species to a less than significant level.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife or US Fish and Wildlife Service?			**X**	

Less Than Significant Impact

According to the *General Biology Report* and discussed in Threshold 4.a, the western end of the site contains depressions that temporarily retain water during wet weather but are dry except during and soon after storms. The report also concludes that drainage from adjacent properties to the west create artificial "wetland" conditions onsite that are not subject to conservation or federal/state regulatory authority.

The *General Biology Report* concluded that the Project site does not contain any drainage features, vernal pools, wetlands, etc. that would fall under the jurisdiction of the Regional Water Quality Control Board, 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 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.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

Less Than Significant Impact

According to the *General Biology Report* and discussed in Thresholds 4.a and 4.b, the western end of the site contains depressions that temporarily retain water during wet weather but are dry except during and soon after storms. The report also concluded that drainage from adjacent properties to the west creates artificial ponding that does not meet the definition of "wetlands" so the site would not be subject to conservation or federal/state regulatory authority.

The *General Biology Report* also indicated no Vernal Pool and/or Fairy Shrimp habitat was detected on the Project site and the property 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 on the Project site, and no suitable habitat for fairy shrimp was detected on 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.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant with Mitigation Incorporated

According to the *General Biology 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 do contain bushes and isolated trees which may provide potential roosting, foraging, and nesting habitat for migratory birds and raptors, such as hawks and owls. Therefore, the proposed Project has the potential to impact active bird nests if vegetation and trees are removed during the nesting season. Nesting birds are protected under the federal MBTA and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed. To comply with the MBTA and relevant sections of the California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), vegetation clearing should take place outside of the typical avian nesting season (i.e., generally February 1 through August 31 although the nesting season may be extended due to weather and drought condition), to the maximum extent practical. Implementation of Project-specific mitigation measure **MM-BR-1** (replacing PVCCSP EIR mitigation measure MM Bio 1 per CDFW direction) would ensure MBTA compliance and would require a nesting bird survey to be conducted prior to the commencement of site preparation activities during nesting season, which would reduce potential impacts related to migratory birds to a less than significant level.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			**X**	

Less Than Significant Impact

The Project site has been extensively disturbed in the past but currently contains bushes and trees along its margins that may be regulated by local policies and ordinances. The proposed Project would install 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" is Section 19.70.040 of the Perris Municipal Code, which describes landscaping requirements by development type and location. The separate Technical Manual is an appendix that 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.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

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 *General Biology Report* indicates the site occur 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 *General Biology Report* concluded that the Project would not have an adverse effect on one or more

resources protected under or covered by the County's MSHCP, including burrowing owl. However, implementation of Project-specific mitigation measures **MM-BR-1** and **MM-BR-2** would help assure that impacts to nesting birds and burrowing owl under the MSHCP would be reduced to less than significant levels.

Mitigation Measures

MM-BR-1 **Nesting Birds**. In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

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

If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, 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 will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

MM BR 2 **Burrowing Owl**. The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey will include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey will be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground

disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Department, 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.

5. CULTURAL RESOURCES.

Source(s): *Map My County,* (**Appendix A**); *A Phase I Cultural Resources Survey for the 5026-5030 Patterson Avenue Project*, prepared by Brian F. Smith and Associates, Inc., July 13, 2023 (*Cultural Resources Survey*, **Appendix D**); Assembly Bill 52 (AB 52); and Senate Bill 18 (SB 18); and California Health and Safety Code Section 7050.5; Public Resources Code (PRC) Section 5020.1(j); California Code of Regulations (CCR) Section 15064.5(a)(1)-(3).

Analysis of Project Effect and Determination of Significance:

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards and Guidelines related to cultural resources included in the PVCCSP. By preparing the *Cultural Resources Survey*, the Project has complied with the following applicable PVCCSP EIR mitigation measure:

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

1. Records searches at the Eastern Information Center (EIC) the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
2. Sacred 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.

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

1. Avoidance.
2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
3. Relocation of the structure.

4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

The Phase 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.

Additional PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?				**X**

No Impact

According to Public Resources Code (PRC) Section 5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, State CEQA Guidelines Section 15064.5a states that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 California Code of Regulations (CCR) Section 15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

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 *Cultural Resources Survey* was prepared for the Project site which included a records search through the Eastern Information Center at UC Riverside. The records search did not identify any resources within the subject property; however, it did indicate that 42 resources were on file within one mile of the Project site. Most of these resources were prehistoric in nature related to Native American habitation of the region for thousands of years. The historic resources identified during the records search consist of an historic residence, the Camp Haan barracks, trash scatters, water conveyance systems, structure pads, a railroad grade, a well/cistern, foundation/structure pads, a road, military property, engineering structures, a canal/aqueduct, a highway trail/road, and utility poles. However, none of these resources are on or adjacent to the Project site.

The *Cultural Resources Survey* concluded that the Project site contains no structures or other resources that meet any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The Project site is also not listed with the State Office of Historic Preservation or the National Register of Historic Places. In addition, the *Cultural Resources Survey* concluded that development of the Project site would not affect any historical resources or structures in the surrounding area.

Therefore, the proposed Project would not cause an adverse change in the significance of a historical resource and impacts to historic resources are not anticipated. No impacts are anticipated.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		**X**		

Less Than Significant With Mitigation Incorporated

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. A *Cultural Resources Survey* was prepared for the Project site which included a records check through the Eastern Information Center at UC Riverside as required by PVCCSP EIR mitigation measure MM Cultural 1. The records search did not identify any resources within the subject property; however, it did find that 42 resources were on file within one mile of the Project site including 29 milling features and prehistoric food processing stations of Native American origin. These resources are typically associated with rock outcroppings and the Project site and the immediate surrounding area do not contain any rock outcroppings.

Much of the Project site and surrounding area has been highly disturbed by past agriculture and

other human activity, most recently the development of low intensity light industrial uses including truck-related yards and small warehouse buildings. Therefore, the *Cultural Resources Survey* concludes that there is minimal potential for archaeological resources to be present or disturbed by the proposed Project. Despite this historical disturbance, it is still possible that grading of the site could uncover unanticipated 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 AB 52 (see Sections 18.a-b, Tribal Cultural Resources). These tribes regularly consult with local governments on impacts to tribal resources. In addition, construction workers are generally not trained in the identification of cultural resources. Therefore, Project-specific mitigation measure **MM-CR-1** shall be implemented to reduce potential impacts related to archaeological resources to a less than significant level. Project-specific mitigation measure **MM-CR-1** implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Less Than Significant with Mitigation Incorporated

Because the Project site has been previously disturbed by agricultural uses, 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. With the implementation of Project-specific mitigation measure **MM-CR-2**, potential impacts to unknown human remains on site as a result of Project construction would be reduced to less than significant levels. Mitigation measure **MM-CR-2** replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris.

Mitigation Measures

MM-CR-1 **Archaeological Monitoring.** Prior to the issuance of grading permits, the Project

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

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

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

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

In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM-CR-2 shall

immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

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

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

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

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

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

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

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human

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

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

6. ENERGY.

Source(s): *Patterson Business Center, Air Quality and Greenhouse Gas Impact Study*, prepared by RK Engineering Group, Inc., July 12, 2023 (**Appendix B**); Project Plans (**Appendix J**); City of Perris General Plan - Environmental Impact Report (GP EIR), Chapter 4.10.4, *Energy*; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP EIR), Section 4.11, *Utilities and Service Systems*, and Section 5.0, Other CEQA Topics, *Irreversible Commitment of Resources*; and Title 24 Building Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

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 would be 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 encourages 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.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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 or operation?			**X**	

Less Than Significant Impact

Although no technical study for energy conservation was prepared for this Project, energy use information from the *Air Quality and Greenhouse Gas Impact Study* is cited in the sections below.

Implementation of the proposed Project would commit approximately 4.84 acres to development of an industrial warehouse use. In addition to a commitment of land to this light industrial use, the Project would result in a long-term change in the visual character of the Project site. This change would be consistent with existing industrial truck yards and small warehouse uses in the surrounding area. Construction and operation of the proposed Project would contribute to the incremental depletion of renewable and non-renewable resources.

The *Air Quality and Greenhouse Gas Impact Study* assumed the Project would result in approximately 1.3 million vehicle miles travelled (VMT) each year by its operation (Table 11 in the *Air Quality and Greenhouse Gas Impact Study*). Assuming an average fuel consumption of 18 miles per gallon for both vehicles (mainly gasoline) and trucks (mainly diesel), Project

operation could consume up to 28,142 gallons of gasoline and diesel fuel each year. Future efficiencies in vehicle fuel consumption are mainly regulated at the federal and state level but are expected to increase slowly in the coming years, making the overall regional fleet of vehicles more efficient over time.

Electricity consumption during construction and operation phases would incrementally increase the consumption of coal, and natural gas used at power plants located outside the City of Perris. Accordingly, this represents a long-term commitment to the continued consumption of these resources. The *Air Quality and Greenhouse Gas Impact Study* estimated operation of the Project would consume 662,459.4 kilowatt-hours per year of electricity and 1,803,313.8 thousand British Thermal Units or 18,033 cubic feet of natural gas each year (Table 13 in the *Air Quality and Greenhouse Gas Impact Study*).

Although the *Air Quality and Greenhouse Gas Impact Study* recommended compliance with Building Code Title 24 Energy Conservation standards, PVCCSP EIR mitigation measure MM Air 20 encourages each implementing development project to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24 requirements. This would be implemented by City standard conditions of approval which are considered regulatory compliance for the Project. With regulatory compliance, Project-related energy use impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Less Than Significant Impact

The Project would increase the site's demand for energy compared to its existing undeveloped state. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances.

The 2022 Building Energy Efficiency Standards (Title 24, Part 6, Section 110.10(b)1.B) requires that no less than 15 percent of the total roof area of an industrial building shall be designated as a Solar Zone. Compliance with the latest building standards, which are more stringent than estimated at the time of adopting the City's Climate Action Plan (CAP), would help ensure the Project would consume regional energy resources in efficient and economical ways.

The Project would also comply with the mandatory requirements of the latest 2022 California Building Standards Code, including Title 24, Part 11, CALGreen and Title 24, Part 6, Energy Code. The purpose of these building standards is to reduce negative impacts on the environment through improved planning and design, energy efficiency, water efficiency and conservation and material and resource conservation.

Adherence to these state and local efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption.

Mitigation Measures

Although the energy impacts of the proposed Project would be less than significant, the proposed Project would be required to implement PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 as discussed in the Air Quality section of this Initial Study.

7. GEOLOGY AND SOILS.

Source(s): *Map My County* (**Appendix A**); *Geotechnical Engineering Report, Patterson Avenue Industrial Center, Perris, Riverside County, California,* prepared by Terracon, August 10, 2021 (**Appendix E1**)*; Paleontological Assessment for the 5026-5030 Patterson Avenue Project, Perris, Riverside County, California, PRA 21-05282; APNs 294-190-047 and -048*, prepared by Brian F. Smith and Associates, Inc., July 13, 2023 (*Paleontological Assessment*, **Appendix E2**); Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP EIR), July 2011, Section 3.0, *Project Description*, and Section 4.5 *Geology and Soils*; and Google Earth.

Analysis of Project Effect and Determination of Significance:

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

No PVCCSP Standards and Guidelines are applicable to the analysis of geology and soils. By preparing the *Geotechnical Engineering Report*, the Project proponent has complied with the following applicable PVCCSP EIR mitigation measure:

MM Geo 1 Concurrent with the City of Perris' review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over excavated, backfilled, compaction) being used to implement the project's design.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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.				**X**

No Impact

The Project site is located in the northern portion of the Perris Block which is a part of the Peninsular Ranges Geomorphic Province. The northern Perris Block is largely underlain by granitic rocks of the Peninsular Ranges batholith which consist mostly of varied granitic types similar to those found in the Lakeview Mountains east of the site. The entire Southern California region contains a number of seismically active faults, including the active San Andreas and San Jacinto Faults.

Although the Project site is located in a very seismically active region, it is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there are no known active or potentially active faults trending towards or through the Project site.

According to the *Geotechnical Engineering Report*, the closest known active fault is the San Jacinto Valley segment of the San Jacinto Fault located approximately 8.6 miles southwest 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, 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. Therefore, no impacts associated with rupture of a fault would occur and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			**X**	

Less Than Significant Impact

The Project site is subject to strong seismic ground shaking as are virtually all properties in the Southern California region. As such, the proposed Project would be subject to ground shaking impacts if a major earthquake were to occur in the area. Potential impacts include injury or loss of life, and property damage.

According to the *Geotechnical Engineering Report*, the Project site could be subjected to moderate to severe ground shaking in the event of an earthquake. The *Geotechnical Engineering Report* estimates the peak ground acceleration at the site from the largest expected regional earthquake would be 0.55 g or a little over half the force of gravity exerted horizontally during an 8.1 earthquake on the San Jacinto Fault.

The 2022 California Building Code (California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. Adherence to these requirements and the recommendations in the *Geotechnical Engineering Report* would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life.

The California Building Code is intended to provide minimum requirements to prevent major structural failure and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The table shown on page 5 of the *Geotechnical Engineering Report* identifies relevant California Building Code seismic design parameters for the Project site.

A standard City condition of approval shall be required that the Project shall be subject to the seismic design criteria of the current edition of the California Building Code, to reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level.

Additionally, the Project shall comply with recommendations listed in the *Geotechnical Engineering Report* to address strong seismic ground shaking and how it would reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. This is also a standard condition of the City and is considered regulatory compliance rather than project unique mitigation under CEQA.

The proposed Project's adherence to standard conditions and regulatory compliance would reduce the impacts related to strong ground shaking, including the risk of loss, injury, and death, to a level that is less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			**X**	

Less Than Significant Impact

As described in the *Geotechnical Engineering Report*, liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, subsurface soil characteristics, and depth to groundwater.

The Project site is located in 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.

Due to the depth of groundwater (26 to 37 feet below ground surface), the liquefaction potential at the site is considered low. In addition, the conclusion of the *Geotechnical Engineering Report* is consistent with County Geologic Hazard Geographic Information System mapping and *Map My County* which states that the Project site's liquefaction potential is "low." The Project would be subject to a standard City condition requiring the development to be consistent with the recommendations of the *Geotechnical Engineering Report*. This is considered regulatory compliance and not unique mitigation under CEQA.

In conclusion, potential liquefaction impacts at the Project site are considered less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				**X**

No Impact

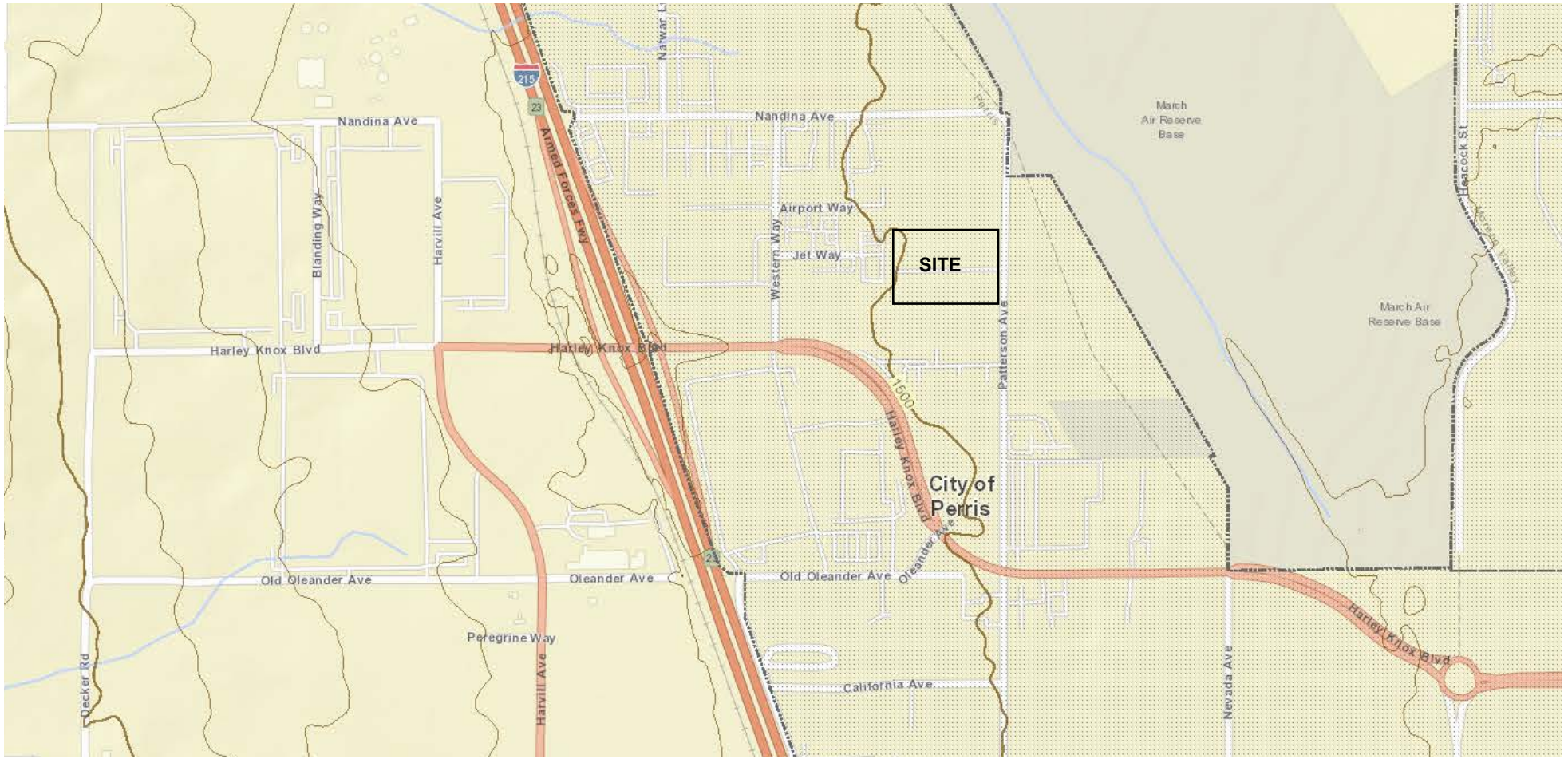
The Project site topography is generally flat and at grade with Patterson Avenue, adjacent properties, and the general surrounding area. Furthermore, the Project site's location in the northwestern portion of the ±3,500-acre PVCCSP planning area is surrounded by similar relatively flat lands. The terrain within the PVCCSP is relatively level with elevations ranging from a low point of 1,435 feet above mean sea level at the southeast corner near the Perris Valley Storm Drain Channel to a high point of 1,522 feet above mean sea level at the northwest corner adjacent to MARB/IPA which is an 87-foot difference in elevation over a distance of 3.5 miles. This equals an average grade of approximately 0.5 percent.

