FINAL

Initial Study/Mitigated Negative Declaration
Perris Boulevard and Morgan Street Industrial Park Project

Prepared for:

City of Perris
Development Services Department, Planning Division
135 North "D" Street
Perris, California 92570
Contact: Chantal Power, AICP, Contract Planner

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AUGUST 2021

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
2014 ALUCP	2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
AB	Assembly Bill
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model
Alquist-Priolo Act	Alquist-Priolo Earthquake Zoning Act
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Perris
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
County	Riverside County
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EO	Executive Order
ESA	Environmental Site Assessment
GHG	greenhouse gas
HARP2	Hotspots Analysis Reporting Program
HVAC	heating, ventilation, and air conditioning
I	Interstate
IPA	Inland Port Airport
IS	Initial Study
LACM	Natural History Museum of Los Angeles County
L_{dn}	day–night average noise level
L_{eq}	equivalent noise level over a given period
LOS	level of service
L_{max}	Maximum noise level
MARB	March Air Reserve Base
mgd	million gallons per day
MM	Mitigation Measure

Acronym/Abbreviation	Definition
MND	Mitigated Negative Declaration
MSHCP	Multiple Species Habitat Conservation Plan
MT CO_2e	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO_2	nitrogen dioxide
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
PCE	passenger car equivalent
PM_{10}	particulate matter with an aerodynamic diameter less than or equal to 10 microns
$PM_{2.5}$	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	peak particle velocity
PVCCSP	Perris Valley Commerce Center Specific Plan
PVRWRF	Perris Valley Regional Water Reclamation Facility
PVSC	Perris Valley Storm Channel
RCFD	Riverside County Fire Department
RCSD	Riverside County Sheriff's Department
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TAZ	traffic analysis zone
TIA	Transportation Impact Analysis
TPA	transit priority area
TUMF	Transportation Uniform Mitigation Fee
VMT	vehicle miles traveled
VOC	volatile organic compound
VVUSD	Val Verde Unified School District
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments

Organization of Final IS/MND

In accordance with the California Environmental Quality Act (CEQA) Public Resources Code Sections 21000–21189.3 and the State CEQA Guidelines Code of California Regulations Sections 15000–15387, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to determine potentially significant impacts upon the environment resulting from the construction and operation of the Perris Boulevard and Morgan Street Industrial Park Project (proposed project).

In accordance with Section 15063 of the State CEQA Guidelines, this IS/MND is an analysis by the City of Perris as Lead Agency, to inform the Lead Agency decision makers, other affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

The final CEQA documents for the project include:

- **Introduction to the Final IS/MND**, which provides the context for the Final IS/MND, with applicable citation pursuant to CEQA and the State CEQA Guidelines.
- **Introduction/Project Description/Initial Study Checklist**, which provides the Project Description, a brief discussion of the existing environmental setting, and environmental impact assessment.
- **References/List of Prepares/Appendices**, which includes a list of references sources, list of prepares, and list of appendices to support the IS/MND.
- **Responses to Comments** (Appendix J), which includes a copy of each comment letter received regarding the IS/MND. Although CEQA does not require the Lead Agency to provide a formal response to each of the comments received on an IS/MND, responses have nonetheless been prepared to provide the City of Perris Planning Commission with additional information upon which to base their decision.
- **Mitigation Monitoring and Reporting Program (MMRP)** (Appendix K) prepared pursuant to State CEQA Guidelines Section 15097 to provide a mechanism for Perris to verify implementation of the mitigation measures adopted for the proposed Project.

Where comments received on the IS/MND and the City of Perris responses resulted in changes to the text of the Draft IS/MND, such changes are shown in the Final IS/MND text using the following conventions:

- Text added to the Final IS/MND is shown as underline
- Text deleted from the Final IS/MND is shown as strikethrough

The textual changes to the Final IS/MND do not constitute "substantial revisions" as defined in State CEQA Guidelines Section 15073.5(b); therefore, recirculation of the Draft IS/MND is not required.

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1 Introduction

1.1 Project Overview

The City of Perris (City) received an application from Patriot Development Partners (project applicant) requesting the following approvals for development of the Perris Boulevard and Morgan Street Industrial Park Project (project):

- Development Plan Review (DPR 20-00013)
- ~~Minor Adjustment for Parking Reduction~~
- Tentative Parcel Map No. 37967
- Williamson Act Contract Cancellation
- Adoption of this Initial Study/Mitigated Negative Declaration

The project is proposed for a 15.60-acre (gross) property at the southeast corner of North Perris Boulevard and Morgan Street (Figure 1, Project Location). The project includes construction and operation of three non-refrigerated industrial/warehouse buildings equaling approximately 283,179 square feet, inclusive of an office/mezzanine (Figure 2, Conceptual Site Plan). Associated improvements include loading docks, truck and vehicle parking, and landscape areas.

August 2021 Note:

The City originally requested that the project applicant reduce the project's parking supply to accommodate the circulation of truck traffic within the site. A Minor Adjustment for Park Reduction was requested to accommodate the project's 203 parking spaces, which was 9 spaces below the code requirement. The text of the Draft IS/MND has been revised to reflect the City's determination that a Minor Adjustment for Parking Reduction is no longer needed. The City determined that because the office space for the warehouses is less than 10% of the building size and incidental to the warehouse use, they eliminated the need to separate out the office use from the warehouse use for parking calculations; thus, a Minor Adjustment for Parking Reduction is no longer required for the project. This determination does not have an effect on the methodology, analysis, or conclusions presented in the Draft IS/MND.

1.2 California Environmental Quality Act Compliance

The City of Perris is the lead agency responsible for the review and approval of the proposed project under the California Environmental Quality Act (CEQA). Based on the findings of the Initial Study (IS), the City has made the determination that all potential environmental impacts of the project can be reduced to less than significant levels and a Mitigated Negative Declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064.5, an MND may be prepared for a project subject to CEQA when an IS has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

This draft IS/MND has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to identify and evaluate any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce to less than significant levels or eliminate the significant or potentially significant effects of the project.

1.3 Public Review Process

In accordance with CEQA, a good faith effort has been made during the preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. A copy of the draft IS/MND and related documents are available for review at the City of Perris Development Services Department (see following address) between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday:

City of Perris
Development Services Department, Planning Division
135 North "D" Street
Perris, California 92570

The document is also available online at the City's website at:

https://www.cityofperris.org/departments/development-services/planning

Comments on the IS/MND may be made in writing before the end of the public review period indicated on the Notice of Intent to Adopt an MND. A 30-day review and comment period, as indicated on the Notice of Intent, has been established in accordance with Section 15072(a) of the State CEQA Guidelines. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project. Written comments on the IS/MND should be sent to Chantal Power, AICP, Contract Planner, at the address listed above and at cpower@interwestgrp.com.

2 Project Description

2.1 Project Location

The proposed project site is located on a 15.60-acre (gross) property at the southeast corner of North Perris Boulevard and Morgan Street in the City of Perris, California (Figure 1). The project site is comprised of Assessor's Parcel Numbers (APNs) 303-080-017, 303-080-007, and 303-080-018. The project site is bound by Morgan Street to the north, Perris Boulevard to the east, Sinclair Street to the south, and an existing industrial operation and Barrett Avenue to the west. The project site is designated by the City's General Plan Land Use Map and zoned as Perris Valley Commerce Center Specific Plan (PVCCSP) (Figure 4, Zoning). The PVCCSP designates the site as Light Industrial.

2.2 Environmental Setting

Existing Conditions

City of Perris and Perris Valley Commerce Center Specific Plan

Incorporated in 1911, the City of Perris is located in southwest Riverside County (County), approximately 80 miles southeast of the City of Los Angeles and approximately 80 miles northeast of the City of San Diego, on the inland route of Interstate (I) 215.

The proposed Project site is within the PVCCSP planning area, which covers approximately 3,500 gross acres within the northern area of the City. The project site is located east of I-215, west of the Perris Valley Storm Drain, south of March Air Reserve Base (MARB), and north of Placentia Street. The PVCCSP planning area is characterized by industrial, commercial, residential, and agricultural uses.

The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). 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 IS is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

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

Project Site

The project site is located east of I-215, west of the Perris Valley Storm Drain, south of March Air Reserve Base (MARB), and north of Placentia Street.

It is currently vacant and undeveloped, although it is previously disturbed as a result of previous illegal dumping and trespassing activities, as well as much earlier agricultural operations. The project site is relatively level and generally drains from north to south. Elevations on the project site range from approximately 1,462 feet above mean sea level on the northwest corner to 1,455 feet above mean sea level towards the southern half of site.

The project site is located within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but not within a criteria area. The project site is characterized by disturbed habitat, with non-native grass and forb vegetation, and is surrounded by industrial and commercial development on all sides. A stand of eucalyptus trees is located along the northern edge of the project site. Large warehouses are located to the north, south, and west of the project site, and a row of commercial businesses is located to the east. A storm drain outlet is found along the east edge of the project site. No natural habitats were observed within the project site.

The project site is within the MARB/Inland Port Airport (IPA) Airport Influence Area and any development within this area is required to be compatible with applicable provisions of the City of Perris Airport Overlay Zone, the 2014 MARB/IPA Land Use Compatibility Plan (2014 ALUCP), and the 2018 March Air Installation Compatible Use Zone study. The project site is within an area designated as Zone B1 (Inner Approach/Departure Zone) in the 2014 ALUCP and is within an Accident Potential Zone.

The project site is currently enrolled under a California Land Conservation Act contract (Williamson Act contract) between the current property owner and the City pursuant to the provisions of Government Code Sections 51240 et seq. While the project site is currently enrolled under a Williamson Act contract, the project site is not currently being used for agricultural operations. The project site is currently mapped by the Department of Conservation as Urban and Built Up-Land (DOC 2016) and not used for agricultural operations.

Surrounding Land Uses

The project site is located in a predominantly urbanized area of the City. Surrounding land uses include industrial, commercial, and transportation uses. Adjoining and nearby properties include the following:

- North: Morgan Street, industrial uses
- East: North Perris Boulevard, industrial and commercial uses
- South: Sinclair Street, Colorado River Aqueduct, industrial uses
- West: Industrial uses

2.3 Project Characteristics

2.3.1 Project Description

The project is located on a 15.60-acre (gross) property at the southeast corner of North Perris Boulevard and Morgan Street (Figure 1). The project includes construction and operation of three non-refrigerated industrial/warehouse buildings equaling approximately ~~286,179~~ 283,179[1] square feet, inclusive of an office/mezzanine (Figure 2). Associated improvements include loading docks, truck and vehicle parking, and landscape areas. With the exception of parking standards (see Site Access, Circulation, and Parking discussion below), the project has been designed in compliance with the applicable Development Standards and Guidelines outlined in the PVCCSP, including but not limited to building setbacks, lot coverage, Floor Area Ratio, and architectural requirements. The project would have a height of 40 feet. Conceptual elevations and an architectural rendering are shown in Figure 3A-D.

The project would support a variety of activities associated with the three industrial/warehouse buildings, including the ingressing and egressing of passenger vehicles and trucks, the loading and unloading of trucks with designated truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses.

At this time, no refrigeration is being proposed as part of the project, and the project applicant currently has no plans to lease to any tenant needing refrigerated space. Because an end user of the three buildings has not yet been identified, specific details regarding future operational activities on the project site are not yet available. However, for the purposes of CEQA and to ensure full disclosure on all potential allowable uses on the project site, this environmental impact assessment assumes development of industrial/warehousing.

A key objective of the PVCCSP is to promote sustainable development and to encourage the use of "green" technologies. The project would be constructed in compliance with California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code.

Site Access, Circulation, and Parking

Access to the project site would be provided by two driveways off Morgan Street and two driveways off North Perris Boulevard. The northwestern, northeastern, and southeastern portions of the project site would include paved employee parking lots, with truck courts and loading docks found adjacent to each of the three industrial/warehouse buildings. Truck access would be limited to the driveways off Morgan Street, while passenger vehicle access would be provided at all project driveways. Gated entry is proposed at each truck courts. The project site would include 203 passenger vehicle parking spaces and 45 tractor-trailer dock-high doors. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 18 of the parking spaces would be designated for low-emitting, fuel-efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, 15 parking spaces would provide equipment for the charging of electric vehicles. Further, 16 bicycle parking locations would be provided around the buildings.

[1] A previous version of the draft project design included a project with 286,892 of development (an increase of 3,713 square feet over the proposed project). Because the technical modeling analysis in this document had commenced, and because the size of the previous project would provide for a conservative analysis, the previous project's size is used throughout this analysis.

~~According to Section 19.69.030 of the Perris Municipal Code, the project would be required to provide 214 parking spaces. However, City staff has requested that the project applicant reduce the project's parking supply to accommodate the circulation of truck traffic within the site. As such, the project would provide 203 parking spaces, which is 9 spaces below the code requirement. A Minor Adjustment for Parking Reduction would be processed as part of the project to accommodate this request.~~

On-Site and Off-Site Adjacent Improvements

The project would also include improvements to the project's street frontages along North Perris Boulevard and Morgan Street, including widening Morgan Street along the project frontage to half of its full buildout width. Other improvements include a landscape setback along both streets and a new sidewalk along Morgan Street. Consistent with City standards, new City street lights would be installed within the dedicated right-of-way along Morgan Street.

Consistent with PVCCSP Section 8.2.1.4, the project would provide recreational facilities for employees. As currently designed, the project would include a regulation horseshoe pit behind Building 1.

The project is located adjacent to Riverside Transit Agency (RTA) Bus Route 19, which operates with a service frequency of 15 minutes during normal operation and provides bus stops near the Perris Boulevard/Sinclair Street intersection. During coordination with RTA, the agency expressed interest in the development of a bus stop along the project site's eastern boundary, on Perris Boulevard but does not currently have formal plans for a stop at this location. Coordination with RTA is ongoing. Should RTA request a bus stop at this location, there is sufficient right-of-way and the project would not preclude implementation of a bus stop.

Landscaping

A variety of trees, shrubs, plants, groundcovers, and accents would be planted in the landscape areas throughout the project site, in conformance with the landscape standards and guidelines outlined in the PVCCSP. As shown on Figure 5, Conceptual Landscape Plan, landscaping would be provided along the perimeter of the project site and on the sides of the three buildings visible to the public. The landscape area would encompass approximately 16% of the project site, meeting the 12% landscape requirement for the site. The landscaping has been designed to meet or exceed applicable efficient irrigation requirements and would include, but not be limited to, plants with low water usage; a high-efficiency drip irrigation system, with minimal or no overhead spray sprinklers; and an evapotranspiration/weather-based smart controller using daily updated weather data.

Stormwater System and Other Utility Improvements

The project site is currently undeveloped and not served by existing on-site wet or dry utilities. However, due to the urbanized nature of the project area and the fact that the project site is surrounded by existing development, existing utilities such as a 24-inch-diamter water mainline within Morgan Street, a 39-inch-diameter water mainline within North Perris Boulevard, and a 27-inch-diameter sanitary sewer mainline already exist immediately adjacent to the project site within the public right-of-way. As such, lateral water and sewer lines would be constructed as part of the project and connect to the existing water and sewer main lines within Morgan Street and/or North Perris Boulevard to provide adequate domestic water, fire flow, and sanitary sewer service.

As part of the project, a new engineered storm drain system will be constructed within the project site to collect and treat on-site stormwater runoff. On-site stormwater will be collected via a series of inlets, catch basins, and area drains before being conveyed to on-site stormwater basins located underneath the truck courts and within the automobile parking

areas. From these underground basins, collected stormwater will be conveyed through one of several new on-site storm drain lines to a vegetated bio-retention basin located on the southern part of the site. Stormwater in the bio-retention basin will be contained and treated on site and allowed to percolate into the soils below.

Walls/Fences

Around the truck courts, 8-foot-tall concrete screen walls would be provided to screen truck loading activities from the public right-of-way. In addition, 8-foot-high tubular steel fences would be provided along the southern and western property boundaries to separate the project from the neighboring uses/parcels. No walls or fences are proposed along the North Perris Boulevard and Morgan Street project frontages.