According to *Map My County*, the Project site's average elevation is approximately 1,496 feet above mean sea level. As shown on the following page, **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site:

There are also no significant hills or slopes proximate to the Project site. Consequently, potential for seismically-induced landslides or debris flows does not exist for the Project site.

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts would occur.

Figure 7-1
Surrounding Topography



Source: Map My County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	

Less Than Significant Impact

A review of the available historical aerial photographs dating from 1938 to 1967 indicated that agriculture was the predominant land use in the area. Sometime between 1967 and 1978, the surrounding area began to be converted to industrial land uses. Agricultural activities on the Project site appear to have ceased by 1985 and the site has been used for outdoor storage.

Implementation of the proposed Project has the potential to expose surficial soils to wind and water erosion during site grading and construction activities:

- Wind erosion would be minimized through mandated soil stabilization measures by South Coast AQMD Rule 403 (Fugitive Dust), such as daily watering.
- Water erosion would be prevented through the City's standard, mandated, erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags.
- Following construction of the proposed Project, the site would be covered completely by paving, structures, and landscaping.

With the incorporation of standard conditions and the dust control actions in the PVCCSP EIR mitigation measures outlined in the Air Quality section of this Initial Study, any potential impacts related to substantial soil erosion, or the loss of topsoil associated with implementation of the proposed Project, would be reduced to a less than significant level and no additional mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

Less Than Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 7.a.iii, and 7.a.iv.

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. In soils, this movement is generally due to failure along a weak plane and may often be associated with liquefaction. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

The topography of the Project site and surroundings is fairly flat and subsurface geologic profile is not susceptible to liquefaction. Under these circumstances, the potential for lateral spreading at the subject site is considered very low.

As discussed in Threshold 6.a.ii, the proposed Project would be required to comply with standard conditions including compliance with the recommendations of the *Geotechnical Engineering Report*. These conditions are considered regulatory compliance and not unique mitigation under CEQA.

Therefore, the implementation of the proposed Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant with Mitigation Incorporated

The Project site is not located in an area underlain by expansive soils. The Project site and surrounding PVCCSP area is situated in the western portion of the Perris Valley, a north-northwest trending alluvial basin which has been filled with sediments that have eroded out of the surrounding bedrock highlands. The *Geotechnical Engineering Report* indicates that onsite soils are older valley deposits mapped at the surface.

The surficial onsite soils on the Project site consist predominantly of sand with varying amounts of clay and silt and sandy clay which generally possess a *very low* expansion potential (EI<20) as defined by the Uniform Building Code Table No. 18-I-B and exhibit moderate shear strength characteristics. The California Building Code requires special design considerations for foundations of structures built on soils with expansion indices greater than 20.

PVCCSP EIR mitigation measure MM Geo 1 requires new projects to prepare a comprehensive geotechnical study and for project development to comply with its requirements. As discussed in Threshold 7.a.ii, the proposed Project would also be required to comply with standard conditions including compliance with the recommendations of the *Geotechnical Engineering Report*. These conditions are considered regulatory compliance and not unique mitigation under CEQA.

In conclusion, the proposed Project would not be located on expansive soil creating substantial risks to life or property. Any direct or indirect impacts related to expansive soils would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

No Impact

The Project would connect to the existing Eastern Municipal Water District sewer system and would not require the use of septic systems. This threshold is not applicable to the proposed Project; therefore, no impact would occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Less Than Significant with Mitigation Incorporated

According to *Map My County*, the Project site is mapped within a "High" sensitivity area, denoting a high sensitivity for paleontological resources. As a result, a *Paleontological Assessment* was prepared for the Project to identify specific actions that can be taken to reduce potential impacts on paleontological resources.

The *Paleontological Assessment* states: "Based on the Paleontological Sensitivity Map in the Conservation Element of the City's Comprehensive General Plan (City of Perris 2005), the Project site is located within Area 1 which is assigned a high paleontological sensitivity, based on the presence of the Pleistocene older valley deposits mapped at the surface. The *Paleontological Assessment* indicates that potentially fossiliferous Pleistocene alluvial fan deposits underlie the site.

Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

Since the Project site is mapped in Area 1 as having a high potential for paleontological resources (fossils), the proposed Project site grading/earthmoving activities would be monitored for potential impacts to this resource as recommended in Project-Specific mitigation measure **MM-GS-1**. Mitigation measure **MM-GS-1** replaces PVCCSP EIR mitigation measure MM Cultural 5 as subsequently revised for the Project by the City of Perris. With implementation of mitigation measure **MM-GS-1**, potential impacts to paleontological resources would be less than significant.

Mitigation Measures

MM-GS-1 **Paleontological Monitoring.** Prior to the issuance of grading permits, the Project applicant 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) during onsite and offsite subsurface excavation. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading 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, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

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

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

8. GREENHOUSE GAS EMISSIONS.

Source(s): *Patterson Business Center, Air Quality and Greenhouse Gas Impact Study*, prepared by RK Engineering Group, Inc., 6-30-2023 (**Appendix B**); Project Plans (**Appendix J**); City of Perris General Plan - Environmental Impact Report (GP EIR), Chapter 4.3, *Air Quality*; Perris Valley Commerce Center Specific Plan - Environmental Impact Report (PVCCSP EIR), Section 4.2, *Air Quality*; and City of Perris *Climate Action Plan*, City Council, February 23, 2016.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Air Quality and Greenhouse Gas Impact Study*, unless otherwise noted.

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 for air quality that would also help to reduce construction-related and operational 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?			X	

Less Than Significant Impact

A project-specific *Air Quality and Greenhouse Gas Study* for the proposed Project (logistics/distribution warehouse) was prepared and the following analysis is from that report.

GHG emissions for the Project have also been analyzed in the *Air Quality and Greenhouse Gas Impact Study* to determine if the Project could have a cumulatively considerable impact related to greenhouse gas emissions.

Construction Impacts

Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, the South Coast AQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise Project-based GHG inventory. The estimate of construction emissions is based on the latest California Emissions Estimator Model (CalEEMod version 2022.1.1.14) default conditions. Construction phases (e.g., grading, building construction, etc.) are not expected to overlap and Project construction is

expected to begin in the year 2024 and the Project open in 2025. The Project site is currently vacant, and the preliminary grading report shows balanced earthwork onsite. As a result, the Project is not expected to require any import or export of soil. The type and amount of construction equipment assumed is the same as outlined in Section 3.b, *Air Quality*.

Table 8-1, *Construction GHG Emissions*, shows the GHG emissions estimated for each phase of construction and what those emissions would be when amortized over 30 years per the recommended South Coast AQMD methodology. Table 8-1 shows the Project would generate a total of 448.31 metric tons of carbon dioxide equivalents ($MTCO_2e$) from all onsite and offsite sources during all construction activities. Amortized over 30 years this would equal 15.94 $MTCO_2e$ of GHG construction emissions applied to operational GHG emissions (see **Table 8-2**)

Table 8-1
Construction GHG Emissions

Activity	Emissions ($MTC0_2e$)[1]		
	On-site	Off-site	Total
Site Preparation	12.05	0.54	12.59
Grading	10.77	0.74	11.51
Building Construction	250.99	108.71	359.70
Paving	11.07	2.22	13.28
Architectural Coating	0.04	0.03	0.08
Total	284.93	112.24	397.17
Amortized over 30 years[2]	**9.50**	**3.74**	**13.24**

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon).

[2] The emissions are amortized over 30 years and added to the operational emissions, pursuant to South Coast AQMD recommendations.

Operation Impacts

Upon completion of Project construction, the proposed Project would result in operational GHG emissions of greenhouse gases. Operational emissions associated mobile sources (transportation), energy, water use and treatment, waste disposal, and area sources. The *Air Quality and Greenhouse Gas Impact Study* assumed 1.3 million vehicle miles travelled (VMT) by the proposed unrefrigerated warehouse (Table 11 in the *Air Quality and Greenhouse Gas Impact Study*). GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced off-site. Area sources are owned or controlled by the Project (e.g., natural gas combustion, boilers, and furnaces) and produced on-site. The *Air Quality and Greenhouse Gas Impact Study* calculated the Project would consume 662,459.4 kilowatt-hours per year of electricity and 1,803,313.8 thousand British Thermal Units per year or 18,033 cubic feet of natural gas each year (Table 13 in the *Air Quality and Greenhouse Gas Impact Study*). The study also estimated the Project would consume 21.8 million gallons of water each year and generate 1.89 tons of solid waste per year (Table 14 in the *Air Quality and Greenhouse Gas*

Impact Study). **Table 8-2, *Operation GHG Emissions***, summarizes the major GHG emissions estimated for the Project for both construction and operation.

The City of Perris has not yet developed its own GHG significance thresholds. However, the South Coast AQMD has developed recommended GHG thresholds of significance to assist local agencies with determining the impact of a project for CEQA. The South Coast AQMD's objective in providing the GHG guidelines is to establish a performance standard that will ultimately contribute to reducing GHG emissions below 1990 levels, and thus achieve the requirements of the California Global Warming Solutions Act (AB 32). The South Coast AQMD first issued the *Interim CEQA Greenhouse Gas (GHG) Significance Thresholds* guidance document in October 2008 and has since help several stakeholder working group meetings where staff has presented updated recommendations that serve in addendum to the interim document. The latest recommended GHG thresholds are based on the GHG CEQA Significance Threshold Stakeholder Working Group #15, September 2010.

The South Coast AQMD describes a five-tiered approach for determining GHG Significance Thresholds. However, the City of Perris uses South Coast AQMD Tier 3 as a significance threshold for industrial projects like the proposed industrial warehouse. The current South Coast AQMD Tier 3 threshold for industrial projects is 10,000 $MTCO_2e$. **Table 8-1** compares the estimated GHG emissions from the Project to this threshold.

Table 8-2
Project GHG Emissions

Emission Source	GHG Emissions ($MTCO_2e$)[1]
Mobile Source	1,164.71
Energy Source	256.41
Stationary Source	25.73
Area Source	1.92
Water	65.74
Waste	0.59
Construction (30-year amortization)	13.24
Total Annual Emissions	**1,806,95**
South Coast AQMD Tier 3 Threshold[2]	10,000
Exceed Tier 3 Threshold?	**No**

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents.

[2] Per South Coast AQMD Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008

As shown in **Table 8-2**, the Project GHG emissions would be well below the South Coast AQMD's Tier 3 threshold of 10,000 $MTCO_2e$ for industrial projects. Therefore, the Project-related long-term GHG impacts would be less than significant. Although not considered to be significant,

implementation of the applicable PVCCSP EIR mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through MM Air 14, MM Air 18, MM Air 20, and MM Air 21, as discussed in the Air Quality section of this Initial Study, would further reduce the GHG emissions associated with the proposed Project.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Less Than Significant Impact

CEQA allows lead agencies to consider whether regulatory programs are adequate to reduce a project's potentially significant environmental effects. Under Assembly Bill 32 (AB 32), the State's emission inventory must be reduced to 1990 levels by 2020. Most of the reductions required to reach AB 32's 2020 reduction target will be achieved by regulations that apply to both existing and new development, including the Renewable Portfolio Standard, Pavley standards, Low Carbon Fuel Standards, landfill regulations, regulations and programs on high global warming potential gases, initiatives on water conservation (such as SB X7-7), and the indirect influence of the Cap and Trade system on electricity and transportation fuel prices. These regulations are sufficient to achieve AB 32's goal to reduce statewide GHG emissions to 1990 levels by 2020.

In December 2022, the California Air Resources Board adopted the 2022 Scoping Plan for Achieving Carbon Neutrality. This updated plan builds upon previous versions and establishes a new goal of reducing GHG emissions to 85 percent below 1990 levels by 2045. To accomplish these targets, the Scoping Plan outlines a multifaceted approach that emphasizes the need for widespread adoption of renewable energy sources, implementation of energy efficiency measures, and the promotion of clean transportation solutions.

The City of Perris Climate Action Plan, 2016 (CAP) establishes emission reduction targets consistent with the state law and the City's planning priorities. The Project would be required to comply with the applicable goals and policies of the Perris CAP and also comply with the mandatory requirements of the latest 2022 California Building Standards Code, including Title 24, Part 11, CALGreen and Title 24, Part 6, Energy Code. The purpose of the building standards is to reduce negative impacts on the environment through improved planning and design, energy efficiency, water efficiency and conservation and material and resource conservation. The California Building Standards were developed to help meet the requirements of the AB 32.

The 2022 Building Energy Efficiency Standards (Title 24, Part 6, Section 110.10(b)1.B.) require that no less than 15 percent of the total roof area of the building shall be designated as a Solar Zone . Compliance with the latest building standards, which are more stringent than estimated at the time of adopting the City's CAP, would ensure the Project does not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of GHGs and the impact is considered to be less than significant.

Mitigation Measures

Although the greenhouse gas emissions impacts of the proposed Project would be less than significant, the proposed Project would be required to implement PVCCSP EIR mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through MM Air 14, MM Air 18, MM Air 20, and MM Air 21, as discussed in the Air Quality section of this Initial Study.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *Map My County* (**Appendix A**); Project Plans (**Appendix J**); *Phase I Environmental Site Assessment*, Partner Engineering and Science, Inc. June 25, 2021 (**Appendix F**); City of Perris General Plan 2030 Environmental Impact Report (GP EIR), July 2004, Appendix A, Initial Study, Section VII, Hazards and Hazardous Materials; Perris Valley Commerce Center Specific Plan, Amendment No. 9, May 2018, Chapter 2, Land Use Plan, Section 2.2, Summary of Perris Valley Commerce Center Land Use Comparison, Table 2.0-1, Land Use Comparison, p. 2.0-4; Perris Valley Commerce Center Specific Plan –Environmental Impact Report (PVCCSP EIR), July, 2011, Section 4.6, Hazards and Hazardous Materials; Val Verde Union School District website; 2014 March Air Reserve Base Land Use Compatibility Plan; and Google Earth.

Analysis of Project Effect and Determination of Significance:

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 (from Chapter 12.0 of the PVCCSP)

12.1 Airport Overlay Zones and Delineation. This section defines specific land uses and land use densities as distinguished by various MARB/IP Airport safety zones within the PVCCSP planning area: 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).

12.1.3 Compatibility with March ARB/IP ALUCP

The PVCC is in the MARB/IPA safety zones; therefore, all development within the PVCCSP planning area shall comply with the following measures:

- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Form 7460 (Notice of Proposed Construction or Alteration)
- Infill

Section 4.2.1, General Onsite Project Development Standards and Guidelines, of the PVCCSP, also prohibits uses that could affect the MARB/IPA consistent with the development Standards and Guidelines for Airport Overlay Zones in Section 12 of the PVCCSP.

The PVCCSP EIR includes mitigation measures MM Haz 2 through MM Haz 7 for potential impacts related to hazards and hazardous materials. Applicable mitigation measures applicable to the proposed Project are identified below and are assumed in the analysis presented in this section.

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?			X	

Less Than Significant Impact

The proposed Project could result in a significant hazard to the public if it includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials.

The Project site is located in the northwestern portion of the PVCCSP planning area. The Project site is surrounded on all sides by existing general industrial development, particularly outdoor storage of vehicles and auto-related materials. The Project site development plan does not include a residential component and it does not place housing near any hazardous materials facilities. The closest use considered residential in nature is a caretaker's residence approximately 110 feet northeast of the site within an existing operational industrial property also within the City of Perris.

The routine use, transport, or disposal of hazardous materials is primarily associated with general industrial land uses that require hazardous materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed Project's light-industrial logistics/distribution warehouse use does not include or facilitate any activity involving the significant use, routine transport, or disposal of hazardous substances.

Construction Impacts

During construction, there would be a minor amount of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. 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.