Lighting

The project would include installation of lighting within the parking areas and loading docks, along walkways, along the public right-of-way, and on the three buildings. A uniform site lighting design would be provided throughout the pedestrian and automobile parking areas, as well as in the secured truck courts. The lighting design would be energy efficient pursuant to the City's Municipal Code Section 19.02.110, and would consist of both building wall-mounted light fixtures and pole-mounted lights, all designed to provide the required light level to provide adequate security pursuant to lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination, including security lighting, would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way.

2.3.2 Project Construction and Scheduling

The project applicant intends to construct the project in a single continuous phase, starting in 2021, with the intent of beginning operations in 2022. It is anticipated that construction would take approximately 12 months. Refer to Appendix A-1 and Section 3.3, Air Quality, for a more detailed breakdown of the estimated construction schedule and construction subphases.

Construction of the project would involve mass grading of the entire site. Excavation would occur to depths of up to approximately 12 feet below grade for the installation of utility improvements. Earthwork quantities include approximately 25,000 cubic yards of cut and approximately 25,000 cubic yards of fill, resulting in balanced grading; no import or export of soil from the project site is anticipated. Required project-adjacent off-site improvements would be constructed concurrent with construction of the three industrial/warehouse buildings and associated on-site improvements.

2.3.3 Proposed Project Approvals

The actions and/or approvals that the City needs to consider for the project include, but are not limited to, the following. This list is preliminary and may not be comprehensive:

- Development Plan Review (DPR 20-00013)
- Tentative Parcel Map No. 37967
- Williamson Act Contract Cancellation
- ~~Minor Adjustment for Parking Reduction~~
- Adoption of this Initial Study/Mitigated Negative Declaration

Subsequent non-discretionary approvals (which would require separate processing through the City) would include, but may not be limited to, a demolition permit, grading permit, building permits, and occupancy permits.

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

3 Initial Study Checklist

1. **Project title:**

   Perris Boulevard and Morgan Street Industrial Park Project

2. **Lead agency name and address:**

   City of Perris
   Planning Division
   135 N. D Street
   Perris, California 92570

3. **Contact person and phone number:**

   Chantal Power, AICP, Contract Planner
   (951) 754-1653

4. **Project location:**

   The project site is located at a 15.60-acre (gross) property at the southeast corner of North Perris Boulevard and Morgan Street in the City of Perris, California (Figure 1). The project site comprises APNs 303-080-017, 303-080-007, and 303-080-018. The project site is bound by Morgan Street to the north, Perris Boulevard to the east, Sinclair Street to the south, and an existing industrial operation and Barrett Avenue to the west.

5. **Project sponsor's name and address:**

   Patriot Development Partners
   12126 West Sunset Boulevard
   Los Angeles, California 90049

6. **General plan designation:**

   PVCCSP

7. **Zoning:**

   PVCCSP - Light Industrial

8. **Description of project:**

   The project includes construction and operation of three non-refrigerated industrial/warehouse buildings equaling approximately 283,179 square feet, inclusive of an office/mezzanine (Figure 2). Associated improvements include loading docks, truck and vehicle parking, and landscape areas.

9. **Surrounding land uses and setting:**

   The project site is located in a predominantly urbanized area of the City. Surrounding land uses include industrial, commercial, and transportation uses. Adjoining and nearby properties include the following:

- North: Morgan Street, industrial uses
- East: North Perris Boulevard, industrial and commercial uses
- South: Sinclair Street, Colorado River Aqueduct, industrial uses
- West: Industrial uses

10. Other public agencies whose approval is required:

Santa Ana Regional Water Quality Control Board: NPDES Permit.

Eastern Municipal Water District (EMWD): approval of water and sewer improvement plans.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Please refer to Sections 3.5, Cultural Resources, and 3.18, Tribal Cultural Resources, of this IS/MND.

Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agriculture 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

Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. 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. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance

3.1 Aesthetics

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

a) Would the project have a substantial adverse effect on a scenic vista?

Less-than-Significant Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The project site is located within the Perris Valley and the terrain is generally flat. As discussed in the City's General Plan EIR, virtually all new construction consistent with land use development standards would obstruct views of the foothills from at least some vantage points (City of Perris 2005a). However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

The project site is currently vacant and undeveloped with little topographical change and sparse vegetation. The project involves the construction of three industrial/warehouse buildings equaling approximately 283,179 square feet. The proposed use is consistent with the PVCCSP Light Industrial (LI) land use designation. The project would also be consistent with the land use development standards contained within the City's General Plan, and the project would be required to comply with the PVCCSP Standards and Guidelines relevant to aesthetics, visual character, and lighting. The project would be a similar use to the surrounding area as industrial development currently exists to the north, south, east, and west of the project site. The project site is not a designated scenic vista, nor would project construction or operation block or diminish a scenic vista. Therefore, impacts would be less than significant.

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

No Impact. The closest officially designated State Scenic Highway is Highway 243, located over 20 miles east of the project site. Based on this distance and intervening natural topography and human-made development, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, no impacts associated with state scenic highways would occur.

c) In non-urbanized areas, would the project 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?

Less-than-Significant Impact. Visual character describes the aesthetic setting of a project area. The project is located within an urbanized area of the City and is surrounded by similar light industrial land uses. The proposed project would be consistent with the planned character of the area and would be consistent with the designated light industrial zoning per the City's Zoning Map and the PVCCSP. The proposed project would be developed and designed in compliance with the requirements outlined in the PVCCSP to address visual character (City of Perris 2012). Although the project site would be converted from vacant land to industrial warehouses, this conversion is consistent with existing and planned surrounding land uses. Therefore, the proposed project would not conflict with applicable zoning governing scenic quality and impacts would be less than significant.

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

Less-than-Significant Impact With Mitigation Incorporated. The proposed project would consist of three industrial/warehouse buildings and would introduce new potential sources of daytime glare to motorists on adjacent roadways. The proposed exterior of the warehouses would include painted concrete panels, metal frames, and blue reflective glazing on the façades. However, the potential glare created by the project's proposed design would be similar to that of surrounding development. The project would be required to go through the City's standard project review and approval process, at which point any potential impacts related to glare would be reduced to a less-than-significant level.

The proposed project is within Zone B of Riverside County Ordinance 655, or within a 45-mile radius of the Mt. Palomar Observatory. The proposed project would introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the project site. However, all lighting at the project site would be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installing energy-efficient lighting and shielding parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed project would also be required to comply with lighting requirements contained in the PVCCSP. Therefore, although the proposed project would introduce new lighting to the project vicinity, the proposed project would comply with existing policies. During project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the motorists on adjacent roadways, such security lights may result in glare to motorists. However, would be reduced to a less-than-significant level through the City's standard project review and with implementation of mitigation measure MM A 1.

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

3.2 Agriculture and Forestry Resources

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

a) Would the project 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?

No Impact. The project site is located within an urbanized and industrial part of the City. According to the California Department of Conservation's Farmland Mapping Management Program, the project site is mapped as Urban and Built-Up Land. Areas classified as Urban and Built-Up Land are vacant, non-agricultural lands that are surrounded on all sides by urban development and are less than 40 acres in size (DOC 2016). The project site is not being used for agricultural production and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively Important Farmland) (DOC 2016). Therefore, no impacts associated with conversion of Important Farmland would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less-than-Significant Impact. The project site is currently enrolled under a California Land Conservation Act contract (Williamson Act contract) between the current property owner and the City pursuant to the provisions of Government Code Sections 51240 et seq. Enrollment of a property under a Williamson Act contract affords the property owner preferential taxation in exchange for the exclusion from the project site of uses other than agricultural, other than those compatible with agricultural uses, for the duration of the contract. Pursuant to the provisions of Government Code Section 51243(b), the contract is binding upon, and inure to the benefit of, all successors in interest of the owner. Additionally, the contract is binding until its expiration and non-renewal, or until a property owner petitions the City Council to grant cancellation and the City Council grants cancellation pursuant to procedures enumerated in Government Code Section 51280 et seq.

While the project site is currently enrolled under a Williamson Act contract, agricultural operations are not currently occurring on the site. Additionally, the project site is mapped by the Department of Conservation as Urban and Built Up-Land (DOC 2016), which is a mapping unit that typically precludes lands from being eligible for enrollment under a California Land Conservation Act contract. As previously described, areas classified as Urban and Built-up Land are vacant, non-agricultural lands that are surrounded on all sides by urban development and are less than 40 acres in size (DOC 2016). The project site is located within an urbanized and industrial part of the City, and no lands surrounding the project site are currently used for agricultural operations. Additionally, the project site is zoned for Light Industrial per the City's Zoning Map and is located within the PVCCSP area. As such, the proposed project is consistent with the zoned land use for the site in the PVCCSP.

Further, the Light Industrial zone correlates with the City's 'Light Industrial' General Plan Land Use designation. The project's requested Williamson Act contract cancellation would be subject to the City's Williamson Act contract cancellation process and Government Code Sections 51280-51287. Thus, while the project would result in the cancellation of a Williamson Act contract, impacts associated with a potential loss of farmland would be considered less than significant because the site and surrounding area are not currently used for agricultural purposes and the proposed use would be consistent with the uses that are planned for the project site under the PVCCSP. Compliance with the regulatory requirements of the Williamson Act as implemented by the City would ensure impacts associated with existing zoning for agriculture use or a Williamson Act contract would be less than significant.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is located within an urbanized and industrial part of the City, with a PVCCSP land use designation of Light Industrial. According to the City's Zoning Map, the project site is not located on or adjacent to forest land, timberland, or timberland zoned Timberland Production (City of Perris 2020a). There are no existing or proposed zoning of forest land, timberland, or Timberland Production Zones within the City. Therefore, the project would not conflict with existing zoning or cause rezoning of forest land or timberland, and no impacts associated with forestland or timberland would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As previously described, the project site is located within an urbanized and industrial part of the City. The project site is not located on or adjacent to forest land and there is no designated forest land, within the City. Therefore, no impact associated with the loss or conversion of forestland would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project site is not located on or adjacent to any land identified as Important Farmland or forestland. As described under Section 3.2(b), the project site is currently enrolled under a Williamson Act contract; however, agricultural operations are not currently occurring on the site. While the project would result in the cancellation of a Williamson Act contract, impacts associated with a potential loss of farmland would be considered less than significant as the site and surrounding area are not currently used for agricultural purposes and the proposed use would be consistent with the uses that are planned for the project site under the PVCCSP. Construction and operation of the project would not involve changes to the existing environment that would result in the conversion of existing farmland or forestland. Therefore, no impacts would occur as a result of the project.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

The SCAQMD administers the Air Quality Management Plan (AQMP) for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recent adopted AQMP for the SCAB is the 2016 AQMP (SCAQMD 2017a), which was adopted by SCAQMD's Governing Board in March 2017. The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in greenhouse gases (GHGs) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017a).

The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP. The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

(SCAG 2016). This document, which is based on general plans for cities and counties in the SCAB, is used by the SCAQMD to develop the AQMP emissions inventory (SCAQMD 2017a).[2] The SCAG 2016 RTP/SCS and the associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

The project site is located within the Light Industrial (LI) City zoning (City of Perris 2020a). The project is consistent with the existing land use designation and does not propose a change in land use designation. In addition, the implementation of the project would not generate an increase in growth demographics that would conflict with existing projections within the region. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development.

In summary, based on the consistency of the proposed project with the existing land use designation for the project site, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

b) Would the project 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?

Less-than-Significant Impact With Mitigation Incorporated. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether proposed construction activities would result in a cumulatively considerable net increase in emissions of criteria air pollutants for which the SCAB is designated as a nonattainment area under the NAAQS or CAAQS. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are important because they are precursors to O_3, as well as CO, sulfur oxides, PM_{10}, and $PM_{2.5}$.

Short-Term Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions

[2] Information necessary to produce the emissions inventory for the SCAB is obtained from SCAQMD and other governmental agencies, including the California Air Resources Board (CARB), California Department of Transportation (Caltrans), and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socioeconomic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into its Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socioeconomic and transportation activities projections in their 2016 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017a).

can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

The California Emissions Estimator Model (CalEEMod), Version 2016.3.2, was used to estimate emissions from construction of the project. Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of VOCs, NOx, CO, PM10, and PM2.5. PM10 and PM2.5 emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. Grading would include balanced 25,014 cubic yards of cut and fill. The project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day, with additional watering depending on weather conditions. The project would involve application of architectural coating (e.g., paint and other finishes) for the self-storage building. The contractor is required to procure architectural coatings from a supplier that complies with the requirements of SCAQMD's Rule 1113 (Architectural Coatings). Table 3.3-1 presents the estimated maximum daily construction emissions generated during construction of the project. Details of the emission calculations are provided in Appendix A-1.

Table 3.3-1. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Year	*pounds per day*					
2021	64.05	46.46	31.62	0.08	10.38	6.40
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix A-1 for complete results.

As shown in Table 3.3-1, the project construction would not exceed SCAQMD's daily thresholds. Therefore, short-term impacts associated with cumulatively considerable net increase of any criteria air pollutant of which the project region is non-attainment would be less than significant.

Although the short-term impacts would be less than significant, the project is required to adhere to the following applicable air quality mitigation measures identified in the PVCCSP EIR. By preparing this Initial Study analysis, the project has already complied with PVCCSP EIR mitigation measure MM Air 1.

PVCCSP 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 City of Perris First Industrial Warehouse at Wilson Avenue 30 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.

PVCCSP MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);
- Keeping disturbed/loose soil moist at all times;
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site;
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or,
- Replacement of ground cover in disturbed areas as quickly as possible.

PVCCSP 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.

PVCCSP 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 the City of Perris Building Division prior to issuance of grading permits.

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

PVCCSP 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. PVCCSP 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.

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

Long-Term Operational Emissions

Emissions from the operational phase of the project were estimated using CalEEMod. Operational year 2022 was assumed consistent with the project's Traffic Impact Analysis.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113 (Architectural Coatings) governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SCAQMD 2016). The default CalEEMod assumptions were used for architectural coatings. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2017). CalEEMod defaults were assumed for the application of architectural coatings during operation.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days. Based on CalEEMod defaults for Riverside County, the average annual number of summer days is estimated at 250 days (CAPCOA 2017).

Mobile Sources

Following the completion of construction activities, the project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the motor vehicles (automobiles, light-duty trucks, and heavy-duty trucks) traveling to and from the project site. The maximum daily trip rates, as discussed in Section 3.17, Transportation, were 499 primary trips per day, which were assumed 7 days per week.

Emissions from the mobile sources during operation of the project were estimated using a spreadsheet-based model and emission factors from the California Air Resources Board (CARB) EMFAC 2017 and U.S. Environmental Protection Agency AP-42 factors for paved road dust generation. The passenger vehicle trip lengths were assumed to be CalEEMod default trip length of 16.6 miles for commercial-work trips (i.e., trips made by someone who is employed by the industrial park land use) and assumed to be 100% of primary trips. The light-duty, medium-heavy-duty, and heavy-duty truck trip lengths were based on the SCAQMD recommendation of 40 miles and assumed to be 100% of primary trips.[3] Vehicle emissions occur during startup, operation (running), and idling, as well as from evaporative losses when the engines are resting. The emissions factors for trucks and passenger vehicles were determined using EMFAC 2017, which generates emissions factors, expressed in grams per mile, grams per trip, and grams per vehicle per day, for the fleet in a class of motor vehicles within a region for a particular study year. For this analysis, SCAQMD was selected for the region and calendar year 2022 was selected in EMFAC to represent the project operational start year.

A composite, or weighted-average, emissions factor was developed for project vehicle types if more than one vehicle category in EMFAC is anticipated to be representative of the project vehicle. The composite emission factors are weighted by vehicle miles traveled (VMT), population, or trips depending on the emissions process, which is the physical mechanism that results in the emissions of a pollutant. The vehicle mix is discussed in Section 3.17, Transportation, assuming 72.5% are passenger vehicles, 17.2% are 4+-axle trucks, 5.7% are 3-axle trucks, and 4.6% are 2-axle trucks. For passenger vehicles, the composite emission factor represents the weighted average emission rate for passenger vehicles, light-duty trucks, motorcycles, and a composite mix of gasoline-fueled, diesel-fueled, and electric. The 4+-axle trucks were assumed to be heavy-duty trucks, 3-axle trucks were assumed to be medium-heavy-duty trucks, and 2-axle trucks were assumed to be light-heavy-duty trucks and all trucks were assumed to be a mix of gasoline-fueled, diesel-fueled, and electric.