Operational Impacts

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. Regular operation and cleaning of the proposed light-industrial facility would not result in significant impacts involving the use, storage, transport or disposal of hazardous wastes and

substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Potential impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		X		

Less Than Significant with Mitigation Incorporated

The Project site is not included on the state's Cortese List, a compilation of various sites throughout California that have been compromised due to soil or groundwater contamination from past uses.

The southern portion of the Project site is currently used for outdoor storage of auto-related materials while the northern portion is currently vacant. The site has historically been used for passive agriculture (e.g., dry farming, grazing, etc.). Therefore, potential impacts related to the demolition of structures with asbestos containing materials or lead-based paint are not applicable.

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.

A *Phase I Environmental Site Assessment* for the Project site was prepared that concluded that there were no recognized environmental conditions but acknowledged that there is a possibility that agricultural related chemicals such as pesticides, herbicides and fertilizers may have been used and stored on site. Since the Project would pave over the property and is not intended for human habitation (i.e., not a residential development), the former use of agricultural chemicals is not expected to represent a significant environmental concern and the *Phase 1 Environmental Site Assessment* did not recommend any additional studies or testing.

The following information is from the City of Perris General Plan EIR, the PVCCSP EIR, and a review of historical aerial photographs published by Google Earth. Based on historical aerial photographs, the Project site appears to have been used in conjunction with acreage to the south for agricultural purposes and auto storage. Aerial photographs dated from 1989 and later clearly show the Project site being used as outdoor storage. A review of the available historical aerial photographs dating back prior to 1989 indicate that the Project site was consistently used for agricultural purposes.

Although environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years, the *Phase I Environmental Site Assessment* evaluated the potential and did not recommend any subsequent sampling or testing. Based on the length of time that has elapsed since the agricultural usage occurred (over 30 years), it is unlikely the potential

former usage of pesticides has significantly impaired the Project site or would require remedial actions.

Out of an abundance of caution, mitigation measure **MM-HHM-1** is recommended to assure there would be no impacts associated with hazardous materials that may be uncovered during grading. It outlines procedures to follow should fuel tanks or other potentially hazardous materials be found during grading.

With implementation of mitigation measure **MM-HHM-1**, potential impacts related to creating hazards to the public or the environment through upset and accident conditions of hazardous materials would be reduced to less than significant levels.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**

No Impact

The Project site, along with the entire PVCCSP, is located within the Val Verde Unified School District (VVUSD). The district serves students from the Cities of Perris and Moreno Valley, as well as the unincorporated area of Mead Valley. The closest existing schools to the Project site are shown in **Table 9-1**, ***Existing Schools Closest to Project Site***.

Table 9-1
Existing Schools Closest to Project Site

School Facility	District	Proximity to Project Site
Val Verde High School	VVUSD	1.7 mile east/southeast
May Ranch Elementary School	VVUSD	3.1 miles east/southeast
Val Verde Elementary School	VVUSD	3 miles south/southeast
Rancho Verde High School	VVUSD	2.5 miles east
Triple Crown Elementary School	VVUSD	3.8 miles south/southeast
Mary McLeod Bethune Elementary School	VVUSD	2.2 miles north/northeast

Source: Google Earth

The Project area is industrial in nature and does not contain any school facilities as there are no supporting residential uses present. As shown above, Val Verde High School, located approximately 1.7 miles east/southeast of the Project site, is the closest existing public school facility to the Project site. No charter or private schools were found within the PVCC boundary or the Project area.

Based on the above, there are no existing or proposed schools within a one-quarter mile distance of the Project site. The proposed Project would not emit hazardous emissions or handle

hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There would be no impact and no mitigation is required.

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?				**X**

No Impact

Pursuant to Government Code Section 65962.5, the State of California Department of Toxic Substances Control is required to maintain a list of hazardous materials sites (Cortese List).

- EnviroStor is the Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.
- GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as leaking underground storage tank sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including Irrigated Lands, Oil and Gas production, operating permitted underground storage tanks, and Land Disposal Sites.

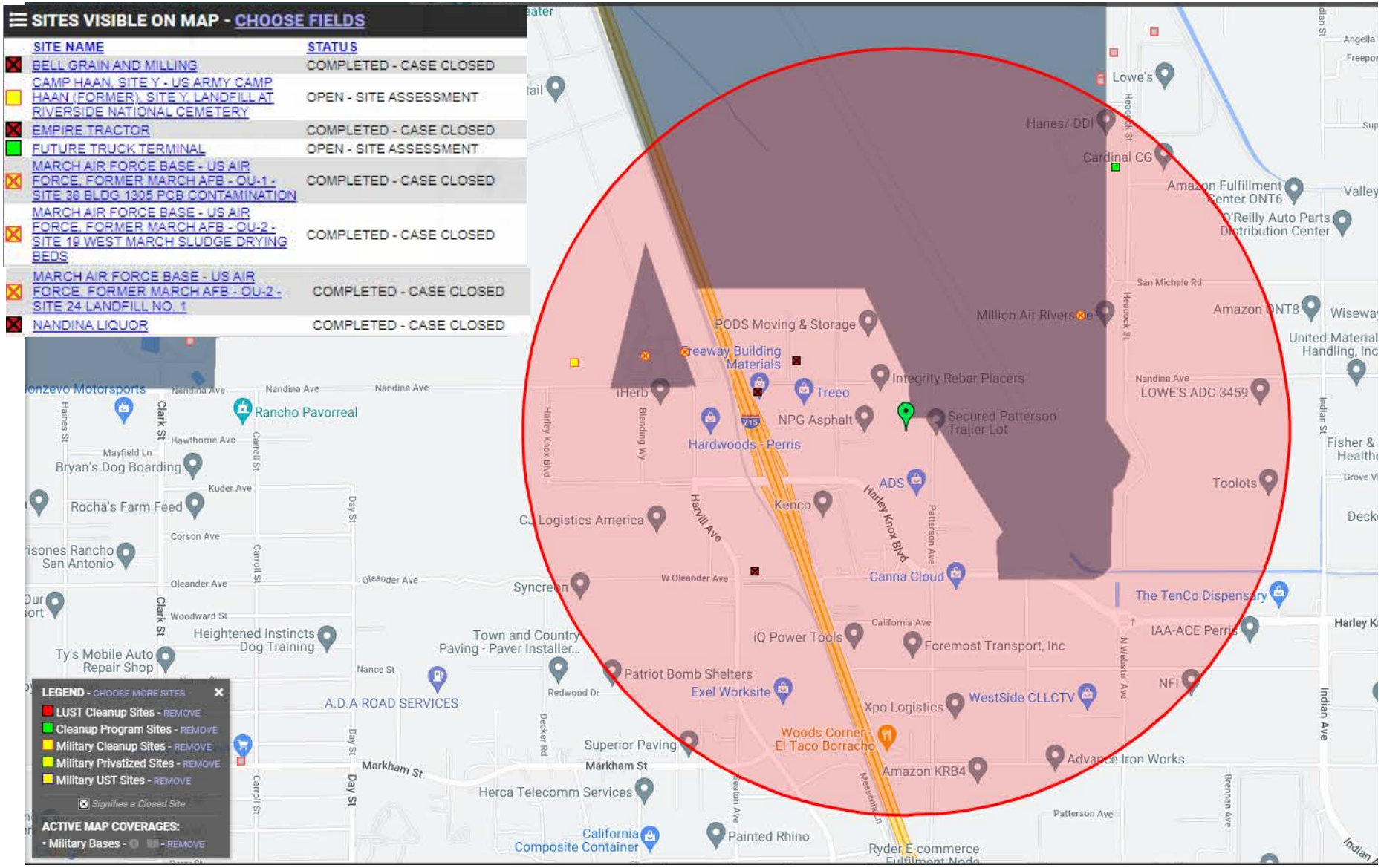
The Project site is not included on the state's Cortese List, a compilation of various sites throughout California that have been compromised due to soil or groundwater contamination from past uses. According to governmental databases, the Project site is not:

- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);
- Listed as a leaking underground storage tank site by the State Water Resources Control Board (SWRCB);
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order or a Cleanup and Abatement Order as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

Reference **Figure 9-1, *GeoTracker*** and **Figure 9-2, *EnviroStor***, included on the following pages.

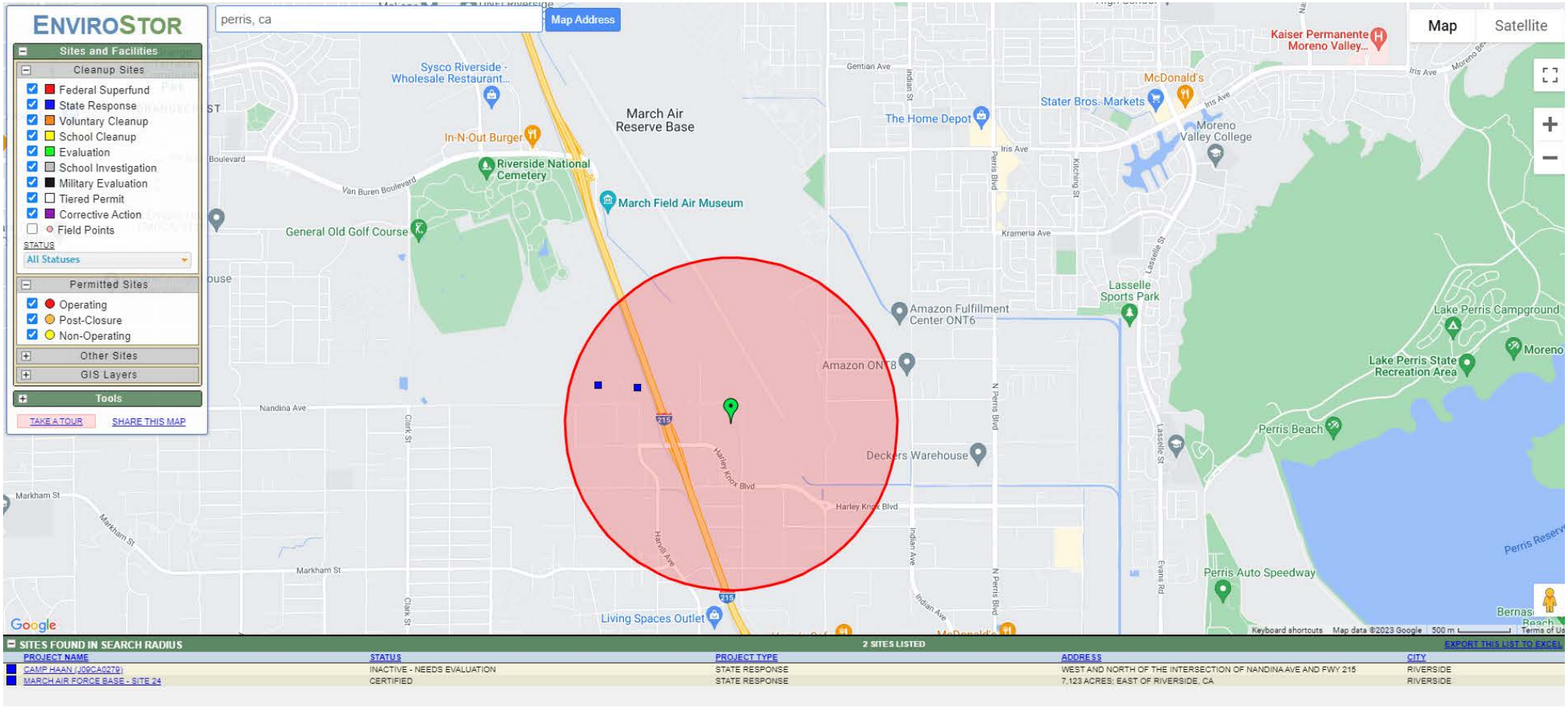
Based on the above, the proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; as such, the proposed Project would not create a significant hazard to the public or the environment. There would be no impact and no mitigation is required.

Figure 9-1
GEOTRACKER



Source: GEOTRACKER https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=perris%2C+ca#

Figure 9-2
ENVIROSTOR



Source: ENVIROSTOR https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=perris%2C+ca

SITE

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant with Mitigation Incorporated

March Air Reserve Base / Inland Port Airport

The PVCCSP (Project site is a part) is located adjacent to the south of MARB/IPA. Although the airport property is approximately 400 feet east of the Project site, the closest runway at MARB/IPA (Runway 14-32) is located approximately 1.7 miles to the north/northwest of the Project site.

The City of Perris has amended the City's General Plan, Municipal Code, and PVCCSP to include an Airport Overlay Zone (AOZ), consistent with the land uses and densities outlined in the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP).

The Project site is located in compatibility Zone B2 (High Noise Zone) of the MARB/IPA ALUCP. Reference **Figure 6, *March Air Reserve Base Airport Influence Area***, in Section I. of this Initial Study.

The MARB/IPA ALUCP identifies prohibited and discouraged uses within each land use compatibility zone as well as density/intensity standards, and open land requirements as summarized in **Table 9-2, *MARB/IPA Basic Compatibility Criteria***. Consistency with the ALUCP is determined by compliance with each criterion of the applicable compatibility zone.

Table 9-2
MARB/IPA Basic Compatibility Criteria

Zone	Locations	Density/Intensity Standards			Required Open Land	Additional Criteria	
		Residential (du/ac)[1]	Other Uses (people/ac)[2]				
			Avg[5]	Single[6]		Prohibited Uses[3]	Other Development Conditions[4]
B2	High Noise	No new dwellings allowed	100	250	Max. 50% lot cover-age within APZs[12]	• Children's schools, day care centers, libraries • Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly • Bldgs with >1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs[13] • Hazardous materials manufact-ure/storage[14] • Noise sensitive outdoor nonresidential uses[15] • Critical community infrastructure facilities[16] • Hazards to flight[8] • Uses listed in AICUZ as not compatible in APZ I or APZ II[17]	• Locate structures maximum distance from extended runway centerline • Sound attenuation as necessary to meet interior noise level criteria[18] • Zoned fire sprinkler systems required • = Airspace review req'd for objects >35 ft. tall[19] • Electromagnetic radiation notification[9] • Avigation easement dedication and disclosure[4]

Notes:

1. Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
2. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
3. The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. See Riverside County Airport Land Use Compatibility Plan, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
4. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required. Except within Zone A (Clear Zone), avigation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in www.marchjpa.com/docs_forms/avigationeasement.pdf. Any avigation easements required within Zone A shall be dedicated to the United States of America.
5. The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
6. Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
7. Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for avigation easement dedication requirements in this zone.
8. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
9. March ARB 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 microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
10. Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and avigation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
11. Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
12. In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.
13. Within APZ II and outside APZs, two-story buildings are allowed.
14. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
15. Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
16. Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).

17. For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
18. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
19. This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
20. Discouraged uses should generally not be permitted unless no feasible alternative is available.
21. Although no explicit upper limit on usage intensity is defined for Zone D and E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks.

Source: MARB/IPA LUCP

Although the proposed Project site is within compatibility Zone B2, it is not required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) since there is no legislative action proposed (e.g., General Plan Amendment, Change of Zone, Specific Plan Amendment). ALUC has determined that the City of Perris General Plan is consistent with the MARB/IPA ALUCP; therefore, City staff can review the Project for airport land use compatibility issues since the project has no legislative actions. Mitigation measure **MM-HHM-2** is recommended to help assure the Project would be fully consistent with all limitations and requirements of the MARB/IPA ALUCP.

Perris Valley Airport

The Perris Valley Airport is a privately-owned public use airport within the City. The Perris Valley Airport only has an Influence Area 1, which limits residential uses in the flight path. The proposed Project site is located approximately 5 miles north of the Perris Valley Airport Influence Area. Therefore, implementation of the proposed Project would not result in a safety hazard from operations at the Perris Valley Airport and no impacts would occur.

In summary, implementation of regulatory compliance and mitigation measure **MM-HHM-2** would help assure the Project is consistent with the development requirements of the MARB/IPA ALUCP Safety Zone B2 within which the Project is located.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	

Less Than Significant Impact

The proposed Project would replace vacant land with light-industrial development (logistics/distribution warehouse). Access to the Project site would be provided via two driveways off of Patterson Avenue (one 45-foot-wide driveway for truck access, and one 26'-foot-wide driveway for standard vehicles).

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 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.

The traffic control plan is designed to alleviate any construction circulation impacts. The traffic control plan is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area would remain as was prior to the proposed Project.

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. The proposed Project is required to comply with the California Fire Code as adopted by the Perris Municipal 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.

Based on the above, and with the incorporation of standard conditions, any related impacts associated with implementation of the proposed Project would be reduced to a less than significant level.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

No Impact

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area. The Project site is located in a relatively wide north-south urbanizing corridor along the east side of I-215 within the PVCCSP planning area. There are no wildland conditions in the immediate vicinity of the Project site. Therefore, no direct or indirect impacts due to wildfire would occur.

Mitigation Measures

MM-HHM-1 **Unanticipated Hazards.** If any former fuel tanks or other potentially hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feet of the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services.

MM-HHM-2 **MARB/IPA ALUCP Requirements.** Prior to issuance of a building permit, the applicant shall document that the warehouse facilities meet all the requirements

of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) including but not limited to building intensity on an average and per acre basis. This measure shall be implemented to the satisfaction of the City Planning Department in consultation with the Riverside County Airport Land Use Commission staff if necessary.