Project truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, for modeling purposes, it was conservatively assumed that the trucks would idle for 15 minutes at the loading dock and prior to exiting the project site.

[3] The average trip length for heavy-duty trucks were based on implementation of the Facility-Based Mobile Source Measures adopted in the SCAQMD's 2016 AQMP. SCAQMD's "Preliminary Warehouse Emission Calculations" assumed a heavy-heavy-duty truck trip length of 39.9 miles (SCAQMD 2018) and the default commercial-nonwork trip length for trucks in CalEEMod is 6.9 miles. Therefore, the conservatively assumed trip length of 40 miles is utilized for this analysis.

Forklifts

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD Survey) (SCAQMD 2014). The SCAQMD Survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, a total of 33 forklifts were assumed. All indoor forklifts are anticipated to be electric-powered and, while the majority of forklifts are anticipated to be used indoors, to conservatively capture the potential for outdoor forklift usage, 75% of the forklifts were assumed to be indoor and 25% were assumed to be outdoor. The indoor forklifts were modeled as 89-horsepower electric forklifts that would operate at 8 hours per day, 365 days per year. The outdoor forklifts were modeled as 100-horsepower natural gas forklifts that would operate at 8 hours per day, 365 days per year. CalEEMod was used to estimate emissions from forklifts.

Yard Trucks

Industrial warehouse building operation may require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers, which is commonly done by yard trucks. Yard trucks, which are also called yard goats, utility tractors, hustlers, yard hostlers, and yard tractors, were reported at the majority of the 34 high-cube warehouses in the SCAQMD Survey, with an average usage of 3.6 hostlers per million square feet of building area. The 3.6 hostlers per million square feet of building area was applied to the project, totaling one yard truck. The yard truck was assumed to be diesel powered, 200 horsepower, and to operate for 8 hours per day, 365 days per year. CalEEMod was used to estimate emissions from yard trucks. Table 3.3-2 presents the emissions during operation.

Table 3.3-2. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Area	6.26	<0.01	0.07	<0.01	<0.01	<0.01
Energy	0.13	1.23	1.03	0.01	0.09	0.09
Mobile	1.65	34.94	23.99	0.18	7.95	2.20
Off-Road Equipment	1.31	11.65	12.08	0.02	0.71	0.66
Total	**9.35**	**47.82**	**37.17**	**0.21**	**8.76**	**2.95**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.
See Appendix A-1 for complete results.

As shown in Table 3.3-2, the project would not exceed SCAQMD's significance thresholds during operations.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential

impacts associated with two or more simultaneous projects would be considered speculative.[4] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD. In addition, cumulative VOC emissions would be subject to SCAQMD Rule 1113 (Architectural Coatings).

Therefore, long-term impacts associated with a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment would be less than significant.

Although the long-term operational impacts would be less than significant, the project is required to adhere to the following applicable air quality mitigation measures identified in the PVCCSP EIR. By preparing this Initial Study analysis, the project has already complied with PVCCSP EIR mitigation measure MM Air 10.

PVCCSP 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.

PVCCSP MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them. [Not applicable to the proposed project.]

PVCCSP 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 SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 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 SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.

PVCCSP 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.

PVCCSP 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

[4] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

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.

PVCCSP 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.

PVCCSP 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.

As required by PVCCSP EIR mitigation measure MM Air 18, the Riverside Transit Authority (RTA) was contacted to discuss plans for future bus stop provisions along Routes 19 and 41 that include Perris Boulevard. The nearest bus stops (serving both Routes 19 and 41) are located along northbound Perris Boulevard, approximately 140 feet north of the Perris Boulevard/Sinclair Street intersection, and along southbound Perris Boulevard, approximately 250 feet south of the Perris Boulevard/Sinclair Street intersection. During coordination with RTA, the agency expressed interest in the development of a bus stop along the project site's eastern boundary, on Perris Boulevard but does not currently have formal plans for a stop at this location. Coordination with RTA is ongoing. Should RTA request a bus stop at this location, there is sufficient right-of-way and the project would not preclude implementation of a bus stop. Development of the proposed project would not conflict with the existing bus routes or bus stops.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The closest off-site sensitive receptors (residences) to the project site include residences located approximately 1,490 feet southeast of the project site boundary.

Localized Significance Thresholds

Construction activities associated with the project would result in temporary sources of on-site fugitive dust and construction equipment emissions. Off-site emissions from vendor trucks, haul trucks, and worker vehicle trips are not included in the localized significance threshold analysis. Operational emissions include area, natural gas consumption, offroad equipment use, and mobile sources onsite. Although the distance to the nearest sensitive receptor is 454 meters (1,490 feet), project construction was conservatively assessed for a sensitive receptor distance of 200 meters (656 feet). The maximum allowable daily emissions that would satisfy the SCAQMD localized significance criteria for Source Receptor Area 24 are presented in Table 3.3-3 and compared to the maximum daily on-site construction emissions.

Table 3.3-3. Localized Significance Thresholds Analysis

Pollutant	Project Construction Emissions (Pounds per Day)	LST Criteria (Pounds per Day)	Exceeds LST?
Construction Emissions			
NO_2	46.40	488	No
CO	30.88	6,860	No
PM_{10}	2.04	96	No
$PM_{2.5}$	1.88	31	No
Operational Emissions			
NO_2	17.30	448	No
CO	19.88	6,860	No
PM_{10}	0.89	23	No
$PM_{2.5}$	0.78	8	No

Source: SCAQMD 2009.
Notes: LST = localized significance threshold; NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.
See Appendix A-1 for detailed results.
LSTs are shown for 5-acre project sites corresponding to a distance to a sensitive receptor of 200 meters (656 feet) for Source Receptor Area 24 (Perris Valley).
These estimates reflect control of fugitive dust required by Rule 403.
The emissions represent worst-case operating scenario.

As shown in Table 3.3-3, the project's construction and operational localized significance threshold would not exceed the established localized significance thresholds, and thus, would result in a less-than-significant impact to sensitive receptors.

Carbon Monoxide Hotspots

Mobile source impacts occur on two scales of motion. Regionally, project-related travel would add to regional trip generation and increase the VMT within the local airshed and the SCAB. Locally, traffic generated by the project would be added to the City's roadway system near the project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-project traffic, there is a potential for the formation of microscale CO hotspots in the area immediately around points of congested traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing.

While project construction would involve on-road vehicle trips from trucks and workers during construction, construction activities would last approximately 1 year and would not require a project-level construction hotspot analysis.

At the time that the SCAQMD 1993 Handbook was published, the SCAB was designated a nonattainment area under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS as a result of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP (Appendix V, Modeling and

Attainment Demonstrations, of SCAQMD 2003b) for the four worst-case intersections in the SCAB: (1) Wilshire Boulevard and Veteran Avenue, (2) Sunset Boulevard and Highland Avenue, (3) La Cienega Boulevard and Century Boulevard, and (4) Long Beach Boulevard and Imperial Highway. At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. Using CO emission factors for 2002, the peak modeled CO 1-hour concentration was estimated to be 4.6 ppm at the intersection of Wilshire Boulevard and Veteran Avenue. When added to the maximum 1-hour CO concentration from 2017 through 2019 at the Lake Elsinore monitoring station (EPA 2020a), which was 1.6 ppm in 2019, the 1-hour CO would be 6.2 ppm, while the CAAQS is 20 ppm.

The 2003 AQMP also projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005. From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 ppm at the Sunset Boulevard and Highland Avenue intersection and 3.4 ppm at the Wilshire Boulevard and Veteran Avenue in 2002. Adding the 3.8 ppm to the maximum 8-hour CO concentration from 2017 through 2019 at the Lake Elsinore monitoring station (EPA 2020a), which was 0.8 ppm in 2018, the 8-hour CO would be 4.6 ppm, while the CAAQS is 9.0 ppm.

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the project would not increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day (as discussed in Section 3.17, Transportation),[5] a CO hotspot is not anticipated to occur, and associated impacts would be less than significant.

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

Examples of TACs include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas

[5] For each study intersection in each scenario evaluated in the Traffic Impact Analysis, the daily volumes were estimated by assuming that the total PM peak hour intersection volumes represent 10% of the daily traffic volumes. Using this method, all 11 study intersections were estimated to result in less than 100,000 vehicles per day in every scenario evaluated (ranging from 40 vehicles to 52,529 vehicles).

stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills.

Construction Health Risk Assessment

Project construction would result in emissions of diesel particulate matter (DPM) from heavy construction equipment and trucks accessing the site. Diesel particulate is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure but has not identified health effects due to short-term exposure to diesel exhaust. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. Due to this relatively short period of exposure (12 months) and minimal particulate emissions on site, TACs generated by the project would not result in concentrations causing significant health risks. Furthermore, the closest sensitive receptors are located about 1,500 feet from the project site. In addition, diesel equipment would also be subject to CARB's Airborne Toxic Control Measures for in-use off-road diesel fleets, which would minimize DPM emissions. Overall, based on the above considerations, the project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the proposed project, and impacts would be less than significant.

Operational Health Risk Assessment

The CARB's Air Quality and Land Use Handbook: A Community Health Perspective encourages consideration of the health impacts of distribution centers that accommodate more than 100 trucks per day on sensitive receptors sited within 1,000 feet from the source in the land use decision-making process (CARB 2005). PVCCSP EIR mitigation measure MM Air 15, which requires that proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, and are located adjacent to sensitive land uses, shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project, is not applicable to the proposed project because the project site is not adjacent to sensitive land uses. For the operational health risk assessment (included as Appendix A-2), operational year 2022 was assumed, consistent with the project's traffic report. Emissions from the operation of the project include truck trips and truck idling emissions. For risk assessment purposes, PM_{10} in diesel exhaust is considered DPM, originating mainly from trucks traveling on site and off site and trucks idling at the loading docks. Truck travel and idling emission rates were obtained from CARB's EMFAC2017. Emission factors representing the vehicle mix and emissions for 2022 were used to estimate emissions associated with operation of the project. Truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, truck idling was conservatively assumed to idle for 15 minutes.[6] Therefore, the analysis conservatively overestimates DPM emissions from idling. Deliveries would occur

[6] Although the project is required to comply with CARB's idling limit of 5 minutes, on-site idling emissions was estimated for 15 minutes of truck idling, which would take into account on-site idling while the trucks are waiting to pull up to the loading dock, idling at the loading dock, and idling during check-in and check-out.

every day of the week. Electric-powered forklifts would operate in the warehouse and natural gas forklifts would operate at the loading dock areas. The yard truck would travel on site at the loading dock areas.

Conservatively, a 2022 EMFAC2017 run was conducted and a constant 2022 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2022 emission factors would overstate potential impacts since this approach does not include reductions in emissions due to fleet turnover or cleaner technology with lower emissions. The truck travel DPM emissions were calculated by applying the exhaust PM_{10} emission factor from EMFAC2017 and the total truck-trip number over the length of the distance traveled. In addition, the on-site truck idling exhaust emissions were calculated by applying the idle exhaust PM_{10} emission factor from EMFAC2017 and total truck-trip number over the total idling time (i.e., 15 minutes). Yard truck exhaust emissions were from CalEEMod.

The dispersion modeling was performed using the American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) (Version 19191). The truck traffic was modeled as a line of adjacent volume sources out to 1,000 feet from the project site and truck travel on site to estimate emissions at proximate receptors. The yard truck was modeled as adjacent volume sources on site. Truck idling at loading docks were modeled as volume sources.

As previously described, health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. A hazard index less than 1.0 means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated for DPM; therefore, short-term risk is not addressed in this assessment.

Dudek evaluated the project's potential cancer and noncancer health impacts using exposure periods appropriate to evaluate long-term emission increases (third trimester of pregnancy to 30 years). Emissions dispersion of DPM was modeled using AERMOD, then cancer risk and noncancer health impacts subsequently using the CARB Hotspots Analysis Reporting Program (HARP2) (ADMRT, version 19121). The chemical exposure results were then compared to SCAQMD thresholds to assess project significance. Principal parameters of this modeling are presented in Table 3.3-4.

Table 3.3-4. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

Parameter	Details
Meteorological Data	The SCAQMD requires the use of AERMOD for air dispersion modeling. The latest 5-year meteorological data for the Perris monitoring station (Station ID 3171) from SCAQMD were downloaded, then input to AERMOD. For cancer or chronic noncancer risk assessments, the average cancer risk of all years modeled was used.
Urban versus Rural Option	Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines. Riverside County's population of 2,189,641 was used in the analysis (SCAQMD 2018).

Table 3.3-4. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

Parameter	Details
Terrain Characteristics	Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate. Per SCAQMD guidance, the National Elevation Dataset with resolution of 1/3 arc-second was used (SCAQMD 2018).
Emission Sources and Release Parameters	Air dispersion modeling of operational activities was conducted using emissions generated using EMFAC2017 and CalEEMod.
Source Release Characterizations	Off-site and on-site truck travel were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 3.4 meters, a plume height of 3.16 meters, and a plume width of 1.56 meters (EPA 2015). The truck idling emissions at Building 1 loading docks were modeled as a 131.06-meter volume source with a 4-meter release height, an initial lateral dimension of 30.48, and an initial vertical dimension of 0.93 meters. The truck idling emissions at Building 2 loading docks were modeled as a 52.43-meter volume source with a 4-meter release height, an initial lateral dimension of 12.19, and an initial vertical dimension of 0.93 meters. The truck idling emissions at Building 3 loading docks were modeled as a 55.47-meter volume source with a 4-meter release height, an initial lateral dimension of 12.90, and an initial vertical dimension of 0.93 meters (EPA 2015; SCAQMD 2003b; SJVAPCD 2006). The yard truck traveling on site was modeled assuming a plume height of 3.16 meters, plume width of 3.12 meters, and release height of 3.4 meters (EPA 2015).

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; EPA = U.S. Environmental Protection Agency.
See Appendix A-2.

The health risk assessment evaluated impacts using a uniform Cartesian grid of receptors spaced 50 meters apart, 1,000 meters from the project site, and then converted to discrete receptors.

For the operational health risk, the health risk assessment assumes exposure would start in the third trimester of pregnancy through 30 years for all residential sensitive receptor locations. The results of the health risk assessment during operation are provided in Table 3.3-5.

Table 3.3-5. Operational Health Risk Assessment Results

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
MICR	Per Million	1.10	10	Less than Significant
HIC	Index Value	0.0003	1.0	Less than Significant

Source: SCAQMD 2019; Appendix A-2.
Notes: CEQA = California Environmental Quality Act; MICR = maximum individual cancer risk; HIC = Chronic Hazard Index.

The results of the operational analysis demonstrate that the maximum individual cancer risk and chronic health risk for the sensitive receptors are below the SCAQMD 10 in a million threshold and 1.0 chronic risk thresholds, respectively.

As determined above, since the cancer risk at the maximum individual cancer risk exceeds 1 in a million, cancer burden, for which a SCAQMD significance threshold of 0.5, is evaluated. Unlike cancer risk, which is the lifetime probability (chances) of an individual developing cancer due to exposure to a carcinogenic compound, cancer burden estimates the number of theoretical cancer cases in a defined population resulting from a lifetime exposure to carcinogenic TACs. As described in the Office of Environmental Health Hazard Assessment guidance manual (OEHHA 2015):

> The cancer burden can be calculated by multiplying the cancer risk at a census block centroid by the number of people who live in the census block and adding up the estimated number of potential cancer cases across the zone of impact. The result of this calculation is a single number that is intended to estimate of the number of potential cancer cases within the population that was exposed to the emissions for a lifetime (70 years).