In addition, the proposed Project would be subject to PVCCSP EIR programmatic mitigation measures MM Haz 2 through MM Haz 7 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. 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.

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

10. HYDROLOGY AND WATER QUALITY.

Source(s): *Map My County* **(Appendix A)**; Project Plans (**Appendix J**); *Patterson Business Center Industrial Development, Preliminary Hydrology Study, prepared by Valued Engineering, Inc.*, September 2023 (**Appendix G1**); *Project Specific Water Quality Management Plan, Patterson Business Center, City of Perris*, prepared by Valued Engineering, Inc., February 2023 (*WQMP*, **Appendix G2**); *Geotechnical Engineering Report, Patterson Avenue Industrial Center, Perris, Riverside County, California,* prepared by Terracon, August 10, 2021 (**Appendix E1**)*;* City of Perris General Plan 2030 –Environmental Impact Report (GP - EIR), July 2004, Chapter 4.5, *Hydrology and Water Quality, Exhibit 4.5-12, Dam Inundation Map;* Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), July 2011, Chapter 4.7, *Hydrology and Water Quality*; Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM) website; and Google Earth.

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

The PVCCSP includes the following Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are incorporated as part of the Project and are assumed in the analysis presented in this section.

On-Site Standards and Guidelines

4.2.2.7 Water Quality Site Design

General Standards
Refer to NPDES Permit Board Order R8-2010-0033 for complete and current information on water quality management standards. Current requirements can be obtained by visiting the Riverside County Flood Control website at http://rcflood.org/NPDES/SantaAnaWS.aspx specifically to review the current Water Quality Management Plan (WQMP) Manual and the Low Impact Development Manual. Please note, these figures reflect 2009 standards and serve as guidelines for current practices.

Water Quality Management Plan
Most developments are required to implement a 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 development, and source control best management practices must be incorporated into the civil site design. If these two types of best management practices do not sufficiently manage hydromodification or treat expected pollutants, treatment control facilities must be implemented in order to assure proper pollutant treatment. Treatment control best management practices are in accordance with the Riverside County Design Handbook for Low Impact Development Best Management Practices. 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 low impact development to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces.
- Ensure runoff does not create a hydrologic condition of concern.
- Maintain Stormwater best management practices.

Low Impact Development

According to the State Water Resources Control Board, low impact design is, "a sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional storm runoff best management practices, low impact development 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 low impact development design is to mimic a site's predevelopment 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 Design Handbook for Low Impact Development Best Management Practices, when low impact development 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 Sana Ana Watershed, the design capture volume is based on capturing the volume of runoff generated from an 85th percentile, 24-hour storm event. There are seven mandatory best management practices 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
    - o Self-treating areas
    - o Self-retaining areas
    - o Areas draining to self-retaining areas
    - o Areas draining to best management practices

An example of low impact development 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 best management practices include permanent, structural features that may be required in project plans such as roofs over and berms around trash and recycling areas and operations best management practices, 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 best management practices. In general, operational best management practices cannot be substituted for a feasible and effective permanent BMP. Steps to selecting Source Control best management practices include:

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

Best Management Practices Features in "Visibility Zone"
Some sites may necessitate the placement of water quality best management practices adjacent to public rights-of-way. In such a situation, landscaping requirements of this Specific Plan shall be followed. Please note the following:

- Treatment control best management practices 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 best management practices are not to be placed within public right-of-way. Figure 4.0-8 through Figure 4.0-13 provide layout options for best management practices 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 Sidewalks
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.

8.0 Industrial Design Standards and Guidelines

8.2.1.8 Water Quality Site Design

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

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

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

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?			X	

Less Than Significant Impact

A comprehensive Water Quality Management Plan (*WQMP*) was prepared to identify potential water quality-related impacts of the Project. The *WQMP* indicates the site is located in the Santa Ana River Watershed and the Jacinto Sub-Watershed. Runoff from the Project area flows into the Perris Valley Storm Drain then into Reach 3 of the San Jacinto River. From there it flows into Canyon Lake, Reach 1 of the San Jacinto River, then into Lake Elsinore. These drainages fulfill

a variety of functions including contact and non-contact recreation, groundwater recharge, habitat for wildlife and warm water aquatic species. The Environmental Protection Agency Impaired Waterbodies List 303(d) shows water quality concerns for Lake Elsinore relative to nutrients, organic matter, polychlorinated biphenyls, sediment, and toxicity from unknown materials. During times of high flow water can actually flow out of Lake Elsinore and reach the Santa Ana River and further downstream, the Pacific Ocean.

The Project site is also located within the area subject to the Perris Valley Master Drainage Plan, adopted October 1989. The existing drainage sheet flows along the existing topography. The off-site runoff from west of the Project location is discharging to the development, therefore the storm drain inlets are proposed on the westerly of the site to capture off-site stormwater run-on to convey through onsite and into the Caltrans reinforced concrete basin.

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 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 in compliance with the 2010 Santa Ana RWQCB permit. The *WQMP* states the Project would need to comply with the Statewide Construction General Permit and the Statewide Industrial General Permit requirements.

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

The Project requires the preparation of a SWPPP for control of pollutants during construction of the Project site. The SWPPP must be prepared and implemented in compliance with the requirements of the Construction General Permit. The City has adopted standard best

management practices designed to control discharges of pollution during construction and occupancy that could cause a significant adverse impact to surface water quality. The SWPPP must address the treatment of the surface runoff from construction of the site before discharge to San Jacinto Creek, then to Canyon Lake, and finally to Lake Elsinore.

As stated previously, significant impacts could occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB. These regulations, provided as standard conditions of approval, include preparation of a SWPPP to reduce potential construction-related water quality impacts. Standard conditions of approval are considered regulatory compliance and not unique mitigation under CEQA. With implementation of standard conditions, no mitigation measures or additional actions are required to address short-term construction-related water quality impacts.

Operational Impacts

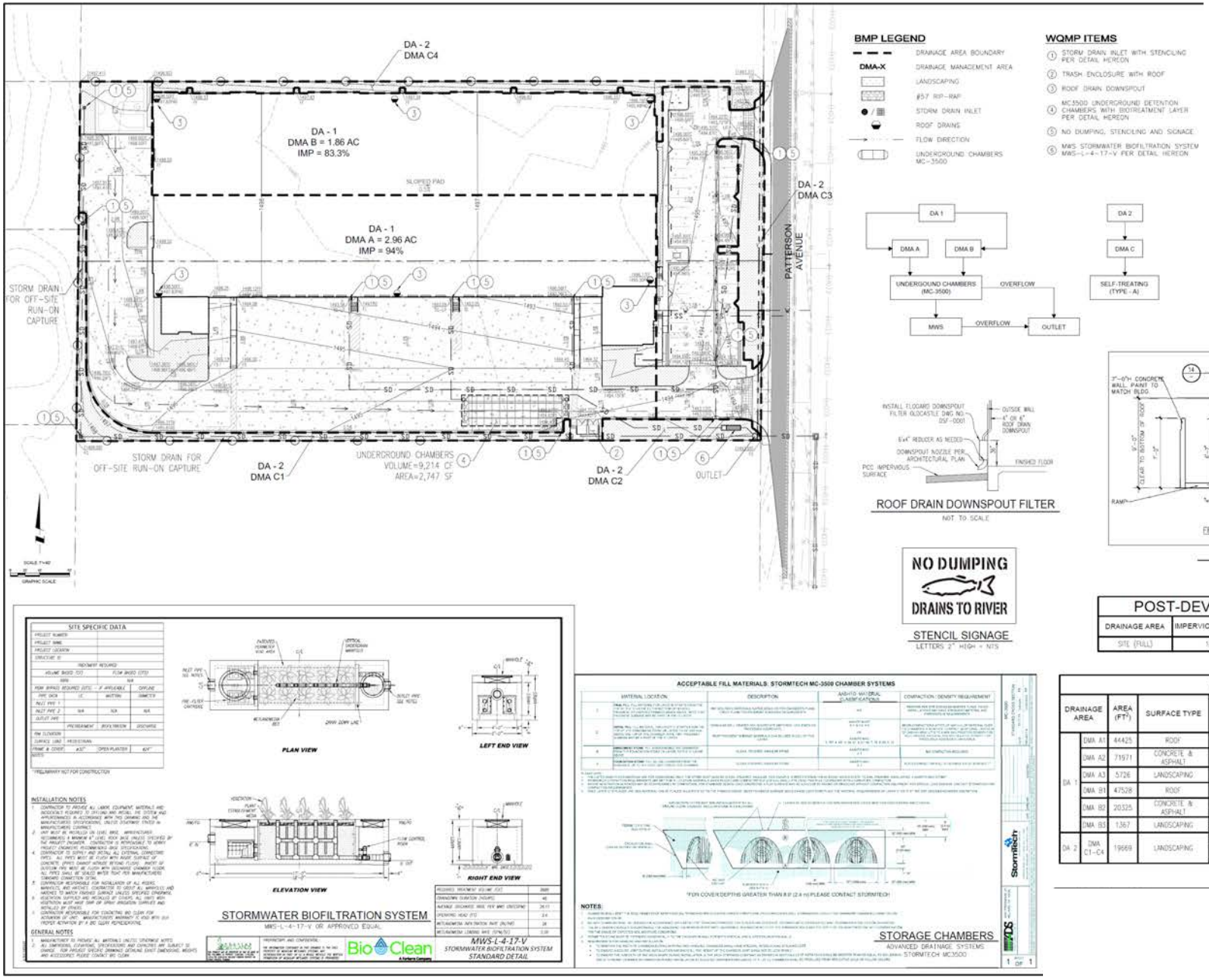
Construction of the proposed Project (general/light industrial warehouse) would increase the impervious area at the Project site by replacing vacant property with associated paving and the rooftop. Landscaping is proposed as part of Project design in the form of landscaped planters containing various trees, shrubs, and ground covers. The Project proponent is required to submit a WQMP to the City for review and approval. The *WQMP* identifies post-construction best management practices in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

The *Preliminary Hydrology Study* demonstrates that the proposed onsite drainage plan is adequately sized to contain the additional runoff generated in the post-developed condition for the 100-year storm. 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 series of proposed onsite underground detention chambers are designed to comply with the City of Perris criteria stating that post-development flows shall not exceed 90% of pre-development flows. The *Preliminary Hydrology Study* indicates the 100-year storm was used to determine the design parameters of the series of onsite underground chambers that would control onsite water quality (see **Figure 10-1, *Water Quality Management Plan Improvements***).

The *WQMP* states that a series of underground detention/water quality chambers would be installed to control the volume of offsite runoff (i.e., not increase in post-development conditions) and protect downstream water quality from Project runoff. The *WQMP* indicates the chambers have a total design capture volume requirement of 8,408 cubic feet and would be able to accommodate a volume of 9,214 cubic feet or 9.6% more than the design capture volume (Table D.3, WQMP 2023).

According to the *WQMP*, all on-site flows generated from the project would be collected by the underground chambers, which would capture and store runoff before being treated in a proposed Modular Wetland System biofiltration unit in the southeast portion of the site, which is a biofiltration system engineered for water quality management. Large storm event runoff would be diverted into the Perris Valley Storm Drain Channel. However, the existing storm drain system Line 'A' is undersized and cannot provide the ultimate drainage capacity. Therefore, the drainage facilities would be designed and constructed with sufficient capacity to safely convey onsite stormwater runoff. The new storm drain system would be constructed parallel to the Line A on Patterson Avenue and connect to the existing storm drain system by Caltrans.

Figure 10-1
Water Quality Management Plan Improvements



POST-DEVELOPED IMPERVIOUS RATIO

DRAINAGE AREA	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	TOTAL (SF)	% IMP
SITE (FULL)	184249	26761	211010	87.32

WQMP SUMMARY

DRAINAGE AREA		AREA (FT^2)	SURFACE TYPE	BMP TYPE	REQUIRED DCV (FT^3)	PROPOSED BMP VOLUME (FT^3)	PROPOSED BMP AREA (FT^2)	BMP LOCATION	% OF SITE
DA 1	DMA A1	44425	ROOF	UNDERGROUND CHAMBERS WITH MWS BIOFILTRATION UNIT (TYPE-G)	8690	9226	7286	33° 51' 49.2" N 117° 15' 10.3" W	58%
	DMA A2	71971	CONCRETE & ASPHALT						
	DMA A3	5726	LANDSCAPING						
	DMA B1	47528	ROOF						33%
	DMA B2	20325	CONCRETE & ASPHALT						
	DMA B3	1367	LANDSCAPING						
DA 2	DMA C1-C4	19669	LANDSCAPING	SELF-TREATING (TYPE-A)	112	112	19,669	33° 51' 49.2" N 117° 15' 10.3" W	9%

Source: WQMP(Appendix G2)

In addition to storm runoff, all wastewater associated with the Project's interior plumbing systems would be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Based on the *Preliminary Hydrology Study* and the *WQMP*, runoff from the Project would be effectively controlled in terms of downstream volume and water quality. The City would also require the Project to 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. Potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			**X**	

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 contain any specific groundwater recharge basins.

As set forth in the *Geotechnical Engineering Report*, groundwater was encountered at the Project site during the geotechnical borings at depths of 26-37 feet although groundwater in the surrounding area has often been found at depths in excess of 100 feet below the 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 best management practices in the *WQMP*, potential Project impacts related to groundwater rechange would be reduced to less than significant levels and no mitigation is needed.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) 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**?**			**X**	

Less Than Significant Impact

Drainage at the Project site flows in a northeast direction toward Patterson Avenue. At present, runoff from the west crosses the Project site and also flows in a northeast direction. Development of the site would increase the 10-year and 100-year storm flows from the site and associated drainage area from 17.08 cubic feet per second to 14.00 cubic feet per second for the 10-year storm (Q10) and from 30.71 cubic feet per second to 24.11 cubic feet per second for the 100-year storm (Q_{100}) per the *Preliminary Hydrology Study*.

The existing 100-year storm pre-development flows that contribute to Patterson Avenue (draining north) is 16.82 cubic feet per second. The proposed Project would reduce the flows along Patterson Avenue to 15.14 cubic feet per second (90% of existing flows). The existing storm drain pipe (Line A) lies along the stretch of Line A that has a projected flow of 18.2 cubic feet per second for a 30-inch reinforced concrete pipe while the on-site flow was 15.14 cubic feet per second.

The *Preliminary Hydrology Study* states that, “due to a lack of public storm drain facilities to release treated on-site stormwater or to capture public water along Patterson Avenue, stormwater would be transported via the new storm drain system that would be constructed parallel to the existing storm drainpipe (Line A) where stormwater would continue south toward Harley Knox Boulevard and connect the existing storm drain system constructed by Caltrans per City of Perris offsite Storm Drain Plan P8-1351”.

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 *Preliminary Hydrology Study* demonstrates that the proposed onsite drainage plan has been 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 *Preliminary Hydrology Study* indicates an existing 30-inch reenforced concrete pipe within Patterson Avenue which is proposed to be upsized to a 42-inch pipe (p. 2-3).

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 approved by the City Engineering Department during plan check review.

Erosion and siltation reduction measure best management practices contained in the required SWPPP would be implemented during construction.

At the completion of construction, the Project would consist of impervious surfaces, landscaped planters, and post-construction best management practices. 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 *Preliminary Hydrology 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, potential Project impacts in this regard would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			**X**	

Less Than Significant Impact

Consistent with the discussion in Thresholds 10.a and 10.c.i, 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 *Preliminary Hydrology Study* and *WQMP* which complies with existing flood protection and water quality regulations. Potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iii) 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 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?			**X**	

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 the *Preliminary Hydrology Study* and *WQMP* which would result in no substantial increase in the rate or amount of downstream surface runoff. Potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) 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 impede or redirect flood flows?			**X**	

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 *Preliminary Hydrology Study* and *WQMP*. The Project would not result in an increase in the rate or amount of surface runoff so potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?				**X**

No Impact

According to the FEMA Flood Insurance Rate Map (FIRM) website, the Project site is proximate to but is not located within a FEMA designated flood hazard area. The referenced FEMA Map indicates the entire Project site is located in Zone X which corresponds to areas outside the 100-year floodplain. This is consistent with the *Map My County*, which states the Project site is located outside of the 100-year floodplain so floodplain review is not required.

The Project site is located approximately 3.2 miles west of Lake Perris (Perris Reservoir). Based on a review of Exhibit S-4, Dam Inundation Zones, City of Perris General Plan Safety Element, the Project site is not within the Perris Lake Dam Inundation Area.

According to Google Earth, the Project site is located approximately 38 miles from the nearest coastline and at a much higher elevation (i.e., almost 1,500 feet) with an intervening mountain range (Santa Ana Mountains). Therefore, the site has no risk associated with tsunamis.

Based on available information, the site has no potential impacts related to flood hazards, tsunamis, or seiche zones which could result in the release of pollutants due to Project inundation. No mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

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 and no mitigation is required.

Mitigation Measures

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

11. LAND USE AND PLANNING.

Source(s): *Map My County* (**Appendix A**); *Phase I Environmental Site Assessment Report, 5026 and 5030 Patterson Avenue*, prepared by Partner Engineering and Science, Inc., June 25, 2021 (**Appendix F**); **Figure 4, *General Plan Land Use Designations***, **Figure 5, *PVCCSP Land Use***, and **Figure 6, *March Air Reserve Base Airport Influence Area*** in Section I. of this Initial Study; and City of Perris General Plan 2030, Circulation Element, *City of Perris Truck Routes,* adopted July 26, 2022, effective August 26, 2022.