The SCAQMD has established a procedural screening approach for estimating cancer burden (SCAQMD 2017b), which includes the following steps:

- Recalculate cancer risk from all TACs using a 70-year exposure duration
- Estimate the distance at which the maximum individual cancer risk from a 70-year exposure duration falls below 1 in a million
- Define a zone of impact in the shape of a circle, with the radius equal to the distance between the TAC source and the point at which the risk falls below 1 in a million
- Estimate the residential population within this zone of impact based on census data or a worse-case estimate
- Calculate the screening level cancer burden by multiplying the total residential population in the zone of impact by the maximum individual cancer risk

Accordingly, the maximum 70-year cancer risk for the unmitigated project was estimated at 1.33 in a million with HARP2 using the Population-Wide option in the model, which is specified for use in cancer burden estimates. The zone of impact was estimated to be 2.52 square kilometers. The total population in this area that would be within the zone of impact was estimated to be approximately 17,640 persons, based on the average densities of 7,000 persons per square kilometer (SCAQMD 2017b). Multiplying the maximum estimated 70-year cancer risk by the project population gives a cancer burden of 0.02.

Accordingly, the cancer burden indicates that less than one person could contract cancer assuming a 70-year exposure under the modeled scenario of TAC emissions and provided that other factors related to an individual's susceptibility to contracting cancer would occur. This would be less than the SCAQMD cancer burden threshold of 0.5. Thus, the impact with respect to potential cancer burden due to operation of the project would be less than significant.

Health Effects

Construction of the project would generate criteria air pollutant emissions; however, the project would not exceed the SCAQMD mass-emission thresholds.

The SCAB is designated as a nonattainment area for ozone (O_3) for the NAAQS and CAAQS. Thus, existing O_3 levels in the SCAB are at unhealthy levels during certain periods. The health effects associated with O_3 generally relate to reduced lung function. Because the project would not involve construction activities that would result in O_3 precursor emissions (VOC or NO_x) that would exceed the SCAQMD thresholds, the project is not anticipated to substantially contribute to regional O_3 concentrations and associated health impacts. Similar to construction, no SCAQMD threshold would be exceeded during operation.

In addition to O_3, NOx emissions contribute to potential exceedances of the NAAQS and CAAQS for NO2. Exposure to NO_2 and NOx can cause lung irritation, bronchitis, and pneumonia, and lower resistance to respiratory infections. Project construction and operation would not exceed the SCAQMD NOx threshold, and existing ambient NO_2 concentrations are below the NAAQS and CAAQS. Thus, construction and operation of the project are not expected to exceed the NO_2 standards or contribute to associated health effects.

As discussed above, CO tends to be a localized impact associated with congested intersections. CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as a nonattainment area for PM_{10} under the CAAQS and a nonattainment area for $PM_{2.5}$ under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA 2016). As with O_3 and NO_x, the project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed SCAQMD's thresholds. Accordingly, the project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the project would not result in any potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts associated with localized air emissions would be less than significant.

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

Less-than-Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Short-Term Construction Impacts

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, short-term construction impacts associated with odors would be less than significant.

Long-Term Operational Impacts

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project would not create any new sources of odor during operation. Therefore, there would be no long-term operational impacts associated with odors and impacts would be less than significant.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact 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?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

The following analysis relies on a biological resources assessment conducted by Dudek Biologist Tommy Molioo on June 24, 2020. This assessment included a review of the most recent relevant literature, published research, maps, soil data, data on biological baselines, special-status habitats, and species distributions to determine those resources that have the potential to occur within the project site and surrounding 100-foot buffer (the study area). A field assessment was conducted to characterize the environmental conditions, vegetation communities/land covers, and any plants or wildlife (including their habitats) that could be impacted during project implementation. During the field survey, vegetation communities and land covers were catalogued and confirmed based on existing site conditions. Vegetation communities were mapped according to the California Department of Fish and Wildlife (CDFW) List of Vegetation Alliances and Associations (or Natural Communities List), which is based on A Manual of California Vegetation, Second Edition (Sawyer et al. 2009). Study area land covers not included in the List of Vegetation Alliances and Associations followed the Draft Vegetation Communities of San Diego County (Oberbauer et al. 2008).

Dudek compiled a general inventory of plant and wildlife species detected by sight, calls, tracks, scat, or other field indicators and determined the potential for special-status species to occur within the study area. Additionally, Dudek conducted a preliminary investigation of the extent and distribution of jurisdictional waters of the U.S. regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board (RWQCB), and CDFW-jurisdictional streambed and associated riparian habitat. Additionally, focused surveys for burrowing owl (*Athene cunicularia*) were conducted by Dudek Biologist Rachel Swick between August 7, 2020, and August 28, 2020, following the Regional Conservation Authority MSHCP protocol for burrowing owl surveys (County of Riverside 2006). The results of those surveys are provided in a standalone report as an appendix to this MND (Appendix B-1).

Dudek queried the CDFW's California Natural Diversity Database (CDFW 2020a-d) and the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS 2020) to identify special-status biological resources from the region (Appendix B-2). The California Natural Diversity Database and California Native Plant Society were searched based on the U.S. Geological Survey 7.5-minute topographic quadrangle map for Perris, where the study area is located, as well as the surrounding eight U.S. Geological Survey 7.5-minute quadrangle maps (i.e., Riverside East, Sunnymead, El Casco, Steele Peak, Lakeview, Lake Elsinore, Romoland, and Winchester). Potential and/or historic drainages and aquatic features were investigated based on a review of U.S. Geological Survey topographic maps (1:24,000 scale), aerial photographs, the National Wetland Inventory database (USFWS 2020b), and the Natural Resource Conservation Service Web Soil Survey (USDA 2020). APNs 303-080-017, 303-080-007, and 303-080-018 were searched in the Regional Conservation Authority MSHCP Information Map.

The study area is characterized by disturbed habitat, with non-native grasses and ruderal (weedy) forbs, and is surrounded by industrial and commercial development on all sides. A row of eucalyptus (*Eucalyptus* spp.) trees is located along the northern edge of the study area. Large warehouses are located to the north, south, and west of the study area, and a row of commercial businesses is located to the east. Additionally, a concrete storm drain outlet is found on the eastern edge of the study area. Due to previous disturbances, no native vegetation communities or natural habitats were observed within the study area.

A limited number of wildlife species were observed or detected during the field survey of the study area, including house finch (*Haemorhous mexicanus*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), common raven (*Corvus corax*), house sparrow (*Passer domesticus*), and mourning dove (*Zenaida macroura*). These species typically occur in urban and developed areas. Other species expected to occur include California ground squirrel (*Otospermophilus beecheyi*) and western fence lizard (*Sceloporus occidentalis*).

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

Less-than-Significant Impact With Mitigation Incorporated. The project site is entirely disturbed from previous grading and weed abatement activities. Vegetation on the project site predominantly consists of non-native grasses and ruderal forbs. Vegetative cover is relatively sparse with areas of compacted bare ground. Additionally, due to the lack of native vegetation communities and natural habitats, the project site does not provide suitable habitat for any special-status plant species and the majority of special-status wildlife species known to occur in the region. However, the project site does contain suitable habitat for one special-status species, burrowing owl. The project site is mapped within a MSHCP-designated burrowing owl survey area, and therefore if suitable habitat exists focused surveys must be conducted.

Focused surveys for burrowing owl were conducted between August 7, 2020, and August 28, 2020, following MSHCP protocol for burrowing owl surveys (County of Riverside 2006). The surveys determined that while suitable burrows are present on the project site, no burrowing owl or burrowing owl sign (i.e., pellets, whitewash, feathers) were observed within the study area. Therefore, burrowing owl is currently considered absent from the project site and construction of the proposed project is not anticipated to result in direct or indirect impacts to burrowing owl. However, due to the continued presence of suitable habitat there is still a potential for this species to move onto the site prior to construction, particularly if construction begins while owls are wintering in the region or in spring during their breeding season. Potential project impacts to burrowing owls would be considered significant if it is determined there are active burrowing owl burrows within 500 feet of the project site, or burrowing owls wintering on site. Therefore, implementation

of Mitigation Measure (MM) BIO-1 shall be required to reduce impacts to less than significant by conducting pre-construction surveys and implementing additional avoidance measures. MM-BIO-1 replaces PVCCSP EIR mitigation measure MM Bio 2 for the proposed project.

The project site and the surrounding commercial and industrial development do not contain habitat or native vegetation capable of supporting any additional species that are identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or protected by the CDFW or U.S. Fish and Wildlife Service (see Potential To Occur Tables in Appendix B-1, Biological Resource Attachments). The sandy soils found within the study area have been altered and compacted due to previous ground-disturbing activities, and can no longer support special status wildlife and plant species. Additionally, due to the surrounding developed habitat, the likelihood of species dispersal, whether plants or wildlife, from surrounding areas to the project site is extremely low given the presence of development surrounding the project site on all sides. Therefore, the proposed project would result in less-than-significant impacts to any other special-status plant or wildlife species.

MM-BIO-1 Consistent with the requirements of the Multiple Species Habitat Conservation Plan (MSHCP), a pre-construction clearance survey shall be conducted within 30 days prior to ground-disturbing project activities, following the methodology prescribed in the MSHCP Burrowing Owl Survey Instructions. The single-day survey will consist of walking pedestrian transects within all suitable habitat on site and within a 500-foot buffer, searching for burrowing owl or signs of active use (i.e., pellets, whitewash). If no burrowing owl is observed or detected no further avoidance or mitigation measures are needed.

If active burrows are identified during the pre-construction survey, a suitable buffer shall be established around the burrows for avoidance and shall remain in place for the duration the burrow is considered active. Construction activities may occur in other portions of the project site outside of the buffer. Additionally, a biological monitor shall be on site during construction activities that occur in close proximity to the buffer to ensure no harassment or encroachment into the buffer occurs. If complete avoidance of the active burrow and buffer is infeasible then additional measures shall be required to avoid direct take of a burrowing owl.

If burrowing owls occupy the project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the California Department of Fish and Wildlife (CDFW). Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The project area shall be monitored daily for 1 week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow.

In the event that more than three pairs of burrowing owl are observed within a project site during pre-construction surveys, 90% of the suitable habitat within that specific project site will require conservation and avoidance until the conservation goals for burrowing owl under the MSHCP have

been met. If 90% cannot be avoided, then a Determination of Biologically Equivalent or Superior Preservation (DBESP) will be required for impacts to burrowing owl. The DBESP will require appropriate avoidance, minimization, and mitigation measures necessary to reduce impacts to burrowing owl and provision of a biological equivalent or superior preservation for the long-term conservation of the species. The avoidance, minimization, and mitigation measures will be consistent with MSHCP requirements and will be based on the 2012 CDFW staff report in consultation with CDFW.

If off-site purchase of mitigation land is required, mitigation credits from a City of Perris and CDFW-approved mitigation bank, such as the Mojave Desert Tortoise Conservation Bank or similar conservation agency, will be purchased. In addition, if no credits are available, new conservation lands with owls or owl habitat may be purchased and secured as new conservation lands.

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

No Impact. Non-native grasses and ruderal vegetation cover the majority of the project site, with a row of eucalyptus trees on the northern edge of the project site. While the project site has limited native vegetation present, the project site does not contain any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or U.S. Fish and Wildlife Service. Additionally, there are no natural drainages or watercourses on the project site that could support riparian habitat. Therefore, there would be no impact to riparian habitat or other sensitive natural communities, and no mitigation is required.

c) Would the project 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?

No Impact. The project site is significantly disturbed and surrounded by development. There are no natural drainages or surface water present on or immediately adjacent to the project site. Soils on the project site are mapped as sandy loam but have been significantly altered due to previous development/demolition activities and agricultural uses on the site, thereby reducing the potential for wetlands to occur. Additionally, there are no surface depressions or other natural feature that would support water flow or ponding to create a wetland.

A stormwater catch basin is located on the eastern portion of the project site, adjacent to Perris Boulevard, that was installed to function as a stormwater collection system for the project site and adjacent paved road. This catch basin is concrete lined with scattered debris and non-native vegetation. Collected nuisance flows are directed towards the underground stormwater system in the City. This stormwater catch basin does not contain any riparian habitat or wetland characteristics, nor does it convey the flow of water within an aboveground potentially jurisdictional feature. Additionally, this basin will be incorporated into the project design and will not be impacted.

Based on the assessment of waters on the project site, no hydrology, hydric soils, or hydrophytic vegetation are present, eliminating the potential for state or federally protected waters and wetlands to occur on the project site. Therefore, the project would result in no impact to state or federally protected waters or wetlands.

d) Would the project 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?

Less-than-Significant Impact With Mitigation Incorporated. Wildlife movement corridors, also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. The project site does not contain any greenbelts for wildlife movement or native vegetation and undeveloped land capable of supporting the movement of wildlife, particularly corridors that facilitate movement of species between larger stands of native habitat.

Construction of the project would involve the removal of a stand of eucalyptus trees on the north edge of the project site that may provide nesting sites for birds. Birds and their nests are protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3500 et seq. If construction activities were to occur during the nesting season (typically between February 1 and September 1), the project applicant would be required to conduct pre-construction nesting bird surveys to ensure that no nests are located within the ornamental trees adjacent to the project site, in accordance with California Fish and Game Code Sections 3503, 3503.5, 3513, and 3800 and PVCCSP EIR mitigation measure MM Bio 1. Compliance with existing regulations and PVCCSP EIR mitigation measure MM Bio 1would ensure that the project would result in less-than-significant impacts to the movement of potential migratory bird species.

PVCCSP MM Bio 1: In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCCSP implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less-than-Significant Impact. City of Perris Municipal Code Section 12.12.030 prohibits the removal of any tree planted in the right-of-way of any City street or on City property without first obtaining a permit. Additionally, Municipal Code Section 19.71.050 protects from damage and unauthorized removal public trees and some private trees that contribute to the City's urban canopy cover and do not fall into the category of hazardous or nuisance trees. Public trees are defined as street trees within the public right-of-way, trees incorporated into City-themed identification and/or enhancements to freeway overpasses (such as embankments on state-owned property), and public trees located on other types of City-owned or controlled land. Protected privately owned trees include trees required as a project condition of approval

and trees on environmentally sensitive land, including, but not limited to, open space, flood zones, MSHCP conservation areas, and areas to be included within the City's future trail system.

Implementation of the project would result in the removal of several eucalyptus trees; however, because these trees are located on private property, were not planted as a condition of public approval (the existing eucalyptus trees were planted for agricultural purposes approximately 82+ years ago), and are not located on environmentally sensitive land (as discussed throughout this IS/MND), their removal would not conflict with the City's tree preservation policies. Moreover, the project would involve the planting of a variety of trees, shrubs, and plants in the landscape areas throughout the project site. Therefore, the project would result in a less-than-significant impact with regard to conflicting with local policies or ordinances protecting biological resources.

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

Less-than-Significant Impact with Mitigation Incorporated. This section addresses the consistency of the proposed project with the requirements of the MSHCP. The project site is located within the San Jacinto Valley Area Plan, which has portions of 12 conservation areas: Proposed Constrained Linkage 20, Proposed Constrained Linkage 21, Proposed Core 3, Proposed Core 4, Proposed Core 5, Proposed Linkage 11, Proposed Linkage 14, Proposed Noncontiguous Habitat Block 5, Proposed Noncontiguous Habitat Block 6, Proposed Noncontiguous Habitat Block 7, Existing Constrained Linkage C, and Existing Core J. The project site is not located within any of these mapped conservation areas, linkages, or core areas.

Chapter 6 of the MSHCP outlines additional implementation measures with which permittees must comply. The relevant sections of the MSHCP, requirements, and proposed project's consistency with the requirements are outlined below.

- MSHCP Section 6.1.2, Riparian/Riverine and Vernal Pool Habitat
- MSHCP Section 6.1.3, Narrow Endemic Plant Species
- MSHCP Section 6.1.4, Urban Wildlands/Interface Guidelines
- MSHCP Section 6.3.2, Additional Survey Requirements

By preparing the following analysis, the project has complied with PVCCSP EIR mitigation measure Bio 4, which requires project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP.

MSHCP Section 6.1.2, Riparian/Riverine and Vernal Pool Habitat

The MSHCP defines riparian/riverine areas as "lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." In addition, riverine areas (streams) include areas that "do not contain riparian vegetation, but that have water flow for all or a portion of the year, and contain biological functions and values that contribute to downstream habitat values for covered species inside the MSHCP Conservation Area."