Analysis of Project Effect and Determination of Significance:

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 Light Industrial designation.

2.0 LAND USE PLAN

2.1.1 Industrial Uses

General Industrial (GI): This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation.

4.0 ON-SITE DESIGN STANDARDS AND GUIDELINES

4.2.1 General On-Site Project Development Standards and Guidelines 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 development elements and Source Control best management practices, 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 best management practices are in accordance with the Riverside County Design Handbook for Low Impact Development Best Management Practices. 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.

Visual Overlay Zones
The Perris Valley Commerce Center Specific Plan has identified two visual overlay zones. Refer to Figure 4.0-17. These include the Freeway Corridor Visual Zone and Major Roadway Corridor Visual Zone. Refer to Section 4.2.9 for special Visual 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 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.

8.0 INDUSTRIAL DESIGN STANDARDS AND GUIDELINES

8.1 Definition of Industrial

Light Industrial (LI). This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous products/materials, and retail related to manufacturing. This zone correlates with the ‘Light Industrial General Plan Land Use designation.

General Industrial (GI). This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to industrial activities, including outdoor storage. This zone correlates with the "General Industrial" General Plan Land Use designation. Allowable uses within the industrial designation include those uses derived from industrial uses in the City of Perris Municipal Code Chapter 19, as set forth in Table 2.0-2 of the Perris Valley Commerce Center Specific Plan. Land Use definitions can be found in Section 2.4.

8.2 Industrial Development Standards and Guidelines

Refer to Table 4.0-1 of the Perris Valley Commerce Center Specific Plan for development standards and guidelines with the following exceptions and/or additions:

8.2.1 Industrial Site Layout

8.2.1.1 Orientation/Placement

Industrial Operations
Industrial operations should be screened from the public view and oriented away from residential uses, according to required setbacks.

8.2.1.2 Vehicular/Truck Access and On-Site Circulation

Driveway
Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.

Interior Drive Aisles for Trucks Truck drive aisles shall be a minimum of 40-feet wide.

8.2.1.3 Parking and Loading

Parking
Refer to City of Perris Zoning Ordinance, Chapter 19.69.

Truck Courts Automobile parking is restricted in truck courts.

8.2.1.4 Employee Break Areas and Amenities

Outdoor Break Areas
An outdoor break area should be provided at each office area location. It should include an eating area (tables and seating) covered by overhangs, patio covers, pergolas, etc. This area should be designed to create a sense of privacy and separation through the use of enhanced landscaping and paving, as well as landscape screening/low garden walls or combination thereof.

Additional Amenities for Buildings Exceeding 100,000 S.F.
Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails and recreational facilities.

Connection to Adjacent Amenities

Site design should consider pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

8.2.1.5 Screening

Truck Courts
Industrial operations and truck courts shall be screened from public view and adjacent residential uses.

8.2.1.6 Outdoor Storage Permitted
Outdoor storage is permitted in General Industrial Zone only. Outdoor storage is permitted as an accessory use in Light Industrial Zone (limited to 10% of the site or less).

8.2.1.7 Outdoor Display Areas
Outdoor display area of products covering less than 5% of the lot area is allowed upon approval of a Minor Development Plan Review by the Planning Department pursuant to Chapter 19.54. Outdoor display area of products covering more than 5% of the lot area is allowed upon approval of a Conditional Use Permit.

8.2.1.8 Water Quality Site Design

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

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

8.2.2 Landscape

No Landscape in Screened Truck Courts
Unless necessary for screening, recreation or water quality purposes, no landscape will be required in screened truck courts.

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

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	

Less Than Significant Impact

The Project site is located in the City of Perris, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map*** in Section I. of this Initial Study*.*

The Project consists of the development and operation of a 94,453-square-foot light-industrial distribution warehouse building, including 5,000 square feet of office area, on a 4.84-acre site.

The Project site is located within the PVCCSP planning area, in the far north end of the City of Perris. The Project requires no change to the existing specific plan land use designation of the Project site which is General Industrial (GI). According to the PVCCSP, this zone "provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities". This zone correlates with the "General Industrial" General Plan Land Use designation. The site is also in the City's Planning Area 1: North Industrial.

Based on a review of **Figure 4, *General Plan Land Use Designations*** and **Figure 5, *PVCCSP Land Use*** (in Section I. of this Initial Study), the Project site is surrounded by lands within the PVCCSP designated for General Industrial uses in all directions, as outlined in **Table 11-1, *Surrounding Land Uses***.

Table 11-1
Surrounding Land Uses

Direction from Site	General Plan[1] Land Use	Zoning[1] Designation	Existing Land Uses
Project Site	PVCCSP	PVCCSP General Industrial	General Industrial Outdoor storage and vacant
North	PVCCSP	PVCCSP General Industrial	General/Light industrial (B&B Steel)
South	PVCCSP	PVCCSP General Industrial	General/Light industrial (L&R Butler Auto Dismantling)
East	PVCCSP	PVCCSP General Industrial	Patterson Ave., outdoor truck storage, warehouse, and a caretaker's residence
West	PVCCSP	PVCCSP General Industrial	General Industrial (BOTC & NPG Asphalt) and vacant land

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

The Project site is located 0.3 mile north of Harley Knox Boulevard, a primary east-west arterial and designated truck route extending through the light industrial and commercial land uses of the PVCCSP in North Perris.

The proposed Project would be consistent and compatible with existing and future general and light industrial development surrounding the Project site in terms of building height, massing, and development intensity. There is a caretaker's residences located northeast of the Project site within an existing operational industrial property, otherwise uses in the surrounding area are non-residential in nature. Development of the Project site would not divide any neighborhood as such since surrounding uses are largely industrial and there are no sidewalks or other residential-oriented improvements or facilities in the area.

Based on the above, the proposed Project would not divide an established community. Any related impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?			**X**	

Less Than Significant Impact

Perris Valley Commerce Center Specific Plan (PVCCSP)

The Project site is located in the far north end of the ±3,500-acre PVCCSP planning area. The Project site and immediate surrounding area is designated for General Industrial (GI) uses while lands further to the south and west are designated for Light Industrial (LI) uses under the most current PVCCSP amendment. The PVCCSP is designed to encourage a mix of land uses that provide interrelated opportunities. The commerce center land use designations include General Industrial (GI), Light Industrial (LI), Business/Professional Office (BPO) and Commercial (C). There are two areas of residential designations that are intended to recognize two existing communities: (1) Residential (R) for the community located south of Markham, east of Webster, and north of Ramona Expressway; and (2) Multi-Family Residential (MFR-14) for the mobile home community located north of Dawes and easterly of Perris. None of these residential areas are proximate to the proposed Project site.

The City's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable and suburban development encroaches on the former agricultural lands. The proposed Project's general industrial use would contribute to the economic and employment base of the City. Based on the policy direction contained in the City's General Plan and the PVCCSP, Project impacts related to consistency with the local General Plan would be less than significant and no mitigation is required (see also General Plan Consistency Analysis below).

City of Perris General Plan

Table 11-2, *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 11-2
General Plan Consistency Analysis

Applicable Element/Policy	Project Consistency Analysis
Land Use Element	
Policy II.A: Require new developmentto pay its full, fair-share of infrastructurecosts.	**Consistent.** As required by City Ordinance No. 1182, the Project applicant would pay applicable development fees to mitigate the cost of public facilities that support new development.
Policy II.B: Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent.** The Project applicant would pay applicable school facilities as required by local and state laws.
Policy III.A: Accommodate diversity in the local economy.	**Consistent.** The Project is consistent with the existing land use designation for the site within the PVCCSP, which was adopted by the City to provide for a diversity of land uses within the community.
Policy V.A: Restrict development inareas at risk of damage due to disasters.	**Consistent.** The analysis in this Initial Study (Initial Study) concludes that the Project site is not located in an area at risk of damage due to potential disasters.
Circulation Element	
Policy II.B: Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	**Consistent.** Initial Study Section 17, *Transportation and Circulation*, demonstrates the Project would help further the City's circulation goals and policies regarding non-vehicular transportation. It also demonstrates the Project would have less than significant impacts relative to VMT and would make various adjacent street improvements for planning and engineering purposes (LOS is no longer a CEQA consideration).
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 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.	**Consistent.** Traffic to and from the Project site would utilize the existing roadway network in the vicinity of the Project site. No improvements to streets or highways are proposed or required for Project implementation.

Applicable Element/Policy	Project Consistency Analysis
Policy V.A: Provide for safe movement of goods along the street and highway system,	**Consistent.** Traffic to and from the Project site would utilize the existing roadway network in the vicinity of the Project site.
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. Initial Study Section 4, *Biological Resources*, demonstrates the Project would not have significant impacts on biological resources with implementation of a number of standard conditions and regulatory compliance.
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. Initial Study Section 4, *Biological Resources*, demonstrates the Project would not have significant impacts on biological resources addressed in the MSHCP. The Project applicant would pay the established MSHCP mitigation fee and implement a number of standard conditions and mitigation measures previously recommended in the PVCCSP EIR 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.** A cultural resources assessment was conducted for the Project site. Initial Study Section 5, *Cultural Resources*, demonstrates the Project would not have significant impacts on archaeological or historical resources with implementation of the City's standard mitigation measures. In addition, Initial Study Section 7, *Geology and Soils*, in this Initial Study concluded that the Project would not have significant impacts on paleontological resources with implementation of the City's standard mitigation measures.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	**Consistent.** Initial Study Section 19, *Utilities and Service Systems*, demonstrates that the proposed Project is consistent with the PVCCSP designation for the site and the EMWD's Urban Water Management Plan indicates that the EMWD can adequately serve planned land uses with water through 2045. Therefore, the EMWD can adequately serve the proposed Project. Coordination with the EMWD would be required during the construction plan phase of the Project and would not result in significant impacts with regulatory compliance.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** The Project would be subject to the NPDES General Construction Permit. Initial Study Section 10, *Hydrology and Water Quality*, discusses how the project would comply with requirements of the NPDES.
Environmental Justice Element	
Land Use and the Environment Goal 3.1: A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.	

Applicable Element/Policy	Project Consistency Analysis
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 is a warehouse proposed in a light industrial area on a site designed for General Industrial uses in the PVCCSP.
Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent.** Initial Study Section 9, *Hazards and Hazardous Materials* evaluated potential hazmat issues on the site and found no history of contamination. This Initial Study also contains mitigation if hazmat is found during grading.
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 is under 100,000 square feet but would be consistent with the Good Neighbor Policies as there are no residential properties within 1,000 feet of the site although a caretaker's residence is located 110 to the northeast within an existing operational industrial property. Section 3, *Air Quality* of the Initial Study demonstrates that the Project would not have any significant impacts on these sensitive receptors.
Active Mobility Goal 5.1: Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents.	
Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	**Does Not Conflict.** The Project would pay appropriate active transportation fees and provide bike racks as outlined in the PVCCSP. The site and surrounding area are planned for industrial uses and are not part of the City's active transportation network.
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 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.** Initial Study Section 13, *Noise*, discusses how the State of California Noise/Land Use Compatibility Criteria have been used to evaluate the potential noise exposure impacts associated with MARB/IPA noise.
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.** Initial Study Section 13, *Noise*, demonstrates the Project would not generate significant noise impacts on a caretaker's residence located approximately 110 feet to the northeast within an existing operational industrial property.

Applicable Element/Policy	Project Consistency Analysis
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 site is adjacent to Patterson Avenue, a secondary arterial, which connects to Harley Knox Boulevard, a primary arterial. The site and area have adequate emergency access as outlined in Initial Study Section 17, *Transportation*.
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 contribute its fair share toward implementation of the PVCCSP Infrastructure Plan including the payment of established fees for capital improvements and services (e.g., development impact fees or DIF),
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 two points of ingress/egress, near the northeast and southeast corners of the site adjacent to Patterson Avenue.
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.** Initial Study Section 10, *Hydrology and Water Quality*, demonstrates that the Project would not be subject to flooding (i.e., in FEMA Flood Zone X).
Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.	**Consistent.** Initial Study Section 10 demonstrates that the Project would manage onsite runoff and not cause an increase in offsite stormwater runoff based on the results of the Project Drainage Study and the WQMP.
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.** Initial Study Section 10, *Hydrology and Water Quality*, demonstrates that the Project would not be subject to flooding (i.e., in FEMA Flood Zone X).
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.** Per Initial Study Section 20, *Wildfire*, the Project site is not within a Very High Fire Hazard Safety Zone.
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 site is adjacent to Patterson Avenue which connects to Nandina Avenue to the north and Harley Knox Boulevard to the south, which also connects to the I-215 Freeway.
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.** Per Initial Study Section 19, *Utilities*, the Project applicant is coordinating water service to the site with EMWD and impacts would be less than significant with regulatory compliance.
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.** Initial Study Section 9, *Hazards and Hazardous Materials,* states the Airport Land Use Commission (ALUC) has determined the City's General Plan is consistent with the March Airport Land Use Compatibility Plan (ALUCP). The Initial Study also recommended mitigation to assure that the Project would be fully consistent with all limitations and requirements of the ALUCP. The Project site is not within the Perris Valley Airport planning area.

Applicable Element/Policy	Project Consistency Analysis
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 proposed Project is consistent in terms of land use with the ALUP and AICUZ limitations placed on the site due to the presence of March Air Reserve Base to the east and north (see Section 9, *Hazards and Hazardous Materials*). The Project is consistent with the building limitations identified by the ALUC for Safety Zone B2 within which the Project site is located.
Policy S-6.3: Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	
Policy S-7.1: Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent.** The Project has a comprehensive geotechnical constraints report and City conditions require development of the site to be consistent with the recommendations of that report in terms of seismic constraints.
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 comprehensive geotechnical constraints report was prepared by a Registered Professional Geotechnical Engineer (see Initial Study Appendix E1).
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 include the installation of lighting, including security lighting consistent with lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way.
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	**Partially Consistent.** The Project would develop a currently vacant site into an attractive warehouse in an area planned for industrial uses. The analysis in Initial Study Section 17, *Transportation*, indicates that the Project would not result in a significant impact related to vehicle miles traveled (VMT) so it would not increase commute times. The Project is a private development so it would not contribute to public spaces or civic participation,
Policy HC-2.6: Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.	**Partially Consistent.** As outlined in Initial Study Section 3, *Air Quality*, the Project would not result in significant air pollution impacts. It is a private development project so it would not contribute to access to nutritious foods or promote exercise outside of warehouse-related work activities.
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 develop a currently vacant site into a warehouse in an area already planned for industrial uses. It would provide temporary part-time as well as full-time employment related to the warehouse and office uses.
Policy HC-6.2: Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	**Consistent.** The Project would be consistent with and help implement regional groundwater and surface water quality plans through implementation of its Water Quality Management Plan, as outlined in Initial Study Section 10, *Hydrology and Water Quality*.

Applicable Element/Policy	Project Consistency Analysis
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 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	**Consistent.** Initial Study Section 3, *Air Quality*, discusses how the Project would comply with applicable regulations (including PVCCSP mitigation measures) that would reduce emissions during construction activities.

Source: 2030 General Plan, various Elements

Table 11-2 demonstrates the proposed Project would be consistent with the City's General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, any Project impacts would be less than significant and no mitigation is required.

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

The Project site is within the boundaries of the MARB/IPA Airport Land Use Compatibility Plan (MARB/IPA ALUCP) which is monitored and maintained by the Riverside County Airport Land Use Commission (ALUC). The Project site is designated for general industrial uses at present under the City's General Plan and zoning, and the Project's proposed warehouse is consistent with this designation. The 4.84-acre site falls within MARB/IPA ALUCP Compatibility Zone B2 (see **Figure 6, *March Air Reserve Base Airport Influence Area***, provided in Section I. of this Initial Study.). Land uses in this zone are considered sensitive for aircraft-related noise.

ALUC was contacted regarding the proposed Project in September 2022. On September 14, 2022, Paul Rull, ALUC Director, sent an email to Kevin Ulman, the applicant, which stated "the proposed project is located within Zone B2 of March ALUCP, and the project is just a DPR [Development Plan Review], meaning there is no legislative action proposed (GPA, CZ, SPA). The City of Perris General Plan is consistent with the March ALUCP and therefore City staff can review the project for airport land use compatibility issues since the project has no legislative actions."

The Project is consistent with the General Plan designation of General Industrial within the PVCCSP so the Project would have less than significant impacts related to the MARB/IPA ALUCP and no mitigation is required.

Regional Plans

The proposed 4.84 acres of industrial use under the Project have already been anticipated in the General Plan and analyzed in the General Plan EIR. Therefore, the overall impacts of the proposed Project would be consistent with the assumptions used to develop Connect SoCal - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies of the Southern California Association of Governments (Connect SoCal 2020). 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).

The industrial land uses of the Project were anticipated under the existing General Plan land use designation (i.e., general industrial), so the proposed Project land uses would not increase development intensify 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 polices that have been adopted for the purpose of avoiding or mitigating an environmental impact. Impacts would be less than significant and no mitigation is required.

Mitigation Measures

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

12. MINERAL RESOURCES.

Source(s): *Map My County* (**Appendix A**); City of Perris General Plan Environmental Impact Report (GP EIR), Appendix A, Initial Study, Section X, *Mineral Resources*, Appendices; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), Appendix A, Initial Study, Section 8, *Mineral Resources*; mindat.org website; and Google Earth.

Analysis of Project Effect and Determination of Significance:

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.

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?				X

No Impact

The California Geological Survey Mineral Resources Project 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 (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). The P-C 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 P-C Region.

The City of Perris is located within the San Bernardino P-C Region.

As set forth in the City of Perris General Plan EIR Initial Study (Section 6.10, Mineral Resources), the California Department of Conservation is primarily interested in preservation of access to significant resources 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, with existing industrial uses completely surrounding the site. 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 mineral resources are known to exist in the vicinity. 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.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

Please reference the discussion in Threshold 12.a.

There are no mineral extraction or process facilities at or near the Project site. Furthermore, no mineral resources are known to exist within the vicinity.

Therefore, the proposed 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.

13. NOISE.

Source(s): *Map My County* (**Appendix A**); *Patterson Business Center, Noise Impact Study, City of Perris*, prepared by RK Engineering, Inc., December 20, 2023 (**Appendix H**); *5030 Patterson Avenue Industrial Project Trip Generation & Access Analysis & VMT Screening Study,* City of Perris, California (DPR- 22-00013), prepared by MAT Engineering, Inc., October 6, 2022 (*Trip Generation & Access Analysis & VMT Screening Study,* **Appendix I**); **Table 1, *Surrounding Land Uses*** and **Figure 3, *Aerial Map*** in Section I. of this Initial Study; City of Perris General Plan Environmental Impact Report (GP EIR), Section 4.7, *Noise*; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), Section 4.9, *Noise*; City of Perris – Municipal Code, Title 7, Health and Welfare, Chapter 7.34, *Noise Control*, and Title 16, Buildings and Construction, Chapter 16.22, *Construction Located Near Arterials, Railroads and Airports*; Map MA-1, *Compatibility Map* and Table MA-1, *Compatibility Zone Factors*; March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB Comp. Plan), adopted November 13, 2014; Perris Valley Airport Land Use Compatibility Plan, Map PV-1, Compatibility Map – Perris Valley Airport and Map PV-3, Ultimate Noise Impacts – Perris Valley Airport; and Google Earth.

City of Perris - Municipal Code

According to Section 7.34.010 of the Perris Municipal Code (PMC), excessive noise levels are detrimental to the health and safety of individuals. Noise is considered a public nuisance, and the City discourages unnecessary, excessive or annoying noises from all sources.

Section 7.34.060 of the PMC provides that “It is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or a legal holiday, with the exception of Columbus Day and Washington’s birthday, or on Sundays, to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed eighty dBA in residential zones in the city."

Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels.

In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA).

Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA.

This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic would increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed would reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely

perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

- **L_{eq} (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

- **CNEL (Community Noise Equivalent Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

- **L_{DN} (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24- hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00 a.m.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{eq} is better utilized for describing specific and consistent sources because of the shorter reference period.

Thresholds of Significance:

According to the Perris Valley Commerce Specific Plan – Environmental Impact Report (PVCCSP EIR), the City of Perris has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G to the State *CEQA Guidelines*. Based on Appendix G to the State *CEQA Guidelines*, impacts related to noise may be considered potentially significant if the project would result in:

- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels; for a project located within an airport land use plan or, where such a plan has not been adapted, 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; or
- Exposure of people to severe noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

There is no official “industry standard” of determining significance for noise impacts. However, a jurisdiction will typically identify either a 3 dBA or 5dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The City of Perris Noise Element of the General Plan states that a change in 5 dBA is “readily discernable to most people in an exterior environment.” Accordingly, an increase in 5 dBA is considered significant for all sensitive receptors along road segments that do not exceed 60 dBA. Additionally, per the City of Perris, for sensitive receptors, if the noise increase would meet or exceed the City’s 60 dBA CNEL standard, then an increase of 3 dBA would also be considered significant.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Noise Impact Study*, unless otherwise noted.

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to noise. These Standards and Guidelines were previously presented in the Hazards and Hazardous Materials Section of this Initial Study. Notably, Section 12.1.3, Compatibility with the MARB/IPA ALUCP, of the PVCCSP identifies, that "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."

Mitigation measures PVCCSP EIR MM Noise 1 through MM Noise 4 address construction-related noise impacts, are applicable to the Project and are assumed in the analysis presented in this section.

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?			**X**	

Less Than Significant Impact

The existing noise environment of the Project site is relatively urban in nature with a variety of light industrial uses and the March Air Reserve Base/Inland Port Airport facility just northeast and north of the site. A detailed *Noise Impact Study* was prepared for the Project which indicates the ambient noise level in the Project area is approximately 66.7 dBA CNEL. Noise impacts would result over the short-term from construction and over the long-term during operation.

Construction Impacts

Construction noise levels are calculated based on an average distance of equipment to the nearest adjacent property. The Project's estimated construction noise levels have been calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. **Table 13-1, *Project Construction Noise Levels***, shows the worst-case noise level impacts at the nearest use approximately 110 feet to the northeast. However, the degree of construction noise would vary depending on the type of construction activity taking place and the location of the activity relative to the nearest residential use (i.e., closest sensitive receptor). For this Project, construction noise impacts were analyzed at a distance of 110 feet from the nearest residential property line which the *Noise Impact Study* indicated was the closest approximate location where major activity would occur and simultaneous pieces of equipment would operate.

Table 13-1
Project Construction Noise Levels

Phase	Equipment	Quantity	Maximum Noise Level at Closest Receptor (dBA Lmax)	Maximum Noise Level (dBA Lax)
Site Preparation	Rubber Tired Dozers	3	74,9	77.2
	Tractors/Loaders/Backhoes	4	77.2	
Grading	Excavators	1	73.9	78.2
	Graders	1	78.2	
	Rubber Tired Dozers	1	74.9	
	Tractors/Loaders/Backhoes	3	77.2	
Building Construction	Cranes	1	73.7	77.2
	Forklifts	3	68.2	
	Generator Sets	1	73.8	
	Tractors/Loaders/Backhoes	3	77.2	
	Welders	1	67.2	
Paving	Cement & Mortar Mixer	2	72.0	77.2
	Pavers	1	70.4	
	Paving Equipment	2	70.4	
	Rollers	2	73.2	
	Tractors/Loaders/Backhoes	1	77.2	
Architectural Coatings	Air Compressors	1	70.8	70.8
Worst Case Construction Phase Noise Level – Lmax (dBA)				78.2
City of Perris Construction Noise Threshold				80.0
Potential Significant Impact? (Yes / No)				No

As shown in **Table 13-1**, Project construction noise levels are not expected to be above the recommended 80 dBA Lmax noise threshold provided by the City of Perris for adverse community reaction at the nearest residential use. Although the impact of the project would be less than significant, the Project would implement PVCCSP EIR mitigation measures MM Noise 1 and Noise 4 to reduce construction noise.

Operation Impacts

The *Noise Impact Study* analyzed the anticipated noise levels generated by the Project and changes in ambient noise levels. The main sources of noise generated by the Project include on-site operational activities from heating ventilation and air conditioning (HVAC) equipment noise, truck loading activity, and parking lot activities noise. Due to the presence of the existing caretaker's residence located 110 to the northeast of the Project site within an existing operational industrial property, noise level impacts are compared to the City of Perris residential noise standards. Therefore, noise levels generated by the Project site must not exceed the residential noise standards established in the City's General Plan, PMC Noise Ordinance, or applicable standards of other agencies.

Project operational activities are analyzed for long-term noise impacts associated with the day-to-day operation of the project. This analysis takes into account of the proposed eight (8) foot noise barrier wall along the southern property line, extending 100 feet in linear length to the west from the southeastern truck entry gate.

HVAC equipment would be located on the roof top of the office building area located to the southeast and southwest corner of the proposed warehouse building. All HVAC equipment would be shielded from the line of sight from the nearest residential sensitive receptors to the northeast.

The Project plans indicate it would have 22 loading docks. The noise analysis conservatively analyzes trucks loading and unloading activities operating during the daytime hours. The truck loading and unloading docks/activities are proposed on the south side of the warehouse building and would be shielded from the line of sight of the nearest residential sensitive receptors by the building itself.

Parking lot activities noise would occur from vehicle engine idling and exhaust, doors slamming, tires screeching, people talking, and the occasional horn honking. The parking lot noise would occur mainly along east side of the Project site while all trucks are expected to take access on the southeast driveway.

Stationary Sources. The results of the daytime and nighttime noise impact analysis are shown in **Table 13-2, *Stationary Noise Impacts***. The noise analysis assumes all Project noise sources are operating simultaneously during both daytime and nighttime hours at the nearest sensitive receptor. **Table 13-2** demonstrate that noise levels generated by the Project would not exceed the City's daytime or nighttime noise standards at the nearest residential property lines. Therefore, the Project would have less than significant operational noise impacts from stationary sources.

Table 13-2
Stationary Noise Impacts

Source	Noise Level (dBA)	
	Lmax Daytime	Lmax Nighttime
HVAC-1	28.3	28.3
HVAC-2	40.0	40.0
Truck Loading Activities	33.4	33.4
Parking Lot Activities	39.0	38.0
Total Combined Project Noise Level	43.2	42.8
Existing Ambient Measurement	73.0	67.0
Total Combined (Existing Plus Project) Exterior Noise Level	73.0	67.0
Change in Noise Level	0.0	0.0
City of Perris Noise Level Criteria	80.0	60.0
Noise Level Exceeds Standard?	No	No

Mobile Sources. The *Noise Impact Study* indicated the Project was not expected to cause a substantial increase in ambient noise levels in the vicinity of the site from increased Project-related traffic. It typically requires a doubling of traffic along a roadway to cause a significant increase in ambient noise levels (i.e., more than 3 dBA). Based on traffic count data collected in 2021 at the intersection of Patterson Avenue and Harley Knox Boulevard, traffic volumes along Patterson Avenue in the vicinity of the site are approximately 700 average daily trips. The *Trip Generation & Access Analysis & VMT Screening Study* states that the proposed Project is only expected to generate a total of 162 average daily trips. The relatively small amount of traffic added by the Project in comparison to existing conditions of the adjacent roadway network would not result in significant traffic or noise impacts.

In addition, the Project is located at an industrial-zoned site and the surrounding adjacent land uses are zoned as industrial as well. Thus, noise levels resulting from Project-related roadway activity is expected to be compatible with surrounding land uses.

Therefore, the *Noise Impact Study* concluded that the Project would not result in a significant permanent increase in ambient noise levels in the vicinity of the site as a result of increased traffic volumes along adjacent roadways.

Operational Impacts Summary. The *Noise Impact Study* demonstrates that the Project would have less than significant operational noise impacts from all sources.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	

Less Than Significant Impact

Vibration is the movement of mass over time. It is described in terms of frequency and amplitude, and unlike sound there is no standard way of measuring and reporting amplitude. Groundborne vibration can be described in terms of displacement, velocity, or acceleration. Each of these measures can be further described in terms of frequency and amplitude. Displacement is the easiest descriptor to understand; it is simply the distance that a vibrating point moves from its static position. The velocity describes the instantaneous speed of the movement and acceleration is the instantaneous rate of change of the speed.

To determine vibration impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. Vibration with high enough amplitudes can also damage structures (such as crack plaster or destroy windows). Structural damage is generally only of concern where large construction equipment is necessary to complete a development project (e.g., large bulldozers, vibratory pile drivers), where blasting is required, or where very old buildings are involved (e.g., ancient ruins). Groundborne vibration generated by construction projects is generally highest during pile driving or rock blasting. Next to pile driving, grading activity has some potential for structural vibration impacts if large bulldozers, large trucks, or other heavy equipment are used where very old structures are present. At this time, it is not anticipated the Project would require blasting or pile driving during construction so neither were modeled in the vibration calculations.

It should be noted that construction impacts are assessed from the closest area on the Project site to the nearest adjacent structure and not necessarily the closest sensitive receptor identified in the noise and air quality studies. In this case, the closest industrial building is located 35 feet west of the Project site. All structures surrounding the Project site are “new structures” and no historical or fragile buildings are known to be located within the vicinity of the site.

The construction of the proposed Project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main source of vibration impacts during construction of the Project would be the operation of equipment such as

bulldozer activity during demolition, loading trucks during grading and excavation, and vibratory rollers during paving.
The construction vibration assessment utilizes the referenced vibration levels and methodology set forth within the Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018. **Table 13-3, *Construction Vibration Impacts***, shows the Project's construction-related vibration at the nearest structures to the Project construction area from large bulldozers, vibratory rollers, and loaded trucks. **Table 13-3** demonstrates the Project would not result in significant vibration impacts to the closest building to the site.

Table 13-3
Construction Vibration Impacts

Construction Activity	Calculated Vibration Level[1] PPV (inches/second)	Damage Potential
Large Bulldozer	0.061	Extremely fragile historic buildings, ruins, ancient monuments
Vibratory Roller	0.145	Fragile buildings
Loaded Trucks	0.052	Extremely fragile historic buildings, ruins, ancient monuments

[1] Distance of 35 feet to the nearest structure and continuous/frequent duration used as worst case assumptions

The *Noise Impact Study* demonstrates that Project-related construction activity is not expected to cause any potential damage to the nearest structures as there are no historical or fragile buildings are known to be located within the vicinity of the site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant with Mitigation Incorporated

March Air Reserve Base/Inland Port Airport (MARB/IPA)

The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (ALUC) in November 13, 2014. ALUC adopted the Riverside County Airport Land Use Compatibility Plan (ALUCP) Policy Document, which establishes land use, noise and safety policies in the vicinity of airports throughout Riverside County, including compatibility criteria and maps for the influence areas of individual airports.

MARB/IPA is located approximately 400 feet east of the Project site, so the *Noise Impact Study* provided a noise/land use compatibility assessment based on the Project's proposed land use in relation to MARB/IPA. The Project site is located within March Zone B2 (70 dB Ldn to 75 dB

Ldn) noise contour limit. Therefore, office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA.

The *Noise Impact Study* prepared a preliminary interior noise analysis for the office use areas within the Project using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level while a "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level. California standard building shell and windows designs are not expected to provide adequate attenuation to meet interior noise standards with a window open and windows closed condition. Assuming an exterior noise level of 75 dBA at the building facade, the *Noise Impact Study* determined that the office portion of the proposed warehouse building would require windows with a sound transmission class (STC) of 33 to meet the ALUCP interior noise standard of 45 dBA (see *Noise Impact Study* Table 12). The *Noise Impact Study* analysis was based on several assumptions about building construction and operation which are incorporated into mitigation measure **MM-NOI-1** to help assure noise levels do not exceed estimated levels.

The Project site is located within an area that is exposed to elevated levels of noise from aircraft flying operations at MARB/IPA. Given the Project site's proximity to MARB/IPA, employees of the proposed Project would be subject to noise occurrences that may impact their work environment. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise level work environment.

With implementation of mitigation measure **MM-NOI-1** and regulatory compliance, the Project would have less than significant noise impacts resulting from proximity to MARB/IPA.

Perris Valley Airport

The Perris Valley Airport and Skydiving Center is a privately owned and operated airport within the City located approximately 6.8 miles south of the Project site.

As shown on Map PV-1, Compatibility Map – Perris Valley Airport, the Project site is not located within any Compatibility Zones of the Perris Valley Airport. Also, as shown on Map PV-3, Ultimate Noise Impacts – Perris Valley Airport, the Project site is located beyond the 55-CNEL contour. No impacts are anticipated with respect to the privately owned Perris Valley Airport and Skydiving Center.

Private Airstrips

There are no private airstrips in the Project site vicinity so there would be no impacts related to excessive noise near a private airstrip. No impacts related to excessive noise from private airstrips would occur.

Mitigation Measures

MM-NOI-1 **Operational Limits.** Prior to the issuance of a Certificate of Occupancy, the applicant shall demonstrate the following operational restrictions:

- The warehouse building shall comply with March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan guidelines and incorporate standard building construction techniques and insulation that is consistent with

California Title 24 Building Standards to achieve the minimum interior noise standard of 45 dBA CNEL for all office uses within the building.

- For proper acoustical performance, all exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.

In addition, the Project is required to implement the following mitigation measures from the PVCCSP EIR:

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

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

14. POPULATION AND HOUSING.

Source(s): *Map My County* (**Appendix A**); City of Perris General Plan Environmental Impact Report (GP-EIR), Appendix A, Initial Study, Section XII, *Population and Housing*, Appendices; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), Section 5, Other CEQA Topics, *Growth Inducing Impacts*; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), Appendix A, Initial Study, Section 2, *Population and Housing*; **Figure 3, *Aerial Map*** in Section I. of this Initial Study; and Google Maps.

Analysis of Project Effect and Determination of Significance:

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.

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)?			**X**	

Less Than Significant Impact

As set forth in the existing PVCCSP EIR/Initial Study, the PVCCSP included land use changes that may induce population growth relative the City's General Plan 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 General Plan 2030.

The PVCCSP was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Initial Study was published, has been subsequently amended through October 2021. There are no Standards and Guidelines, or mitigation measures related to population and housing resources included in the PVCCSP or associated PVCCSP EIR.