Riparian/Riverine Habitat

A stormwater catch basin occurs in the eastern portion of the project site. This basin functions as a stormwater basin that conveys runoff from adjacent upland areas into the stormwater system to prevent flooding. This basin is concrete lined and does not contain any riparian or riverine habitat as it does not function as a drainage or connect to a potentially jurisdictional feature. Additionally, the basin does not contribute to downstream habitat values for covered species inside the MSHCP Conservation Area. Therefore, by definition the stormwater catch basin does not meet the MSHCP definition of riparian/riverine areas, and no additional steps are required under the MSHCP.

Vernal Pools and Fairy Shrimp Habitat

There are no soils associated with vernal pools within the project site, including clay soils or soils of the Willows/Travers/Domino series. No stock ponds, ephemeral pools, or other similar features that would provide potential habitat were observed during biological surveys within the study area.

The stormwater catch basin located in the eastern portion of the study area temporarily contains water only during storm events and therefore would not support vernal pool species that are dependent on the alternation of seasonal drying and ponding. Outside of the stormwater catch basin, no other undeveloped areas showed signs of inundation even after recent rainfall or showed indicators of prolonged ponding that would support vernal pools and fairy shrimp habitat. Additionally, based on the soils present and the history of the site, the project site does not support vernal pools or fairy shrimp habitat.

MSHCP Section 6.9.2, Narrow Endemic Plant Species

The project site is not mapped within the survey area for any narrow endemic plant species and the project site is significantly disturbed with no native vegetation or natural habitats. Additionally, no narrow endemic plant species or other rare plants were found on the study area. Due to the lack of suitable habitat to support narrow endemic plant species, no additional actions are required.

MSHCP Section 6.9.3, Urban/Wildlands Interface Guidelines

As discussed above, the project site is not located within any Core areas and does not overlap any Criteria Cells. Development within or in proximity to MSHCP Conservation Areas requires compliance with the MSHCP Section 6.1.4, Urban/Wildlands Interface Guidelines, to address potential indirect effects. Standard construction best management practices (BMPs) and construction-related minimization measures to control dust, erosion, and runoff, including, but not limited to, straw bales and silt fencing, will be implemented during the proposed project improvements to minimize these effects. Specific elements addressed in the proposed project design include the following:

Drainage. The project would not adversely alter the quantity or quality of runoff discharged to the MSHCP Conservation Area. An isolated stormwater catch basin occurs in the eastern portion of the project site that receives upland stormwater flows and outlets to the storm drain system during high flows. Therefore, no drainage flows will enter into or adversely affect the MSHCP Conservation Areas to the north and further to the east within Lake Perris.

Toxics. There would be no change to the handling and use of toxic chemicals (such as pesticides and fertilizers) currently used on the project site. As a result, no toxic discharges that would adversely affect the MSHCP Conservation Area are anticipated.

Lighting. There would be no change to the use or type of night lighting currently used on the project site. As a result, no adverse lighting effects to the MSHCP Conservation Area are anticipated.

Noise. Noise levels during and after construction will not exceed residential noise standards. The proposed improvements will complement the project design and not result in adverse noise effects to the MSHCP Conservation Area.

Invasives. There would be no change to the use or type of landscaping currently used on the project site. Use of non-native, invasive plant species would be avoided. As a result, no adverse invasive effects to the MSHCP Conservation Area are anticipated.

Barriers. There would be no change to the use or type of fencing currently used on the project site. As a result, no adverse barrier effects to the MSHCP Conservation Area are anticipated.

Grading and Land Development. Land clearing and minor grading is anticipated to implement the proposed project. However, standard construction BMPs and construction-related minimization measures will be implemented to minimize potential dust, erosion, and runoff effects. Additionally, no manufactured slopes within the MSHCP Conservation Area are proposed as part of the project design. As a result, no adverse grading effects to the MSHCP Conservation Area are anticipated.

The proposed project would not result in long-term adverse edge effects that may affect biological resources within areas proposed for conservation for the MSHCP that are located in off-site areas. The project would not facilitate unauthorized public access, domestic animal predation, illegal trespass, or dumping into any MSHCP Conservation Areas. Therefore, the proposed project is consistent with the MSHCP Urban/Wildlands Interface Guidelines.

MSHCP Section 6.9.4, Additional Survey Requirements

The project site is located within a survey area for burrowing owl. A focused survey for burrowing owl was conducted by Dudek in August 2020, as described previously. No other additional focused survey areas were mapped for the study area according to the MSHCP. The results of the survey were negative; therefore, burrowing owl is currently considered absent from the study area. However, due to the presence of suitable burrows and habitat, there is a potential for burrowing owl to move onto the site prior to construction and a pre-construction survey should be conducted. Project implementation of MM-BIO-1 would reduce impacts to less than significant.

3.5 Cultural Resources

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

The following analysis is based in part on the Cultural Resources Report for the Perris Boulevard and Morgan Street Industrial Park Project, City of Perris, Riverside County, California, prepared by Dudek in October 2020 (Appendix C).

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less-than-Significant Impact. As part of preparing the Cultural Resources Report (Appendix C) for the proposed project, a records search to identify previously documented historic resources was conducted. This search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility. In addition, the search involved a review of the City Clerk's Office, Riverside County Building and Safety Department, and historical aerials and maps.

The project site encompasses three parcels (APNs 303-080-017, 303-080-007, and 303-080-018) southwest of the intersection of North Perris Boulevard and Morgan Street that total approximately 14.8 acres. These parcels were previously developed as an agricultural property and residence, but all buildings were subsequently demolished. The only remaining built environment feature is the eucalyptus tree row lining the south side of Morgan Street. The remainder of the lot is mostly bare soil surface, though this was previously agricultural land and is assumed to have been vigorously disturbed by planting, tilling, and machinery.

A pedestrian survey of the project area was conducted on June 12, 2020, to assess historic-age built-environment resources. As a result of the pedestrian survey for historic built-environment resources, one historic-age feature, a eucalyptus tree row/windbreak over 45 years of age, was identified, surveyed, and recorded. California Department of Parks and Recreation Series 523 Forms were prepared for all built-environment resources and are provided in Appendix C.

A property significance evaluation, which focused on the eucalyptus tree row/windbreak, was prepared by Dudek Architectural Historian Samantha Murray, MA, who meets the Secretary of the Interior's Professional

Qualification Standards for architectural history. The evaluation considered both NRHP and CRHR significance criteria and integrity requirements.

As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the NRHP or CRHR, has been identified as significant in a historical resource survey, or is listed on a local register of historical resources.

The criteria for listing resources in the CRHR were developed to be in accordance with previously established criteria developed for listing in the NRHP. Thus, the criteria listed below is expressed in accordance with the NRHP criteria. According to California Public Resources Code, Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad pattern of our history
(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

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for the purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

In compliance with CEQA, the properties containing built-environment resources were evaluated under the four CRHR criteria outlined above, as well as local landmark criteria. As detailed in Appendix C, the eucalyptus tree row/windbreak does not meet the criteria for listing in the CRHR and does not qualify as a historical resource under CEQA. No other potential historical resources were identified during the site survey and background research. Therefore, impacts associated with historical resources would be less than significant.

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

Less-than-Significant Impact With Mitigation Incorporated. An archaeological records search was conducted by Dudek at the Eastern Information Center at the University of California, Riverside. The Cultural Resources Report prepared by Dudek (Appendix C) includes the following components: (1) a California Historical Resources Information System records search conducted at the Eastern Information Center addressing the proposed project site plus a 1-mile radius surrounding the project location, (2) a review of the California Native American Heritage Commission's Sacred Lands File, (3) an intensive pedestrian survey of the project site for cultural resources, (4) evaluation of one windbreak feature over 45 years old for historical significance, and (5) associated recommendations.

The Cultural Resources Report found that although no resources were recorded within the project boundaries (Area of Potential Effect [APE]), the records search identified 16 cultural resources within 1 mile of the APE. These resources consist almost entirely of historic resources with only one prehistoric ceramic scatter (Appendix C). The Cultural Resources Report also indicated that there has been a total of 51 cultural resource studies conducted within a 1-mile radius of the APE, six of which covered portions of the APE. The previous studies on and near the APE did not identify any resources within the project site.

Dudek archaeologists conducted an intensive pedestrian survey on June 17, 2020, using standard archaeological procedures and techniques. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory. Pedestrian transects were spaced at 10-meter intervals. Ground disturbances were also visually inspected for exposed subsurface materials and to record locational information. No artifacts were collected during the surveys. In addition to the archaeology survey, a pedestrian survey was conducted of the project area on June 12, 2020, for historic age built-environment resources. During the survey, all buildings and structures constructed over 45 years ago were surveyed and recorded.

The archaeological survey focused efforts on areas surrounding the installed concrete pads and features. Ground surface visibility within the vacant parcels was excellent as both parcels were recently disked and/or plowed. Soils within these areas is fairly homogeneous and comprises a tan to light brown, fine to coarse-grained sandy silt that is poorly sorted with inclusions of small- to medium-sized rounded and sub-angular cobbles. These parcels were heavily disturbed by routine disking for vegetation control and bioturbation and were possibly used for illegal dumping, as evidenced by a dense scatter of modern refuse throughout.

No cultural material was observed within the project site. Surveyors observed a widely dispersed modern refuse scatter of material that did not appear to be from discrete deposits within a primary depositional location. Ground surface visibility was considered moderate to good. In the small areas where grasses and weeds were more dense, surveyors used boot scrapes every 10 feet to visualize the ground surface when necessary.

Based on this information, and because of the disturbed nature of the project area, the archaeological sensitivity of the project site is considered to be low. However, it is always possible that intact archaeological deposits could be present at subsurface levels. For this reason, the project site should be treated as potentially sensitive for archaeological resources. Therefore, MM-CUL-1 is required to reduce potential impacts to unanticipated archaeological resources to a less than significant level. MM-CUL-1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4.

MM-CUL-1 Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage

cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

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

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

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

The project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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

If any Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) *in situ* and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis 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-CUL-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts 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 tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

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

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less-than-Significant Impact With Mitigation Incorporated. The project site has been historically used for agriculture and has since been vacant. No known cemetery has occurred at the project site, and the project area is not expected to contain human remains, including those interred outside of formal cemeteries. However, it is possible that unanticipated archaeological discoveries, including human remains, could be encountered subsurface during ground-disturbing activities associated with construction of the proposed project. With the implementation of MM-CUL-2, potential impacts to unknown human remains on site as a result of project construction would be reduced to less than significant. MM-CUL-2 replaces PVCCSP EIR mitigation measure MM Cultural 6.

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

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

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

3.6 Energy

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

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-Significant Impact. The electricity and natural gas used for construction of the proposed project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

Construction

Electricity

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by Southern California Edison (SCE). The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption.

Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A-1 lists the assumed equipment usage for each phase of construction. Energy calculations are included in Appendix D.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO_2) emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Construction is estimated to occur in 2021 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2019). The estimated diesel fuel usage from construction equipment is shown in Table 3.6-1.

Table 3.6-1. Construction Equipment Diesel Demand

Phase	Pieces of Equipment	Equipment CO_2 (MT)	kg/CO_2/Gallon	Gallons
Site Preparation	7	16.72	10.21	1,637.39
Grading	8	40.87	10.21	4,003.06
Building Construction	9	214.26	10.21	20,985.72
Paving	6	20.02	10.21	1,961.17
Architectural Coating	1	3.83	10.21	375.11
			Total	28,962.45

Sources: Pieces of equipment and equipment CO_2 (Appendix A-1); energy calculations (Appendix D); kg/CO_2/Gallon (The Climate Registry 2019).

Notes: CO_2 = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips are estimated by converting the total CO_2 emissions from each construction phase to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline and vendor vehicles are assumed to be diesel. The project does not include haul truck trips since soils would be balanced on site.

Calculations for total worker and vendor truck fuel consumption are provided in Tables 3.6-2 and 3.6-3.

Table 3.6-2. Construction Worker Gasoline Demand

Phase	Trips	Vehicle MT CO_2	kg/CO_2/ Gallon	Gallons
Site Preparation	180	0.80	8.78	91.12
Grading	300	1.33	8.78	151.82
Building Construction	45,140	200.61	8.78	22,848.82
Paving	320	1.42	8.78	161.98
Architectural Coating	1,500	6.67	8.78	759.27
			Total	**24,013.01**

Sources: Trips and vehicle CO_2 (Appendix A-1); energy calculations (Appendix D); kg/CO_2/Gallon (The Climate Registry 2019).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

Table 3.6-3. Construction Vendor Diesel Demand

Phase	Trips	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Site Preparation	0	0.00	10.21	0.00
Grading	0	0.00	10.21	0.00
Building Construction	17,760	216.65	10.21	21,219.22
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
			Total	**21,219.22**

Sources: Trips and vehicle CO_2 (Appendix A-1); energy calculations (Appendix D); kg/CO_2/Gallon (The Climate Registry 2019).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

In summary, construction of the project is anticipated to consume 24,013 gallons of gasoline and 74,195 gallons of diesel over the course of 12 months. By comparison, Countywide total petroleum use by vehicles is expected to be 986.8 million gallons per year by 2021 (CARB 2020).

Summary

The electricity and natural gas used for construction of the project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Construction is anticipated to consume 24,013 gallons of gasoline and 74,195 gallons of diesel. This would be a fraction of the petroleum that would be consumed in California and Countywide over the course of the construction period. In addition, diesel equipment would

also be subject to the CARB's Airborne Toxic Control Measures for in-use off-road diesel fleets. Therefore, impacts to energy resources during construction would be less than significant.

Operation

Electricity

The operation of the project would require electricity for multiple purposes, including cooling, lighting, appliances, and powering various equipment, such as electric forklifts. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs presented in Appendix A-1 and energy calculations included in Appendix D.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. Nevertheless, to be conservative, the 2016 Title 24 standards are assumed within CalEEMod (CAPCOA 2017) for this analysis. According to these estimations, the project would consume approximately 5,513,935 kilowatt-hours per year during operation (Appendix A-1). The non-residential electricity demand in 2018 was 8,295,965,387 kilowatt-hours (8,296 gigawatt-hours) for the County (CEC 2019a). As such, the project would have a negligible impact on demand for the County and SCE.

Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances and natural gas forklifts. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 4,561,383 thousand British thermal units per year. The non-residential natural gas consumption in 2018 was 32,178,432 thousand British thermal units for the County (CEC 2019b).

Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of the yard truck and motor vehicles traveling to and from the project site.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A-1 (calculation spreadsheets) and as discussed in Section 3.3 and Section 3.8, Greenhouse Gas Emissions, the annual VMT attributable to the project is expected to be 2,193,358 miles. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total CO_2 emissions from operation of the project to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel. Mobile source emissions were estimated using EMFAC2017.

Calculations for annual mobile source fuel consumption are provided in Table 3.6-4.

Table 3.6-4. Annual Mobile Source Petroleum Demand

Fuel	Vehicle MT CO_2	kg/CO_2/Gallon	Gallons
Gasoline	1,930.79	8.78	219,907.34
Diesel	1,278.46	10.21	125,216.80
		Total	**345,124.14**

Sources: Trips and vehicle CO_2 (Appendix A-1); energy calculations (Appendix D); kg/CO_2/Gallon (The Climate Registry 2019).
Notes: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram

By comparison, California as a whole is expected to consume approximately 18.1 billion gallons of petroleum per year by 2022 (CARB 2020). Countywide total petroleum use by vehicles is expected to be 972.0 million gallons per year by 2022 (CARB 2020).

Summary

Statewide emission reduction measures proposed in the CARB-adopted amendments to the Pavley regulations include measures aimed at reducing GHG emissions associated with transportation.

CARB has adopted a new approach to passenger vehicles—cars and light trucks—by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2017).