While the proposed Project would include some expansion of infrastructure, this new limited infrastructure would serve the proposed Project's specific requirements and is not anticipated to contribute to additional growth as existing development contiguous to the Project site and consistent with the PVCCSP is in place. The additional employment and infrastructure requirements to support development of the overall PVCCSP were previously addressed and analyzed in the PVCCSP EIR.

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 Project vicinity and that the Project would not attract a significant amount 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.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

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 would occur and no mitigation is required.

Mitigation Measures

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

15. PUBLIC SERVICES.

Source(s): *Map My County* (**Appendix A**); City of Perris General Plan 2030 - Environmental Impact Report (GP-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*; Perris Valley Commerce Center Specific Plan Amendment No. 9, (PVCCSP), Section 13.0, Implementation and Administrative Process, Chapter 13.4, *Financing and Maintenance Mechanisms*; Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCCSP EIR), July, 2011, Appendix A, Initial Study, Section 11, *Public Services*; City of Perris, Departments, Fire and Police websites; Val Verde School District, Home & Info-graphic; and 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*.

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

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

Crime Prevention Measures (Section 4.2.1)

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

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

Offsite Infrastructure Standards (Section 5.4)

All water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Division.

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?			X	

Less Than Significant Impact

The City of Perris contracts with the Riverside County Fire Department for fire prevention, suppression, and paramedic services. The Fire Department, in turn, operates under contract with the California Department of Forestry and Fire Protection (Cal Fire).

According to the City of Perris website, the City began contracting with the 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; and
- City of Perris, Fire Station #2, 333 Placentia Avenue.

The City of Perris, Fire Station #1 (210 W. San Jacinto Avenue; also known as Perris Station #1) is located approximately four (4) 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. The Emergency Command Center 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; also known as North Perris Station #90) is located approximately one and one-half (1½) miles south/southeast of the Project site on the south side of Placentia Street, west 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 EIR. The Initial Study provided as Appendix A of the PVCCSP EIR concluded that potential impacts to Fire Protection services related to the PVCCSP are Less Than Significant (no further discussion in the PVCCSP EIR).

As identified in the Initial Study, Fire Station #2 (333 Placentia Ave) is expected to provide first response to the PVCCSP planning area (including the Project site), and Fire Station #1 (210 W. San Jacinto Ave) is expected to also serve the PVCC.

Implementing development projects within the PVCCSP planning area are required to annex to the North Perris Public Safety Community Facilities District and pay a special tax for the provision

of public safety (i.e., police and fire) services, if said projects are not already in the Community Facilities District. These special tax proceeds help finance public safety services, including police and fire protection.

In addition, the Project would be 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 would 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 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 provide or demonstrate provision of adequate fire flow as a standard condition of approval. Therefore, impacts related to fire flow would be less than significant and no mitigation would be required under CEQA.

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 potential impacts related to fire protection would be less than significant and no mitigation is required.

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**
b) Police protection?			**X**	

Less Than Significant Impact

The City of Perris contracts with the Riverside County Sheriff's Department to provide police protection service for the City. The Sheriff's Department Perris Station is located at 137 N. Perris Boulevard in the City of Perris approximately 3.75 miles south of the Project site.

The Perris Station, located directly east across Perris Boulevard from the Perris City Hall, is the Sheriff's Department'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.

The Sheriff's Department provides a crime prevention program to the City of Perris, consisting of support to the Neighborhood Watch program in the City and officer visits to schools and churches with presentations on topics including drug education and personal safety.

Police services were analyzed in conjunction with the PVCCSP EIR. The Initial Study provided as Appendix A of the PVCCSP EIR concluded that potential impacts to Police Protection services related to the PVCCSP would be less than significant (no further discussion in the PVCCSP EIR).

Implementing development projects within the PVCCSP are required to annex to the North Perris Public Safety CFD and pay a special tax for the provision of public safety (i.e., police and fire) services, if said projects are not already in the CFD. These special tax proceeds help finance public safety services, including police and fire protection.

In addition, the Project would be subject to City of Perris, Ordinance No. 1182. Ordinance No. 1182 establishes DIFs to mitigate the cost of public facilities needed to serve new development. The Police Department would 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 condition 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 potential impacts related to police protection would be less than significant and no mitigation is required.

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**
c) Schools?			**X**	

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.

The Val Verde Unified School 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 Project would not directly create a source of school-aged children because the Project 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, shall be assessed and paid to the school district.

School services were analyzed in conjunction with the PVCCSP. The Initial Study provided as Appendix A of the PVCCSP EIR, concluded that potential impacts to School services related to the PVCCSP would be less than significant (no further discussion in the PVCCSP EIR).

Potential impacts to Val Verde Unified School District 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, shall apply. Payment of these fees is a standard condition of approval and is not considered unique mitigation pursuant to CEQA. With the payment of these fees, the impacts to schools would be mitigated to a level that is considered less than significant.

With implementation of the standard condition 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 schools. Therefore, any potential impacts related to schools would be less than significant and no mitigation is required.

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**
d) Parks?			**X**	

Less Than Significant Impact

Demand for parks and recreational facilities are generally the direct result of residential development. The proposed Project 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 parks 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. The Initial Study provided as Appendix A of the PVCCSP EIR concluded that potential impacts to parks related to the PVCCSP would be less than significant (no further discussion in the PVCCSP EIR).

The Project would be subject to City of Perris Ordinance No. 1182 which establishes DIFs to mitigate the cost of public facilities needed to serve new development. The City's Community Services Department would receive a portion of the DIF to offset the impact of developing new facilities to support parks 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 is required and is not considered unique mitigation under CEQA.

With implementation of the standard condition 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 parks and recreation facilities. Therefore, any potential impacts related to parks would be less than significant and no mitigation is required.

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**
e) Other public facilities?			**X**	

Less Than Significant Impact

The proposed Project would not result in a significant increase in the demand for these public facilities and services.

Library Facilities

The City of Perris contracts with the Riverside County Public Library System and provides library services at the Cesar E. Chavez Library located approximately four (4) 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. The Initial Study provided As Appendix A in the PVCCSP EIR concluded that potential library impacts related to the PVCCSP are less than significant (no further discussion in the PVCCSP EIR).

The Project would be subject to City of Perris Ordinance No. 1182 which establishes DIFs to mitigate the cost of public facilities needed to serve new development. The City would receive and allocate a portion of the DIF to offset the impact of developing new facilities to support community library services. Payment of DIF is required and is not considered unique mitigation under CEQA.

With implementation of the standard condition 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 community library facilities. Therefore, any potential impacts related to library facilities would be less than significant and no mitigation is required.

Hospital/Emergency Medical Facilities

The nearest emergency medical service available to the proposed Project is the Riverside County Regional Medical Facility in Moreno Valley, approximately 8 miles northeast of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project would not result in the construction for new or expanded medical facilities.

The PVCCSP EIR 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. Therefore, impacts are considered less than significant and no mitigation is required.

Mitigation Measures

No programmatic mitigation measures for public services are included in the PVCCSP EIR and no Project-specific mitigation measures for public services are recommended in this Initial Study/MND.

16. RECREATION.

Source(s): City of Perris General Plan Environmental Impact Report (GP-EIR), Chapter 4.8, *Parks and Recreation*; 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*; Municipal Code Section 18.32.050; 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*); and *Park and Recreation Facilities Development Impact Fee Justification Study, City of Perris*, prepared by David Taussig & Associates, June 29, 2017 (*DIF Study*).

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

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

Industrial Development Standards and Guidelines, Employee Break Areas and Amenities (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 shower, walking trails, and recreational facilities.

• Site design should consider pedestrian access when adjacent to area-wide open space, trails, parks, or other community amenities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?			**X**	

Less Than Significant Impact

Demand for park and recreational facilities are generally the direct result of residential development while the proposed Project is an industrial project that does not generate new residents.

As set forth in the PVCCSP EIR Initial Study, the City requires that large projects provide an on-site recreational amenity, but it is noted the proposed Project's logistics/distribution warehouse

use, absent a housing component, would not directly impact and would 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. It should be noted that the Project includes a half-court basketball court adjacent to the northwest corner of the Project.

There are no PVCCSP EIR mitigation measures related to recreation.

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 could 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 is noted, DIF for nonresidential development shall be paid prior to the issuance of a building permit.

Indirect impacts to park facilities would be offset through payment of the applicable Park and Recreation Facilities developer impact fees per square foot of industrial space. With payment of these fees, potential impacts to parks and other public recreational facilities would be less than significant. It should be noted that payment of DIF's is required and is not considered unique mitigation under CEQA.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant with Mitigation Incorporated

The Project includes a basketball half court for the recreational use of Project employees. The impacts associated with the development of this recreational amenity are part of the overall Project impacts evaluated in this Initial Study. The potentially significant impacts of the Project would be reduced to less than significant levels with the implementation of the mitigation measures identified in this Initial Study.

Mitigation Measures

No programmatic mitigation measures for recreation are included in the PVCCSP EIR and no Project-specific mitigation measures for recreation are recommended in this Initial Study/MND.

17. TRANSPORTATION.

Source(s): Project Plans (**Appendix J**); *5030 Patterson Avenue Industrial Project Trip Generation, Access Analysis, and VMT Screening Study, Cit of Perris*, prepared by MAT Engineering, Inc., October 6, 2022 (*Trip Generation, Access Analysis, and VMT Screening Study*, **Appendix I**); RTA Email, January 17, 2024 (**Appendix K**); **Table 1, *Surrounding Land Uses***, **Figure 4, *General Plan Land Use Designations***, and **Figure 5, *PVCCSP 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.

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

The PVCCSP Standards and Guidelines summarized below relevant to the analysis of transportation presented in this Initial Study are incorporated as part of the Project and assumed in the analysis presented in this section.

Pedestrian Access and Onsite Circulation (Section 4.2.2.3)

• **Avoid Conflicts Between Pedestrian and Vehicular Circulation.** Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages.

• **Primary Walkway.** Primary walkways should be 5 feet wide at a minimum and conform to Americans with Disabilities Act (ADA)/Title 24 standards for surfacing, slope, and other requirements.

• **Pedestrian Linkages to Public Realm.** A minimum 5-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 onsite building(s).

The Project would be required to implement PVCCSP EIR mitigation measures MM Trans 2 through MM Trans 5.

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?			X	

Less Than Significant Impact

Employers, employees, 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). 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 trails, 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. With planned onsite and rights-of-way improvements along Patterson Avenue adjacent to the site, potential traffic-related impacts on the Project on vehicular and non-vehicular transportation would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**	

Less Than Significant Impact

State CEQA Guidelines Section 15064.3 reads as follows:

"*Section 15064.3. Determining the Significance of Transportation Impacts*

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay does not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

(2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

(3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis

would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

(4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

(c) Applicability.

The provisions of this section shall apply prospectively as described in Section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on January 1, 2020, the provisions of this section shall apply statewide."

In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new State CEQA Guidelines in December 2018 which now identify 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 Traffic Impact Analysis 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

Based on the City's established and adopted criteria, projects that generate less than 500 daily trips are presumed to have a less than significant VMT impacts and screen out for requiring a full VMT analysis. The *Trip Generation, Access Analysis, and VMT Screening Study* demonstrates that, even without taking any credit for the reduction in trips associated with the existing displaced land uses, the proposed Project would generate approximately 162 daily trips.

Based on the City's adopted VMT guidelines, the *Trip Generation, Access Analysis, and VMT Screening Study* concluded that the proposed Project has less than significant VMT impacts and is screened out of having to prepare a full VMT analysis. Potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	

Less Than Significant Impact

Access to the Project site would be provided from Patterson Avenue via two driveways. The truck and passenger vehicles within the Project site have been separated to ensure that there would be no conflict between trucks and site employees. Final Project site plans would be subject to City review and approval which would ensure that Project driveways and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This would prevent any Project impacts due to a geometric design feature. Any potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			X	

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 would ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan. The traffic control plan is required to alleviate any construction circulation impacts. The traffic control plan is a standard condition and is not considered unique mitigation under CEQA.

Following construction, emergency access to the Project site and area would remain as it was prior to the proposed Project. Regional access is provided by I-215 to the west. Primary access to the site is via Patterson Avenue along the east side of the site which connects to Nandina Avenue to the north and Harley Knox Boulevard to the south. These streets allow adequate emergency access to the area from every direction except for MARB/IPA to the east-northeast

The proposed Project would be required to comply with Fire Department requirements for adequate access. Project site access and circulation would provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any potential long-term impacts during Project operation would be considered less than significant and no mitigation is required.

Mitigation Measures

Although the impacts of the proposed Project would be less than significant, the Project would be required to implement the following PVCCSP EIR mitigation measures MM Trans 2 through Trans 5:

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

It should be noted the applicant has already contacted Jennifer Nguyen with the RTA, who indicated in an email dated January 17, 2024 (provided as **Appendix K** of this Initial Study/MND) that no improvements are needed as a result of this project. Therefore, the Project has complied with the requirements of PVCCSP EIR mitigation measure MM Trans 4.

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.

18. TRIBAL CULTURAL RESOURCES.

Source(s): *A Phase I Cultural Resources Survey for the 5026-5030 Patterson Avenue Project*, prepared by Brian F. smith and Associates, Inc., 3-3-2022; revised 6-16-2023 (*Cultural Resources Survey*, **Appendix D**); City of Perris/Project Planner; Assembly Bill 52 (AB 52); and Senate Bill 18 (SB 18).

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

No Standards and Guidelines included in the PVCCSP are related to cultural resources. As previously discussed in the Cultural Resources section of this Initial Study, PVCCSP EIR mitigation measure MM Cultural 1 outlines the requirements for preparation of a Phase I Cultural Resources Study, which has been completed for this Project. The Cultural Resources Study is included in Appendix D of this Initial Study and is summarized herein. Project-specific mitigation measures **MM CR-1** and **MM CR-2** included in the Cultural Resources section of this Initial Study implement PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6, as subsequently revised by the City of Perris.

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.i) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)		**X**		

Less Than Significant with Mitigation Incorporated

Assembly Bill (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, Senate Bill (SB) 18 requires a city or county to consult with the Native American Heritage Commission (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 does not propose a General Plan Amendment, Specific Plan Amendment, or change in open space designations, the Project is not subject to the requirements of SB 18.

The City of Perris used their experience and input from the NAHC to send AB 52 Notices to the following local Native American Tribes on June 7, 2022:

- 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

Per AB 52, tribes that are contacted have 30 days to notify the lead agency if they wish to consult on that particular project. Only two tribes responded to the City. The following describes the results of the City's Native American Consultation process for the proposed Project.

- On July 7, 2022, the City received a letter from Agua Caliente Band of Cahuilla Indians - they declined to consult on this Project, but they did request cultural resources inventory, copy of records search, and cultural report.

- On July 15, 2022, the City received a (late) letter requesting consultation with Pechanga. In addition, on July 18, 2022 the City received a similar request via email. In their letter, the Tribe stated…"*the Project site is located within a Traditional Cultural Property (TCP). We will provide additional information regarding tribal affiliation and the TCP in our consultation as well as provide more specific, confidential information on potential Tribal Cultural Resources that may be impacted by the proposed Project. Additionally, the Tribe requests that no Phase II testing or other ground-disturbing archaeological activities be conducted on the site until after the Tribe and the City consult about the Tribal Cultural Resources in our government-to-government consultation. As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the Tribal Cultural Resources that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the City on ensuring that a full, comprehensive environmental review of the Project's impacts is completed*."

  On July 18, 2022 the City requested the applicant send the Tribe the Project cultural report. On August 17, 2022 the City conducted AB 52 consultation with Paul Macarro, Molly Erp, and Juan Ochoa with Pechanga who indicated there was a high probability of finding cultural resources on this site since resources have been found on sites in the immediate surrounding area (e.g., VIP Industrial and Line B storm drain). The Tribe requested follow-

up consultation in September 2022. At that meeting the City and Tribe discussed the status of the cultural report and the CEQA process for the Project.

The City has received standard mitigation language in the past from Pechanga and other local tribes as appropriate depending on the site and project involved. In addition, the Project site is within the PVCCSP planning area. The PVCCSP EIR included mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6 to protect unanticipated cultural resources if they were found during grading. However, it is possible that grading of the site could uncover unanticipated cultural resources. Several of the local Native American Tribes have also expressed concern and interest in development activities in the Perris Valley pursuant to the SB 18 and AB 52 consultations. In addition, construction workers are generally not trained in the identification of cultural resources. Therefore, mitigation is required to reduce potential impacts to unanticipated archaeological resources to less than significant levels. Project-specific mitigation measure **MM-CR-1** identified previously in the Cultural Resources section of this Initial Study implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris. Project-specific mitigation measure **MM-CR-2** replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris.

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.ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		**X**		

Less Than Significant With Mitigation Incorporated

Please reference the discussion in Threshold 18.a.i. With the recommended Project-specific mitigation measures, potential impacts would be less than significant.

Mitigation Measures

Project-specific mitigation measures **MM-CR-1** and **MM-CR-2** identified in Section 5, Cultural Resources, of this Initial Study. These two Project-specific measures incorporate the requirements of PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6 as updated by City staff.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): *Map My County* **(Appendix A)**; Project Plans (**Appendix J**); *Patterson Business Center Industrial Development, Preliminary Hydrology Study, prepared by Valued Engineering, Inc.*, September 2022 (**Appendix G1**); *Project Specific Water Quality Management Plan, Patterson Business Center, City of Perris*, prepared by Valued Engineering, Inc., February 2023 (*WQMP*, **Appendix G2**); 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 – Fact Sheet*, issued by EMWD, October 2021; CalRecycle, SWIS Facility Detail, El Sobrante Landfill, 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).