The project would create additional electricity and natural gas demand by adding warehouse facilities. New facilities associated with the project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of nonresidential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project would be subject to the State Building Energy Efficiency Standards. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less

petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project would be subject to and would comply with the 2019 California Building Code Title 24 (24 CCR Part 6). The project would not conflict with existing energy standards and regulations. As discussed under the previous thresholds, the project would result in an increased demand for electricity, natural gas, and petroleum. Design features would reduce the project's energy consumption by what is required by the 2019 California Building Code Title 24 standards. The efficiency standards apply to new construction of both residential and nonresidential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In addition, it is expected that the Safer Affordable Fuel-Efficient Vehicle Rule will increase stringency of Corporate Average Fuel Economy and CO_2 emissions standards by 1.5% each year through model year 2026 (NHTSA 2020). Over the lifetime of the project, the fuel efficiency of the vehicles being used by the employees and delivery vehicles is expected to increase. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California (CARB 2011). As such, operation of the project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy. As such, petroleum usage associated with operation of the project is anticipated to decrease due to a reduction in VMT in the region and due to advances in fuel economy over time. Vehicles used by the project would be required to comply with the applicable rules and regulations. Therefore, impacts related to regional energy supplies and capacity during project operation would be less than significant.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The following analysis is based, in part, on the Geotechnical Investigation Report, Proposed Warehouse Development, SW Corner of Morgan Street and Perris Boulevard, Perris, California, prepared by NorCal Engineering in March 2020 (Appendix E). By submitting the Geotechnical Investigation Report, the project has complied with PVCCSP EIR mitigation measure MM Geo 1, which requires the project proponent of the implementing development project to 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. Additionally, a portion of the following analysis is based on the Paleontological Resources Review Memorandum prepared by Dudek in August 2020 (Appendix F).

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most 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.

Less-than-Significant Impact. The Alquist-Priolo Earthquake Zoning Act (Alquist-Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault

rupture. The Alquist-Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. According to the California Department of Conservation, the project site is not located in an Alquist-Priolo Earthquake Fault Zone (DOC 2020b). The closest faults are the El Casco Fault Zone and the Lakeview Fault Zone, located approximately 7.5 and 7.58 miles to the east, respectively. Additionally, as stated in the Geotechnical Investigation Report prepared for the project, the proposed development lies outside of any Alquist-Priolo Special Studies Zones and the potential for damage due to direct fault rupture is considered unlikely. Therefore, potential impacts associated with a rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map are considered less than significant.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. Similar to other areas located in seismically active Southern California, the City is susceptible to strong ground shaking during an earthquake. However, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, and the site would not be affected by ground shaking more than any other area in this seismic region. The closest faults are the El Casco Fault Zone and the Lakeview Fault Zone, located approximately 7.5 and 7.58 miles to the east, respectively. Appropriate measures to mitigate and minimize the effects of earthquakes and other geotechnical hazards are included in the California Building Code, with specific provisions pertaining to seismic load and design. The design and construction of the project, in accordance with the California Building Code, would minimize the adverse effects of strong ground shaking to the greatest degree feasible during an earthquake. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Soil liquefaction is a seismically induced form of ground failure that has been a major cause of earthquake damage in Southern California. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain such as an earthquake. Liquefaction usually occurs when the underlying water table is 50 feet or less below the surface. According to the Geotechnical Report prepared for the project, given that groundwater depths are in excess of 50 feet below ground surface at the project site, the potential for liquefaction is considered low (Appendix E). Therefore, impacts associated with liquefaction would be less than significant.

iv) Landslides?

No Impact. The project site, and land within the surrounding area, is relatively flat and lacks any hillsides or other natural topographic features typically susceptible to landslides. Therefore, no impacts associated with landslides would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities must comply with all applicable federal, state, and local

regulations for erosion control. The project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

Since project construction activities would disturb 1 or more acres, the project must adhere to the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The NPDES Construction General Permit requires implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include construction features for the project (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Upon compliance with these standard regulatory requirements, the project would not be anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, short-term impacts to soil erosion and topsoil loss during construction activities would be less than significant.

Upon completion of construction, the majority of the project site would be paved and developed with three industrial/warehouse buildings. Therefore, long-term impacts associated with substantial soil erosion or the loss of topsoil during operation of the project would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-than-Significant Impact. As discussed in Section 3.7(a)(iii), the project site is located in area that has been determined to have a low potential for liquefaction. Additionally, the project site is located in an area that is relatively flat and it is not near any areas that possess potential landslide characteristics. Further, the project would comply with the most recent version of the California Building Code, which contains universal standards related to the project site's specific soil characteristics. Compliance with the California Building Code would ensure the structural integrity in light of seismic-related issues experienced at the project site. Additionally, the site-specific geotechnical investigation specifies grading and compaction measures that are designed to further reduce the potential to expose people or structures to substantial risk of loss or injury due to unstable geologic units or soils (Appendix E). Therefore, impacts would be less than significant.

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

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

The project's site-specific geotechnical investigation (Appendix E) included an analysis of on-site soils. According to the geotechnical investigation, the expansion potential of near-surface soils at the project site is low. Notwithstanding, to ensure all potential impacts relating to on-site soils are adequately addressed,

the geotechnical investigation provided additional grading and compaction measures to further reduce the potential to cause risks to life or property. Therefore, impacts associated with expansive soils would be less than significant.

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

No Impact. The project would connect to the existing system and would not require use of a septic tank. Therefore, impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would not occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact with Mitigation Incorporated. The project area is mapped as being underlain by Holocene (less than approximately 11,700 years old) surficial Quaternary alluvium (map unit Qa) sourced from hills composed of igneous bedrock occurring to the west, according to published, surficial geological mapping at a 1:24,000 scale (Appendix F). Pleistocene (approximately 2.58 million to 11,700 years old) alluvial deposits are mapped at the surface in the hills west of the project area (Appendix F). The younger alluvial deposits have a low paleontological resource sensitivity at the surface and at shallow depths; however, older, Pleistocene age, Quaternary alluvial deposits presumably underlie the younger alluvial deposits. Pleistocene or Ice-Age alluvial deposits have produced scientifically significant vertebrates in the region and have a high paleontological resource sensitivity (Appendix F).

The County of Riverside General Plan Paleontological Sensitivity Map was also reviewed for relative sensitivity. The County of Riverside General Plan Paleontological Sensitivity Map indicates high sensitivity in this area (County of Riverside 2020). The high sensitivity (County of Riverside, High B) is mapped within the extent of the project area. This sensitivity classification is based on geologic units with the potential to encounter paleontological resources at depths of 4 feet or greater below the surface.

Scientifically significant paleontological resources have been recovered from correlative Pleistocene old alluvial deposits elsewhere in the County and include recorded fossil collecting localities. These localities have yielded fossils of terrestrial mammals (e.g., mammoths, mastodons, ground sloths, dire wolves, sabre-toothed cats, large and small horses, large and small camels, and bison), in addition to plant macro- and micro-fossils and microvertebrate fossils (Appendix F).

Older Quaternary alluvial deposits, characteristically reddish-brown in color, have been known to produce Ice-Age mammals in the project vicinity and throughout the County, as confirmed by the records search results obtained from the Natural History Museum of Los Angeles County (LACM) (Appendix F). According to the LACM, their closest fossil locality is LACM 5168, which produced a fossil specimen of horse (*Equus*) south of the project area, around Railroad Canyon Reservoir. Further south-southwest of the project area, localities LACM (CIT) 572 and LACM 6059 yielded specimens of fossil horse and camel (*Camelops hesternus*). A third locality, LACM 4540, from the gravel pits west of Jack Rabbit Trail and east-northeast of the project area, yielded the remains of an extinct horse (Appendix F).

No paleontological resources were identified within the project area as a result of the institutional records search or desktop geological review. However, intact paleontological resources may be present below the original layer of younger, Holocene age alluvial deposits. Given the proximity of past fossil discoveries in

the surrounding area and the underlying older Pleistocene age deposits, the project area is highly sensitive for supporting paleontological resources at depth. In the event that intact paleontological resources are located on the project area, ground-disturbing activities associated with construction of the project, such as grading during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of MM-GEO-1, impacts would be reduced to below a level of significance. Impacts of the proposed project are considered less than significant with mitigation incorporated during construction. MM-GEO-1 replaces PVCCSP EIR mitigation measure MM Cultural 5.

MM-GEO-1 Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the 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.

3.8 Greenhouse Gas Emissions

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

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

Short-Term Construction Emissions

Less-than-Significant Impact. Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. As previously stated, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime; therefore, the total construction GHG emissions were calculated, amortized over 30 years, and then compared to the SCAQMD operational GHG screening level threshold for stationary source/industrial projects of 10,000 metric tons of carbon dioxide equivalent (MT CO_2e) per year.

CalEEMod was used to estimate GHG emissions during construction. Construction of the project is anticipated to last up to 12 months. On-site sources of GHG emissions include off-road equipment and off-site sources include on-road vehicles (haul trucks, vendor trucks, and worker vehicles). Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emission sources.

Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	CO_2e
	Metric Tons			
2021	723.19	0.10	0.00	725.65
Annualized emissions over 30 years (metric tons per year)				**24.19**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix A-1 for complete results.

As shown in Table 3.8-1, the estimated total GHG emissions during construction would be approximately 726 MT CO_2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 24 MT CO_2e per year. As with project-generated construction air quality pollutant emissions,

GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is determined by adding the amortized construction emissions to the operational emissions and comparing them to the operational threshold.

Long-Term Operational Emissions

Less-than-Significant Impact. CalEEMod was used to estimate potential project-generated operational GHG emissions from area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, off-road equipment, solid waste, and water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the project. For additional details, see Appendix A-1 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas and electricity), and mobile sources. Operational year 2022 was assumed, consistent with the project's Traffic Impact Analysis.

Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 3.3(b) for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and little to no GHG emissions.

Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the project's land uses. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or thousand British thermal units for natural gas) for CO_2 and other GHGs. Annual natural gas and electricity emissions were estimated in CalEEMod using the emissions factors for SCE, which would be the energy source provider for the project. CalEEMod default assumptions were used for electricity and natural gas use. The project would not have cold storage.

CalEEMod default energy intensity factors (CO_2, methane, and nitrous oxide mass emissions per kilowatt-hour) for SCE are based on the value for SCE's energy mix in 2012. Senate Bill (SB) X1 2 established a target of 33% from renewable energy sources for all electricity providers in California by 2020, and SB 350 calls for further development of renewable energy, with a target of 50% by 2030. The CO_2 emissions intensity factor for utility energy use in CalEEMod was adjusted consistent with SCE's 2018 Corporate Sustainability Report (SCE 2019).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. Nevertheless, to be conservative, the 2016 Title 24 standards are assumed within CalEEMod (CAPCOA 2017) for this analysis.

Mobile Sources

All details for criteria air pollutants discussed in Section 3.3(b) are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and U.S. Environmental Protection Agency have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CARB EMFAC 2017 emission factors for motor vehicles in year 2022.

The project would install 14 electric vehicle charging stations; however, GHG emission reductions from installation of the electric vehicle charging stations were not quantified.

Solid Waste

The project would generate solid waste and therefore would result in CO_2 equivalent emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

Off-Road Equipment

Based on the type of project land use that would be developed, there are additional emission sources that are either not captured in CalEEMod or specifics are not available to accurately estimate emissions using CalEEMod. Because specifics are not available to accurately estimate emissions from most of these anticipated sources under the project, in a good faith effort to include sources typically associated with warehouse/industrial land uses, forklifts and yard trucks are included in the project's emission inventory. Methods and assumptions to estimate these sources of emissions are discussed in Section 3.3.

Table 3.8-2 presents the GHG emissions of the project during operation.

Table 3.8-2. Estimated Annual Operation Greenhouse Gas Emissions

Emissions Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Area	0.02	<0.01	0.00	0.02
Energy	632.26	0.02	<0.01	635.10

Table 3.8-2. Estimated Annual Operation Greenhouse Gas Emissions

Emissions Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
Mobile	3,209.25	0.13	0.38	3,326.80
Waste	61.89	3.66	0.00	153.33
Water	204.89	2.12	0.05	273.28
Off-Road Equipment	937.22	0.30	0.00	944.80
Amortized construction emissions	—	—	—	24.19
			Total	**5,357.52**
			SCAQMD Threshold	*10,000*
			Threshold Exceeded?	**No**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.
See Appendix A-1 for complete results.

As shown in Table 3.8-2, the estimated total GHG emissions during operation of the project would be approximately 5,358 MT CO_2e, including amortized construction emissions. The project would not exceed the stationary source/industrial projects SCAQMD threshold of 10,000 MT CO_2e per year. Projects below this significance criterion have a minimal contribution to global emissions and are considered to have less-than-significant impacts. Therefore, operational impacts associated with directly or indirectly generating a significant quantity of GHG emissions would be less than significant.

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

Consistency with the City of Perris' Climate Action Plan

Less-than-Significant Impact. The City adopted a Climate Action Plan (CAP) on February 23, 2016. The City's CAP serves as a long-range comprehensive plan for reducing GHG emissions that is consistent with AB 32 and implements the goals and policies of the City's General Plan. The City's CAP builds upon the Western Riverside Council of Government's Subregional CAP. The CAP does not identify GHG reduction measures for achieving goals beyond 2020. The CAP is not a qualified GHG emission reduction plan under CEQA Guidelines Section 15183.5; nonetheless, the project's consistency with the City's CAP is discussed. The project's consistency with the local measures included in the City's CAP is summarized in Table 3.8-3.

Table 3.8-3. Project Consistency with the City of Perris' Climate Action Plan

CAP Measure	Proposed Project Consistency
Measure E-1: Energy Action Plans. Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plan.	*Not applicable*. The project would not inhibit the City from adopting local Energy Action Plans.
Measure T-1: Bicycle Infrastructure Improvements. Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails.	*Not applicable*. The project would not inhibit the City from implementing bicycle infrastructure improvements.

Table 3.8-3. Project Consistency with the City of Perris' Climate Action Plan

CAP Measure	Proposed Project Consistency
Measure T-2: Bicycle Parking. Provide additional options for bicycle parking.	*Not applicable*. The project would not inhibit the City from implementing bicycle infrastructure improvements.
Measure T-3: End of Trip Facilities. Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters.	*Not applicable*. The project would not inhibit the City from encouraging non-motorized transportation modes.
Measure T-4: Transit Frequency Expansion. Collaborate with local and regional transit providers to provide more frequent transit in the subregion.	*Not applicable*. The project would not inhibit the City from increasing transit frequency.
Measure T-5: Traffic Signal Coordination. Incorporate technology to synchronize and coordinate traffic signals along local arterials.	*Not applicable*. The project would not inhibit the City from implementing traffic signal coordination.
Measure T-6: Density. Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	*Consistent*. The project would provide jobs to the region.
Measure T-7: Mixed-Use Development. Provide for a variety of development types and uses.	*Consistent*. The project would provide jobs to the region and contribute to the variety of development types in the area.
Measure T-8: Design/Site Planning. Design neighborhoods and sites to reduce vehicle miles traveled.	*Not applicable*. The project would not inhibit the City from designing neighborhoods and sites to reduce vehicle miles traveled.
Measure T-9: Pedestrian-Only Areas. Encourage walking by providing pedestrian-only community areas.	*Not applicable*. The project would not inhibit the City from developing pedestrian-only community areas.
Measure T-10: Limit Parking Requirements for New Development. Reduce requirements for vehicle parking in new development projects.	*Not applicable*. The project would not inhibit the City from reducing vehicle parking requirements for new development projects.
Measure T-11: Voluntary Transportation Demand Management. Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving.	*Not applicable*. The project would not inhibit the City from implementing transportation demand management strategies.
Measure T-12: Accelerated Bike Plan Implementation. Accelerate the implementation of all or specified components of a jurisdiction's adopted bike plan.	*Not applicable*. The project would not inhibit the City from accelerating the implementation of the bike plan.
Measure SW-1: Yard Waste Collection. Provide green waste collection bins community-wide.	*Not applicable*. The project would not inhibit the City from diverting yard waste.
Measure SW-2: Food Scrap and Compostable Paper Diversion. Divert food and paper waste from landfills by implementing collection system.	*Not applicable*. The project would not inhibit the City from implementing food scrap and compostable paper diversion.

Source: City of Perris 2016.

As shown in Table 3.8-3, the project would not conflict with the local strategies outlined in the City's CAP. Furthermore, the project would be subject to the current California Green Building Standards and 2019 Title 24 building energy efficiency standards, which would require energy and water conservation measures.