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

No PVCCSP Standards and Guidelines or PVCCSP EIR mitigation measures are related to the analysis of utilities and service systems presented in this Initial Study.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?			**X**	

Less Than Significant Impact

Water

The Project site, along with the PVCCSP planning area 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. Furthermore, the Project proponent has not submitted a project-specific application for water utility services to the EMWD to date. As such, the EMWD has not reviewed the Project site development plan and a Will Serve letter has not been issued.

As set forth in the *EMWD 2020 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 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 2020 EWMD 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 consistent with the PVCCSP designation for the site, and the UWMP indicates it can adequately serve planned land uses with water through 2045. Therefore, the EMWD can adequately serve the proposed Project.

As set forth in the PVCCSP Specific Plan EIR, in 2010, the EMWD's potable water system consisted of 2,421 miles of transmission and distribution pipeline, 77 water storage tanks, and a maximum storage capacity of 193 million gallons with 133,810 active domestic accounts and 146 active agriculture and irrigations accounts. In addition, the EMWD operates 84 pumping plants, 18 active domestic wells with a production capacity of 32,843 acre-feet per year, 7 active desalter wells, 2 desalter treatment plants with a combined capacity of 8 million gallons per day, and 2 filtration treatment plants with a combined capacity of 32 million gallons per day.

The EMWD currently provides service to the PVCCSP planning area through its system of existing pipelines ranging from 8" to 42" diameter 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 Patterson Avenue along the Project's eastern boundary. There are additional water transmission and distribution pipelines shown in the general proximity of the Project site.

The Project site's specific plan land use designation is General Industrial (GI), and the Project proposes no change to that designation, so the 4.8-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 Patterson Avenue (see Project Plans). Adherence to standard conditions would be required, including EMWD water efficient guidelines, and water connection fees. With this regulatory compliance, potential impacts would be less than significant and no mitigation is required.

Wastewater

The Project site, along with the PVCCSP planning 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 implementing development projects within the PVCC, inclusive of the proposed Project (general industrial warehouse), would be treated at the Perris Valley Regional Water Reclamation Facility.

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 Perris Valley Regional Water Reclamation Facility provides wastewater treatment for a 120-square-mile area surrounding Perris (inclusive of the Project site), Menifee, Homeland, Winchester, and beyond.

The Perris Valley Regional Water Reclamation Facility is the EMWD's largest water reclamation facility located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±6½ miles south/southeast of the Project site). In March 2014, the EMWD completed the seven-year $180 million expansion of the Perris Valley Regional Water Reclamation Facility, the largest capital improvement project in the EMWD's 64-year history. The Perris Valley Regional Water Reclamation Facility expansion project increased the previous capacity of the facility from 14 million gallons a day (14 million gallons per day) to a current capacity of 22 million gallons per day, with an ultimate capacity of 100 million gallons per day. 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 million gallons per day.

As depicted on PVCCSP EIR, Figure 4.11-2, Existing EMWD Sewer, a secondary truck line varying from 15" to 24" is shown in Harley Knox Boulevard with a local collection service line located in Patterson Avenue along the eastern boundary of the Project site.

As set forth in the PVCCSP EIR, the EMWD has sufficient capacity to provide wastewater services to the PVCCSP planning 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 requires no change to the current General Industrial (GI) land use designation and the 4.84-acre Project site is anticipated to have no change of impacts estimated for the larger PVCCSP wastewater supply/demand, as outlined in the PVCCSP EIR wastewater supply/demand analysis.

Implementation of 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 potential impacts would be less than significant and no mitigation is required.

Stormwater/Drainage

Potentially significant impacts could occur as a result of the proposed Project if storm water runoff was 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 (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board.

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 2% to the northeast. According to Map My County, the Project site's average elevation is 1,490 feet above mean sea level. There are no on-site drainage improvements.

In the existing undeveloped condition, on-site stormwater runoff generally sheet flows northwest toward Patterson Avenue then south toward Ramona Expressway.

The proposed Project would result in the construction and operation of a single 94,453-square-foot light-industrial warehouse building, access drives, walkways, parking lot, utility infrastructure, and landscaping. The *Preliminary Hydrology Study* and *WQMP* for the Project indicate the onsite drainage plan would prevent an increase in offsite runoff, prevent downstream erosion, and protect area-wide water quality through the use of underground detention/water quality chambers and a Modular Wetland System in the southeast portion of the site.

The ±3,500-acre PVCCSP planning area is relatively flat and generally slopes in a southeasterly direction towards the Perris Valley Storm Drain Channel which forms the PVCCSP east boundary. The Perris Valley Storm Drain Channel conveys flow in a southerly direction to the

San Jacinto River. The San Jacinto River is the main drainage feature in the San Jacinto watershed and drains southwesterly from its headwaters in the San Jacinto Mountains towards 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 area subject to the Riverside County Flood Control and Water Conservation District's Perris Valley Master Drainage Plan (MDP) and the Perris Valley Area Drainage Plan (ADP). The Perris Valley MDP and Perris Valley ADP 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 or the current PVCCSP.

The Perris Valley MDP identifies a series of open concrete lined trapezoidal channels to convey runoff from the area to the Perris Valley Storm Drain Channel, then discharging into the San Jacinto River. At the time the Perris Valley MDP 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 Perris Valley Storm Drain Channel. The Perris Valley MDP is dependent on the ultimate build-out of the Perris Valley Storm Drain Channel to include deepening and widening of the channel. However, two large diameter Colorado River Aqueduct lines, owned by the MWD, cross the Perris Valley Storm Drain Channel prohibiting the construction of the Perris Valley Storm Drain Channel 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 specific plan. 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 Perris Valley Storm Drain Channel. 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 significant 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 planning area is located within the area subject to the Perris Valley ADP. 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, Implementation Measures S-4.2a and S-4.2b, 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 Perris Valley Storm Drain Channel 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 to be contained in the Project applicant's submitted Stormwater Pollution Prevention Plan (SWPPP).

The Project *WQMP* identifies post-construction best management practices that include drainage controls such as v ditches, curbs, gutters, down drains, and a series of underground chambers. The proposed Project would be 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 *Preliminary Hydrology 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 potential impacts would be less than significant and no mitigation is required.

Electricity

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. The Project site development plan which includes the construction of a light-industrial warehouse would require electrical service.

The electrical service provider for the Project site, the PVCCSP planning area, and the greater 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 2021, 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 is 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. Potential impacts would be less than significant and no mitigation is required.

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 Project site and the greater City of Perris is the Southern California Gas Company (SoCalGas).

The proposed Project would be connected to SoCalGas' 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 Patterson Avenue public right-of-way.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the 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 and no mitigation is required.

Telecommunications

Telephone service to the Project site and the greater 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 potential 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 and service system impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	

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 within Patterson Avenue, and water service is currently in place serving existing light industrial uses within the surrounding area. No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

The EMWD provides water service to the City of Perris, and beyond. The EMWD prepares an Urban Water Management Plan 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 District'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 consistent with the City's land use designations for the site and the UWMP indicates it can adequately serve planned land uses with water through 2045. Therefore, the EMWD can adequately serve the proposed Project. In addition, the Project would be required to implement standard conditions for EMWD Water Efficient Guidelines and water connection fees. This is considered regulatory compliance and not unique mitigation under CEQA.

For these reasons, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

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 the EMWD's Perris Valley Regional Water Reclamation Facility 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. It is noted, the Perris Valley Regional Water Reclamation Facility 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 million gallons per day) to a current capacity of 22 million gallons per day, with an ultimate capacity of 100 million gallons per day. Further specifics are summarized in Section 19.a. Typical daily flows as of 2021 are reported at 13.8 million gallons per day which indicates the facility is operating at approximately sixty-three percent (63%) of its current 22 million gallons per day capacity.

Sufficient wastewater treatment capacity is available to serve the Project from existing EMWD resources and the EMWD has adequate capacity to serve the Project's projected demand 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, potential impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

Less Than Significant Impact

Significant impacts could occur if waste from construction or operation of 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). In addition, the County of Riverside also sponsors several hazardous waste collection events throughout the year. 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.

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 waste is 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 and the El Sobrante Landfill on Dawson Canyon Road in Corona, has a permitted daily capacity of 16,054 tons per day.

Construction-Related Solid Waste

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. 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 U.S. Environmental Protection Agency's construction waste generation factor for light industrial projects is 3.89 pounds per square foot, so the proposed Project would generate approximately 183.7 tons of construction-related solid waste [(94,453 square feet x 3.89 pounds per square foot) ÷ 2,000 pounds per ton)]. This represents much 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. In addition, Section 5.408 of the 2022 CALGreen Code requires non-residential projects to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. 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 potential impacts would be less than significant and no mitigation required.

Operational Solid Waste

The PVCCSP EIR estimates that operation of future development under the Specific Plan 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 94,453 square feet of proposed industrial warehouse use would generate approximately 1,020 tons/year of solid waste. This represents less than 0.2 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 and no mitigation required.

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. Potential solid waste impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

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 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 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.

The Project development, as proposed, would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. With regulatory compliance, any potential impacts would be less than significant and no mitigation required.

Mitigation Measures

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

20. WILDFIRE.

Source(s): *Map My County* (**Appendix A**); County of Riverside General Plan – Mead Valley Area Plan, *Land Use Concept*, *Wildland Fire Hazard*, and Figure 12, *Wildfire Susceptibility*; City of Perris General Plan 2030, Safety Element, Fire Hazards, *Risk of Wildland Fire*, City of Perris General Plan Environmental Impact Report (GP EIR), Chapter 4.6.2, *Fire Protection/Emergency Rescue*, *Dam Inundation Map*; 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*); **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study; and Google Earth.

Analysis of Project Effect and Determination of Significance:

APPLICABLE PVCCSP STANDARDS AND GUIDELINES AND MITIGATION MEASURES

No PVCCSP Standards and Guidelines or PVCCSP EIR mitigation measures are related to the analysis of wildfire presented in this Initial Study.

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 Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
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?				**X**
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?				**X**

No Impact

As set forth in *Map My County*, the Project site is not located within a County Fire Hazard Zone, nor is it located in a state identified Fire Responsibility Area. The Project site is located in a relatively wide north-south urbanizing corridor within the PVCCSP. There are no wildland conditions in the immediate vicinity of the Project site. Therefore, no impacts associated with wildfire would occur.

Mitigation Measures

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

21. MANDATORY FINDINGS OF SIGNIFICANCE.

Source(s): Staff review and Project Plans (**Appendix J**).

	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?		**X**		

Less Than Significant with Mitigation Incorporated

The analysis in Sections 4 and 5 demonstrates that with the recommended mitigation measures shown below, implementation of the proposed Project does not 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, 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.

Biological Resources

MM-BR-1 Nesting Birds
MM-BR-2 Burrowing Owl

Cultural Resources and Tribal Cultural Resources

MM-CR-1 Archaeological Monitoring
MM-CR-2 Human Remains

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		**X**		

Less Than Significant with Mitigation Incorporated

The proposed Project is proposed to be developed according to the PVCCSP and is an allowed use under the site's General Industrial (GI) land use designation in the PVCCSP; however, the PVCCSP may result in several cumulatively considerable impacts. The analysis contained in the PVCCSP EIR determined that development within the PVCCSP planning area may have cumulatively significant impacts in the following areas:

- Air Quality: Emissions generated by the overall PVCCSP area will exceed the 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, the proposed Project would not result in any unavoidable significant environmental impacts. The Project is consistent with local and regional plans, and the project's air quality emissions do not exceed established thresholds of significance. The proposed Project would not cause a substantial increase in ambient noise levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service (LOS) and congestion may no longer be used to evaluate traffic and transportation impacts under CEQA. However, the transportation impacts of the proposed Project would not exceed the current thresholds of significance. Although the impacts of the proposed Project are determined to be less than significant, the Project would be subject to all of the applicable mitigation measures from the PVCCSP EIR, which would further reduce any project contribution to these cumulative impacts.

The Project would potentially result in Project-related localized biological resources, cultural resources, tribal cultural resources, paleontological resources, hazards and hazardous materials, and noise impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with the similar impacts related to the implementation of other related projects throughout the broader project area, the Project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the Project's localized impacts would be reduced to less than significant levels and would not considerably contribute to cumulative impacts in the greater project region. Additionally, these other related projects would

presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the Project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, with the incorporation of mitigation identified in this Initial Study, the Project would result in individually limited, but not cumulatively considerable, impacts.

Air Quality

MM Air 2 Traffic Control Plan
MM Air 3 South Coast AQMD Rule 403 (dust control)
MM Air 4 Restrict Idling
MM Air 5 Onsite Electricity
MM Air 6 Alternative Fuel Off-Road Equipment
MM Air 7 Equipment Maintenance and Operation
MM Air 8 HPLV Painting Equipment
MM Air 9 Low VOC Coatings
MM Air 11 Signage for Idling Limits
MM Air 13 “Clean Trucks” Programs
MM Air 14 High Occupancy Parking
MM Air 18 Bus Stops*
MM Air 19 Energy Efficient Streetlights
MM Air 20 Title 24 Energy Reductions
MM Air 21 Water Conserving Fixtures

Biological Resources

MM-BR-1 Nesting Birds
MM-BR-2 Burrowing Owl

Cultural Resources and Tribal Cultural Resources

MM-CR-1 Archaeological Monitoring
MM-CR-2 Human Remains

Geology and Soils

MM-GS-1 Paleontological Monitoring

Hazards and Hazardous Materials

MM-HHM-1 Unanticipated Hazards
MM-HHM-2 MARB/IPA ALUCP Requirements

MM Haz 2 Avigation Easements
MM Haz 3 Outdoor Signage
MM Haz 4 Tenant Notification
MM Haz 5 Prohibited Uses/Lighting
MM Haz 6 FAA Height Restrictions
MM Haz 7 Unanticipated Contamination

Noise

MM-NOI-1 Operational Limits

MM Noise 1 Equipment Mufflers/Staging
MM Noise 2 Activity Limits
MM Noise 3 Equipment Shielding
MM Noise 4 Construction Hours

Transportation

MM Trans 2 Adequate Sight Distances
MM Trans 3 Traffic Signal Fee Contribution
MM Trans 4 RTA Coordination*
MM Trans 5 Install Bicycle Racks

* It should be noted the applicant has already contacted Jennifer Nguyen with the RTA, who indicated in an email dated January 17, 2024 (provided as **Appendix K** of this Initial Study/MND) that no improvements are needed as a result of this project, consistent with the requirements of PVCCSP EIR mitigation measures MM Air 18 and MM Trans 4.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Less Than Significant with Mitigation Incorporated

Based on the analysis of the Project's impacts in the responses to items 1 through 20, the Project may result in substantial adverse effects on human beings as it pertains to portions of these issue areas. Sections 3 (Air Quality), 9 (Hazards and Hazardous Materials), and 13 (Noise) include mitigation measures as shown below which would reduce potential impacts to less than significant levels. Long-term effects include increased vehicular traffic, traffic related noise, possible discovery of unknown hazardous materials, emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects in these other topics would remain at less than significant levels. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings would be less than significant with mitigation incorporated and standard regulatory compliance.

Air Quality and Greenhouse Gas Emissions

MM Air 2 Traffic Control Plan
MM Air 3 South Coast AQMD Rule 403 (dust control)
MM Air 4 Restrict Idling
MM Air 5 Onsite Electricity
MM Air 6 Alternative Fuel Off-Road Equipment
MM Air 7 Equipment Maintenance and Operation
MM Air 8 HPLV Painting Equipment
MM Air 9 Low VOC Coatings
MM Air 11 Signage for Idling Limits
MM Air 13 "Clean Trucks" Programs

MM Air 14 High Occupancy Parking
MM Air 18 Bus Stops*
MM Air 19 Energy Efficient Streetlights
MM Air 20 Title 24 Energy Reductions
MM Air 21 Water Conserving Fixtures

Hazards and Hazardous Materials

MM-HHM-1 Unanticipated Hazards
MM-HHM-2 March ALUCP Requirements

MM Haz 2 Avigation Easements
MM Haz 3 Outdoor Signage
MM Haz 4 Tenant Notification
MM Haz 5 Prohibited Uses/Lighting
MM Haz 6 FAA Height Restrictions
MM Haz 7 Unanticipated Contamination

Noise

MM-NOI-1 Operational Limits

MM Noise 1 Equipment Mufflers/Staging
MM Noise 2 Activity Limits
MM Noise 3 Equipment Shielding
MM Noise 4 Construction Hours

* It should be noted the applicant has already contacted Jennifer Nguyen with the RTA, who indicated in an email dated January 17, 2024 (provided as **Appendix K** of this Initial Study/MND) that no improvements are needed as a result of this project, consistent with the requirements of PVCCSP EIR mitigation measure MM Air 18.

V. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). The original and subsequent EIRs for the PVCCSP (available for review at the City of Perris) are included under these earlier analysis scenarios.

VI. SOURCES/REFERENCES

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