Consistency with the Southern California Association of Governments' 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy and Connect SoCal

Less-than-Significant Impact. SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. Because the project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the 2016 RTP/SCS are outlined in Table 3.8-4, along with the project's consistency with them.

Table 3.8-4. Project Consistency with the SCAG 2016 RTP/SCS

RTP/SCS Measure	Project Consistency
Preserve the Transportation System We Already Have	*Does not apply.* The project would not inhibit SCAG from preserving the existing transportation system.
Expand Our Regional Transit System to Give People More Alternatives to Driving Alone	*Does not apply.* The project would not inhibit SCAG from expanding the regional transportation system.
Expand Passenger Rail	*Does not apply.* The project would not inhibit SCAG from expanding the passenger rail system.
Improve Highway and Arterial Capacity	*Does not apply.* The project would not inhibit SCAG from improving highway and arterial capacity.
Manage Demands on the Transportation System	*Does not apply.* The project would not inhibit SCAG from managing the demands on the transportation system.
Optimize the Performance of the Transportation System	*Does not apply.* The project would not inhibit SCAG from optimizing the performance of the transportation system.
Promoting Walking, Biking and Other Forms of Active Transportation	*Does not apply.* The project would not inhibit SCAG from promoting walking, biking, and other forms of active transportation.
Strengthen the Regional Transportation Network for Goods Movement	*Consistent.* The project would provide much needed warehousing space to the region.
Leverage Technology	*Does not apply.* The project would not inhibit SCAG from leveraging technology for the transportation system.
Improve Airport Access	*Does not apply.* The project would not inhibit SCAG from improving airport access.
Focus New Growth Around Transit	*Does not apply.* The project would not inhibit SCAG from focusing new growth around transit corridors.
Improve Air Quality and GHG	*Potential conflict*. The project would result in criteria air pollutant and GHG emissions during construction and operation.
Preserve Natural Lands	*Consistent*. The project site is zoned for Light Industrial and is not considered natural lands.

Source: SCAG 2016.

As shown in Table 3.8-4, the project would not conflict with most of the goals within SCAG's 2016 RTP/SCS. The project would conflict with the goal to improve air quality and GHG in the region. However, as shown in Sections 3.3(b) and 3.8(a), the project would not exceed any SCAQMD thresholds and would not result in a substantial amount of air pollutant or GHG emissions.

SCAG has developed Connect SoCal, the 2020–2045 RTP/SCS, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. On May 7, 2020, SCAG's Regional Council adopted Connect SoCal for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020.

Because the project is not growth inducing, this type of consistency analysis does not apply. However, the major goals of the Connect SoCal are outlined in Table 3.8-5, along with the project's consistency with them.

Table 3.8-5. Project Consistency with the Southern California Association of Governments Connect SoCal RTP/SCS

RTP/SCS Measure	Proposed Project Consistency
Encourage regional economic prosperity and global competitiveness.	*Not applicable*. The project would not inhibit SCAG from encouraging regional economic prosperity and global competitiveness.
Improve mobility, accessibility, reliability, and travel safety for people and goods.	*Consistent.* The project would provide much needed warehousing space to the region.
Enhance the preservation, security, and resilience of the regional transportation system.	*Not applicable*. The project would not inhibit SCAG from enhancing the resilience of the regional transportation system.
Increase person and goods movement and travel choices within the transportation system.	*Consistent.* The project would provide much needed warehousing space to the region.
Reduce greenhouse gas emissions and improve air quality.	*Potential conflict*. The project would result in criteria air pollutant and GHG emissions during construction and operation. However, the project would not exceed the SCAQMD mass daily significance thresholds during construction and operation.
Support healthy and equitable communities.	*Not applicable*. The project would not inhibit SCAG from supporting healthy and equitable communities.
Adapt to a changing climate and support an integrated regional development pattern and transportation network.	*Not applicable*. The project would not inhibit SCAG from adapting to a changing climate and support an integrated regional development pattern and transportation network.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	*Not applicable.* The project would not inhibit SCAG from leveraging technology for the transportation system.
Encourage development of diverse housing types in areas that are supported by multiple transportation options.	*Not applicable*. The project would not inhibit SCAG from encouraging development of diverse housing types.
Promote conservation of natural and agricultural lands and restoration of habitats.	*No conflict*. The project would not impact natural lands during construction or operation.

Source: SCAG 2020.

Notes: SCAG = Southern California Association of Governments; GHG = greenhouse gas; SCAQMD = Southern California Air Quality Management District.

As shown in Table 3.8-5, the project would be consistent with almost all applicable measures within the SCAG Connect SoCal RTP/SCS. The project would conflict with the goal to improve air quality and GHG in the region; however, as shown in Sections 3.3(b) and 3.8(a), the project would not exceed any SCAQMD thresholds and would not result in a substantial amount of air pollutants or GHG emissions.

Consistency with CARB's Scoping Plan

Less-than-Significant Impact. The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.[7] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential [GHGs in consumer products]) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 3.8-6 highlights measures that have been, or will be, developed under the Scoping Plan and presents the project's consistency with Scoping Plan measures. The project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the project.

Table 3.8-6. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Consistency
Transportation Sector		
Advanced Clean Cars	T-1	*Consistent.* The project's employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Low Carbon Fuel Standard	T-2	*Consistent.* Motor vehicles driven by the project's employees would use compliant fuels.
Regional Transportation-Related GHG Targets	T-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Advanced Clean Transit	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Last-Mile Delivery	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.

[7] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

Table 3.8-6. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Consistency
Reduction in VMT	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Vehicle Efficiency Measures 1. Tire Pressure 2. Fuel Efficiency Tire Program 3. Low-Friction Oil 4. Solar-Reflective Automotive Paint and Window Glazing	T-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Ship Electrification at Ports (Shore Power)	T-5	*Not applicable.* The project would not prevent CARB from implementing this measure.
Goods Movement Efficiency Measures 1. Port Drayage Trucks 2. Transport Refrigeration Units Cold Storage Prohibition 3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification 4. Goods Movement Systemwide Efficiency Improvements 5. Commercial Harbor Craft Maintenance and Design Efficiency 6. Clean Ships 7. Vessel Speed Reduction	T-6	*Consistent.* The project trucks would be in compliance with the CARB's measure.
Heavy-Duty Vehicle GHG Emission Reduction • Tractor-Trailer GHG Regulation • Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I)	T-7	*Consistent.* The project trucks would be in compliance with the CARB's measure.
Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Proposed Project	T-8	*Not applicable.* The project would not prevent CARB from implementing this measure.
Medium and Heavy-Duty GHG Phase 2	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
High-Speed Rail	T-9	*Not applicable.* The project would not prevent CARB from implementing this measure.
Electricity and Natural Gas Sector		
Energy Efficiency Measures (Electricity)	E-1	*Consistent.* The project would be subject to the current Title 24 and CALGreen standards.
Energy Efficiency (Natural Gas)	CR-1	*Consistent.* The project would be subject to the current Title 24 and CALGreen standards.
Solar Water Heating (California Solar Initiative Thermal Program)	CR-2	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 3.8-6. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Consistency
Combined Heat and Power	E-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Renewables Portfolio Standard (33% by 2020)	E-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Renewables Portfolio Standard (50% by 2050)	N/A	*Not applicable.* The project t would not prevent CARB from implementing this measure.
SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs	E-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Water Sector		
Water Use Efficiency	W-1	*Consistent.* The project would be subject to the current Title 24 and CALGreen standards.
Water Recycling	W-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Water System Energy Efficiency	W-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reuse Urban Runoff	W-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Renewable Energy Production	W-5	*Not applicable.* The project would not prevent CARB from implementing this measure.
Green Buildings		
1. State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings)	GB-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
2. Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*Consistent.* The project would be subject to the current Title 24 and CALGreen standards.
3. Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings)	GB-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
4. Greening Existing Buildings (Greening Existing Homes and Commercial Buildings)	GB-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Industry Sector		
Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	I-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Oil and Gas Extraction GHG Emission Reduction	I-2	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 3.8-6. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Consistency
Reduce GHG Emissions by 20% in Oil Refinery Sector	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
GHG Emissions Reduction from Natural Gas Transmission and Distribution	I-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Refinery Flare Recovery Process Improvements	I-4	*Not applicable.* The project would not prevent CARB from implementing this measure.
Work with the Local Air Districts to Evaluate Amendments to Their Existing Leak Detection and Repair Rules for Industrial Facilities to Include Methane Leaks	I-5	*Not applicable.* The project would not prevent CARB from implementing this measure.
Recycling and Waste Management Sector		
Landfill Methane Control Measure	RW-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
Increasing the Efficiency of Landfill Methane Capture	RW-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Mandatory Commercial Recycling	RW-3	*Consistent.* To the maximum extent practicable, the project would include recycling during both construction and operation, as required by local and state regulations.
Increase Production and Markets for Compost and Other Organics	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Anaerobic/Aerobic Digestion	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Extended Producer Responsibility	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Environmentally Preferable Purchasing	RW-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Forests Sector		
Sustainable Forest Target	F-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
High GWP Gases Sector		
Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing	H-1	*Not applicable.* The project would not prevent CARB from implementing this measure.
SF_6 Limits in Non-Utility and Non-Semiconductor Applications	H-2	*Not applicable.* The project would not prevent CARB from implementing this measure.
Reduction of Perfluorocarbons in Semiconductor Manufacturing	H-3	*Not applicable.* The project would not prevent CARB from implementing this measure.
Limit High GWP Use in Consumer Products	H-4	*Not applicable.* The project would not prevent CARB from implementing this measure.

Table 3.8-6. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

Scoping Plan Measure	Measure Number	Proposed Project Consistency
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	*Not applicable.* The project would not prevent CARB from implementing this measure.
Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
SF_6 Leak Reduction Gas Insulated Switchgear	H-6	*Not applicable.* The project would not prevent CARB from implementing this measure.
40% Reduction in Methane and Hydrofluorocarbon Emissions	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
50% Reduction in Black Carbon Emissions	N/A	*Not applicable.* The project would not prevent CARB from implementing this measure.
Agriculture Sector		
Methane Capture at Large Dairies	A-1	*Not applicable.* The project would not prevent CARB from implementing this measure.

Source: CARB 2008, 2017.
Notes: CALGreen = California Green Building Standards Code; CARB = California Air Resources Board; GHG = greenhouse gas; VMT = vehicle miles traveled; N/A = not applicable; SB = Senate Bill; SF_6 = sulfur hexafluoride; GWP = global warming potential.

Based on the analysis in Table 3.8-6, the project would be consistent with the applicable strategies and measures in the Scoping Plan.

The project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (EO) S-03-05 and SB 32. EO S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby the CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, the CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory toward meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

To begin, the CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of

> renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, the CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-03-05. This is confirmed in the Second Update, which states the following (CARB 2017):

> The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The project is consistent with the GHG emission reduction measures in the Scoping Plan and would not conflict with the state's trajectory toward future GHG reductions. In addition, since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional mitigation measures for the project would be speculative and cannot be identified at this time. The project's consistency would assist in meeting the City's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and EO S-03-05, CARB has also made clear its legal interpretation is that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target by 2030 and EO S-03-05's 80% reduction target by 2050; this legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets.

Based on the considerations previously outlined, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. Therefore, impacts associated with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be less than significant.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☒	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following analysis is based, in part, on the Phase I Environmental Site Assessment (ESA) prepared by Hazard Management Consulting Inc. in March 2020 (Appendix G-1) and the Soil Investigation Report prepared by Hazard Management Consulting Inc. in May 2020 (Appendix G-2).

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Short-Term Construction Impacts

Less-than-Significant Impact With Mitigation Incorporated. In March 2020, a Phase I ESA (Appendix G-1) was prepared by Hazard Management Consulting Inc. in accordance with American Society of Testing and Materials Standards and Standards and Practices for All Appropriate Inquiries. The Phase I ESA covered

the entirety of the project site. Based on the results of the research, available data, and a site survey, the Phase I ESA found four recognized environmental conditions that could pose a hazard to future occupants of the project site, which include the following:

- A release from a former diesel underground storage tank and lack of remediation documentation
- The use and potential disposal of a former septic tank
- The historical use and storage of various chemicals including oils, fuels, pesticides, and herbicides at the site
- The presence of a sump

Based on the findings of the Phase I ESA, a soil investigation report (Appendix G-2) was prepared to assess the potential for the release of hazardous substances at the project associated with the identified recognized environmental conditions. As part of this process, 21 soil borings were taken on the project site in the vicinity of the former underground storage tanks, former farm building pads, and former crop fields. Soil samples were collected at 5 and 15 feet below ground surface near the former underground storage tanks, 1 and 5 feet below ground surface near the former farm building pads, and 1 foot below ground surface in the former crop fields. The samples were screened in the field for stains, odors, and elevated photoionization detector readings.

The results of the soil testing found that the project site includes primarily nondetectable concentrations of pesticides, VOCs, and hydrocarbons. With the exception of one soil sample, sample B9 at 1 foot below ground surface (B9-1), the results of the soil investigation did not detect concentrations of the targeted analytes above their respective practical quantitation limits (Appendix G-2). Sample B9-1 was sampled near the eastern side of a former farm building pad and contained lead concentrations that exceed the allowable limit of lead in soil in a commercial/industrial setting. Concentrations of total petroleum hydrocarbons and other metals (that were below screening levels) were also present in this sample, indicating a moderate surface release of waste oil near the sample location. In order to ensure that this contamination does not threaten the health of future occupants of the project site, MM-HAZ-1 shall be required. MM-HAZ-1 will require the removal and disposal of the soil in the vicinity of Sample B9-1 prior to grading of the site. Implementation of MM-HAZ-1 would ensure that previous contamination would not result in adverse health and safety impacts to workers during construction of the project or to future occupants of the site.

Upon completion of soil remediation efforts in compliance MM-HAZ-1, potentially hazardous materials would likely be handled on the project site as part of project construction. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products required to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project.

Although these materials would likely be stored on the project site, storage would be required to comply with the guidelines set forth by each product's manufacturer and with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, the California Department of Transportation (Caltrans), the Resource Conservation

and Recovery Act, the SCAQMD, and the Los Angeles County Certified Unified Program Agency. Therefore, with implementation of MM-HAZ-1 and with compliance with applicable regulations, short-term construction impacts related to the transport, use, or disposal of hazardous materials would be less than significant.

MM-HAZ-1 Prior to the issuance of building permits, the project applicant shall retain a qualified contractor to remove and dispose of contaminated soil in the vicinity of soil sample B9-1, as identified in the May 2020 Soil Investigation Report, 3562 and 19519 North Perris Boulevard, Perris, California 92570, prepared by Hazard Management Consulting, or any updates to that report. The removal, transport, and disposal of refuse shall be done in accordance with all applicable local, state, and federal guidelines related to hazardous materials handling. A summary of the soil removal and disposal activities shall be provided to the City of Perris within a reasonable timeframe following completion of these activities.

By preparing this analysis, the project has complied with PVCCSP EIR mitigation measure MM Haz 7, which requires that complete characterization of the soil and/or groundwater shall be conducted 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.

Long-Term Operational Impacts

Less-than-Significant Impact. Potentially hazardous materials associated with project operations would include materials used during typical cleaning and maintenance activities. Although these potentially hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the U.S. Environmental Protection Agency, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2020b). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste.

In addition, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Further, as mandated by the Occupational Safety and Health Administration (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. Therefore, long-term operational impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

b) Would the project 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?

Less-than-Significant Impact. Refer to response provided in Section 3.9(a).

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The nearest school to the project site is Val Verde High School (972 Morgan Street), located approximately 0.7 miles west of the project site. In addition, the project would not emit hazardous air emissions. Further, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. As mandated by the Occupational Safety and Health Administration (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. Therefore, no impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials within 0.25 miles of a school would occur.

d) Would the project be located on a site that 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?

No Impact. The Hazardous Waste and Substances Sites list (Cortese List) is a planning document providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List. The Cortese List and other environmental databases were reviewed as part of the Phase I ESA in March 2020 (Appendix G-1). The Phase I ESA did not identify the project site as being present on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Additionally, a review of Cortese List online data resources does not identify hazardous materials or waste sites on the project site or immediately surrounding area (DTSC 2020). Therefore, no impacts associated with Cortese List hazardous materials sites would occur.

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?

Less-than-Significant Impact With Mitigation Incorporated. The project site is located approximately 2.3 miles southeast of the MARB and is subject to the 2014 ALUCP. The 2014 ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks and sets forth development restrictions for each zone to protect property and life. The project site is located within the Inner Approach/Departure Zone (Zone B1) and is also located within Accident Potential Zone II (APZ II). The development/intensity standards as they apply to the project and project site are listed below in Table 3.9-1. Additionally, the project's consistency with these development/intensity standards is provided in Table 3.9-1. As demonstrated in Table 3.9-1, the project would not conflict with applicable development restrictions or cause a significant safety hazard or excessive noise for people working in the project area.

Table 3.9-1. Development/Intensity Standard and Project Consistency

Development/Intensity Standard	Project Consistency
No new residential dwellings allowed.	*Consistent.* The project would not involve the development of residential dwelling units.
Non-residential uses are limited to 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.	*Consistent.* The project involves the development of an approximately 283,179-square-foot warehouse project on a 15.60-acre site. Using the Airport Land Use Compatibility Plan Policy Document– Appendix C – Methods for Determining Concentrations of People, Table C1, for B1-APZ II, the minimum square footage per occupant for warehouse uses is 500 square feet. Assuming 500 square feet per occupant for warehouse space, the proposed buildings could be legally permitted to be occupied by up to 600 occupants (286,892 warehouse square feet/500 square feet per occupant = 567 warehouse occupants). Distributed evenly across the 15.60-acre project site, the project site could support an average intensity of 37 occupants per acre (574 occupants/15.60 acres = 37 occupants per acre). As such, an average intensity of 37 occupants per acre would be consistent with the Compatibility Zone B1 APZ II criterion of 50 people per acre. With regard to the 100 people per single acre limit, assuming 43,560 square feet of warehouse space (43,560 square feet in an acre), the maximum occupancy per acre would be 88 occupants per acre (43,560 square feet/500 square feet per occupant = 88 occupants per acre). Therefore, the project would be consistent with the Compatibility Zone B1 APZ II single-acre intensity criterion of 100 occupants per acre.
Maximum 50% lot coverage within APZ 1 and 2.	*Consistent.* The project would have a 44.6% lot coverage (283,179 square feet/633,443 square feet = 44.7%).
The following uses are prohibited: • Children's schools, day care centers, libraries • Hospitals, congregate care facilities, hotels/ motels, restaurants, places of assembly • Buildings with greater than 2 habitable floors • Hazardous materials manufacture/storage (in APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited). • Noise sensitive outdoor nonresidential uses • Critical community infrastructure facilities, including power plants, electrical substations, and public communications facilities • Hazards to flight. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of	*Consistent.* The project would not involve the development of children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/ motels, restaurants, places of assembly, noise-sensitive outdoor non-residential uses, or critical community infrastructure facilities. The proposed buildings would include a ground-floor level and mezzanine level and would therefore not exceed two habitable floors. Hazardous materials would not be manufactured at the project site, as the proposed buildings are intended to be used for logistics/distribution uses. The project would not feature aboveground or underground storage tanks.

Table 3.9-1. Development/Intensity Standard and Project Consistency

Development/Intensity Standard	Project Consistency
interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. • Uses listed as "N – not compatible" in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base II*	The project would not involve the development of any hazards to flight, such as tall objects or uses that may cause the attraction of birds. Additionally, the project would not protrude into Part 77 Federal Aviation Administration protected airspace. The project would not involve the development of uses listed as not compatible in the 2005 Air Installation Compatible Use Zone Study for March Air Reserve Base II.
Locate structures maximum distance from extended runway centerline	*Consistent.* The project's buildings have been located the maximum distance from the extended runway centerline, with parking and driveway areas located primarily underneath the extended driveway centerline.
Sound attenuation as necessary to meet interior noise level criteria. 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.	*Consistent.* The project would not involve the development of a noise-sensitive use; however, the project would involve the development of office space within the individual industrial buildings. Per the 2014 ALUCP, office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. According to the 2014 ALUCP (County of Riverside 2014), the project site is located in an area inside the 65-70 CNEL aircraft noise contour. The project's buildings would be constructed with materials that inherently provide sound attenuation, including insulated concrete tilt-up panels and weatherproof, glazed, and tempered glass. Construction of the project's buildings with these materials would result in sound attenuation levels well above 25+ dB. Thus, the buildings' office spaces would not be subject to noise levels in excess of 40 dB CNEL and no additional sound attenuation would be required.
Zoned fire sprinkler systems required	*Consistent.* The project's buildings would feature zoned sprinkler systems.
Airspace review required for objects greater than 35 ft. tall. This height criterion is for general guidance. 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. See Countywide Policies 4.3.3 and 4.3.4. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and lighting of certain objects. See Countywide Policy 4.3.6 for details.	*Consistent.* The project would feature a maximum building height of 40 feet. The project would undergo ALUC review to ensure the project's height would not pose a hazard to aircraft.

Table 3.9-1. Development/Intensity Standard and Project Consistency

Development/Intensity Standard	Project Consistency
Electromagnetic radiation notification. 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.	*Not Applicable.* The project would not involve the use of any equipment that would emit electromagnetic radiation.
Avigation easement dedication and disclosure. 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.	*Not Applicable.* The project site is not a residential property, and thus, an avigation easement dedication is not required.

Source: County of Riverside 2014.
Notes: APZ = Accident Potential Zone; 2014 ALUCP = 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan; CNEL = community noise equivalent level; dB = decibel; ALUC = Airport Land Use Commission.

In addition to the development restrictions set forth in the 2014 ALUCP, the City's noise compatibility standards in City Municipal Code Section 19.51.080 prevent the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, and places of worship in portions of the airport environ that are exposed to significant levels of aircraft noise. The potential noise contours for the MARB range from 60–75 A-weighted decibels (dBA) community noise equivalent level (CNEL). According to the 2014 ALUCP (County of Riverside 2014), the project site is located in an area inside the 65–70 dBA CNEL aircraft noise contour. Per the Perris General Plan Noise Element, industrial land uses are normally acceptable up to noise levels of 70 dBA CNEL, and conditionally acceptable up to 80 dBA CNEL. Therefore, the proposed project would not require mitigation measures (such as noise-rated windows, doors, or building assemblies) to reduce aircraft-generated noise and would not expose people residing or working in the project area to excessive noise levels.

As discussed above, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, impacts would be less than significant.

Although impacts associated with aircraft activities would be less than significant, the proposed Project is required to comply with the following mitigation measures identified in the PVCCSP EIR to reduce impacts associated with MARB/IPA operations:

PVCCSP 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.

PVCCSP 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.

PVCCSP 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)."

PVCCSP MM Haz 5: The following uses shall be prohibited:

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 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.

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.

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

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

PVCCSP 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 would encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there would 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 would work with FAA to resolve any adverse effects on aeronautical operations.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The City participates in the County of Riverside Multi-Jurisdictional Hazard Mitigation Plan, which outlines requirements for emergency access and standards for emergency responses. The PVCCSP EIR determined that because emergency access will be maintained and improved throughout the Specific Plan area in accordance with the Multi-Jurisdictional Hazard Mitigation Plan, development within the PVCCSP would not interfere with adopted emergency response plans.

Once the project is constructed, emergency access to the project site would be maintained via driveways along Morgan Street, Perris Boulevard, and Sinclair Street, consistent with requirements outlined in the Multi-Jurisdictional Hazard Mitigation Plan. Therefore, the project would have a less-than-significant impact on implementation of the adopted emergency response plan.

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

No Impact. The City's General Plan does not designate the project site as an area that would be at risk from wildland fires. Although there are currently several isolated vacant lots in the vicinity of the project site, the area surrounding the project site is largely developed and would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildfire would occur.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on or off site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact 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?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Surface Water Quality

Less-than-Significant Impact. Construction associated with the project involves grading activities that would disturb the existing site. Although the project site already contains disturbed soil, soil erosion could result from such construction activities, thereby potentially affecting the water quality of local downstream waterways and groundwater. The Santa Ana RWQCB sets water quality standards for all ground and surface waters within the project's region. The project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the PVCCSP area, which includes the project site, discharges into the Perris Valley Storm Channel (PVSC), which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore.

Activities associated with the construction of the project would include grading, which may have the potential to release pollutants and silt off site, which could impact water quality. Because the project would disturb 1 or more acres of soil, the project is subject to the NPDES General Construction Permit. A SWPPP is required, as part of compliance with the NPDES Permit, to ensure that water quality standards are met and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP consists of BMPs designed to reduce and capture soil erosion under the guidance of a qualified SWPPP practitioner. Sediment control BMPs may include stabilized construction entrances, sediment filters on existing inlets, or the equivalent to reduce erosion impacts. Implementation of the SWPPP and incorporation of BMPs would ensure proper measures are in place to prevent, to the extent feasible, stormwater runoff conveying sediments to downstream receiving waters. Additionally, a Water Quality Management Plan (WQMP) will be prepared and implemented prior to the issuance of grading/building permits, in accordance with the most recently adopted Riverside County Municipal Separate Stormwater Sewer System NPDES Permit. The WQMP will implement measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers; maintaining landscaping using minimal or no pesticides; utilizing covered and leak proof trash dumpsters; sweeping and litter control of loading areas; and collecting wash water containing any cleaning agent or degreaser in order to prevent pollutants from entering runoff.

Upon completion of construction, development of the project would add impervious surfaces to the site through associated parking, loading areas, and the building footprint. By increasing the impervious surfaces

on site, less water would percolate into the ground and more surface runoff would be generated. BMPs required by the NPDES General Construction Permit would include spill prevention and cleanup guidelines, dewatering operations guidelines, and stormwater runoff prevention. These BMPs would protect the groundwater from contamination by project construction and operational activities. Implementation of proposed BMPs, the SWPPP, and the WQMP and compliance with applicable regulations would ensure impacts to water quality as a result of project construction and operation would be less than significant.

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

Less-than-Significant Impact. The project site overlies the bounds of the San Jacinto Groundwater Basin 8-005 and the Perris North Groundwater Management Zone. The Eastern Municipal Water District (EMWD) manages groundwater resources in this area and has implemented the West San Jacinto Groundwater Management Plan. The project would be subject to all applicable City and EMWD regulations, and as described above, a project-specific WQMP will be prepared for the project to manage and treat stormwater flows. While the project would increase the amount of impervious surface area on site in comparison to existing conditions, the proposed 105,271 square feet of landscaping on site would allow for percolation. Due to the proposed project's small size of 15.60 acres in relationship to the size of the San Jacinto Groundwater Basin, there will not be a substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the project would have a low water demand and would not use local groundwater sources for potable water supply. Therefore, the project is not expected to directly cause a decrease in groundwater supplies or interfere substantially with groundwater recharge, and impacts are determined to be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on or off site;

Less-than-Significant Impact. As previously described under Section 3.10(a), a SWPPP will be required and implemented as part of project compliance with the NPDES Permit to ensure that water quality standards are met and that stormwater runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. The SWPPP consists of BMPs designed to reduce and capture soil erosion or siltation during project construction and operation. Sediment control BMPs may include stabilized construction entrances, sediment filters on existing inlets, or the equivalent to reduce erosion impacts. Implementation of the SWPPP and incorporation of BMPs would ensure proper measures are in place to prevent, to the extent feasible, stormwater runoff conveying sediments to downstream receiving waters.

Upon completion of construction, all exposed areas would be paved with new asphalt and structures. Overall, once operational, the project would have decreased the amount of exposed soils on the project site while increasing the amount of impervious surfaces found on the project site. This increase in impervious surfaces would inevitably have an effect on the existing drainage patterns currently on site. The project would include catch basins and area drains, which would direct flows on site into the proposed landscaped areas. Additionally, the site would include storm drains that would direct flows onto the adjacent roadways of Morgan Street and Perris Boulevard.

There are no streams or rivers currently mapped at the project site, and the project site is not impacted by any off-site flows. Therefore, with implementation of the SWPPP and WQMP, development of the project would not result in substantial erosion or siltation on or off site, and impacts would be less than significant.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;

Less-than-Significant Impact. As described in response to the previous threshold, development of the project would change the existing site from primarily pervious to impervious, increasing the potential for surface runoff. This increase in impervious surfaces would inevitably have an effect on the existing drainage patterns currently on site; however, the project would include a combination of catch basins, drains, gutters, and a storm drain system that would appropriately convey surface runoff to landscaped areas on site or to the City's storm drain system. City approval and implementation of the proposed storm drain plan would ensure runoff from the project site would not impact flood conditions on site or properties upstream or downstream. Therefore, impacts are determined to be less than significant.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-Significant Impact. Stormwater runoff in the project area discharges into the PVSC. The PVSC is an earthen flood control channel within the Perris Valley Master Drainage Plan that has been designed to accommodate flows from the Perris Valley watershed in a 100-year storm event. All development within the PVCCSP area, including the project site, would drain stormwater flows into the PVSC. The project applicant proposes to construct its own storm drain facilities on site that would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event. Given that the project would contribute stormwater runoff into the PVSC, which was designed to accommodate flows from the build out of the PVCCSP area, implementation of the project would not exceed the capacity of the existing stormwater drainage system, and implementation of the SWPPP would ensure the project would not result in substantial additional sources of polluted runoff. Therefore, impacts are determined to be less than significant.

iv) impede or redirect flood flows?

Less-than-Significant Impact. As shown on Federal Emergency Management Agency Panel No. 06065C1430H, the project site is located within Zone X and is outside the 500-year floodplain. The project's on-site storm drain systems would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event. Implementation of the project would not substantially impede or redirect flood flows and impacts would be less than significant.

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

Less-than-Significant Impact. According to the Perris General Plan, the project site is not located within a dam inundation area. However, the project site is located approximately 1,000 feet west of an inundation area and approximately 2 miles west of the Perris Reservoir. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for runoff

from other sources. The California Department of Water Resources identified potential seismic safety risks in a section of the foundation of the Perris Dam.

In April 2018, the Department of Water Resources completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot-tall earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4-million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake (DWR 2018). Due to the improbability of a dam failure and through compliance with all applicable policies contained in the City's 2030 General Plan, impacts related to flood or damn inundation are considered to be less than significant.

The project site is located approximately 36 miles east of the Pacific Ocean and would not be impacted by a tsunami. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. The project site is located approximately 2 miles west of the Perris Reservoir, and a seiche is not expected to impact the project site. Therefore, impacts related to tsunami and seiche are determined to be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. The project site is located within the bounds of the West San Jacinto Groundwater Basin, specifically the North Perris subbasin, and the project site is also located within the Perris North Management Zone. The Perris North Management Zone is managed by the EMWD under the West San Jacinto Groundwater Management Plan, which evaluates groundwater resources, including establishing quality, level, and extraction monitoring. The project would be required to comply with all applicable regulations within the West San Jacinto Groundwater Management Plan. Additionally, the project would be required to comply with all recommendations of the project-specific WQMP.

Implementation of the project would not conflict with the Santa Ana RWQCB Water Quality Control Plan nor the West San Jacinto Groundwater Management Plan, and would be subject to all conditions and recommendations outlined in the project-specific WQMP. Therefore, impacts are determined to be less than significant.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Would the project physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the project site is not used as a connection between established communities. Instead, connectivity within the area surrounding the project site is facilitated via local roadways and sidewalks. The project site is accounted for within the PVCCSP; therefore, no impacts associated with physical division of an established community would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-Significant Impact. The project consists of developing three light industrial/warehouse buildings on vacant land. The project site would be located within the PVCCSP, which designates and zones the site as Light Industrial. The project would adhere to policies and goals set forth in the City's General Plan and PVCCSP to avoid and/or mitigate potential environmental impacts.

Perris Valley Commerce Center Specific Plan

It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion. The PVCCSP includes development standards, design guidelines, and landscape standards that define the City's expectations for development of this area. Additionally, the PVCCSP provides the City and its residents, businesses, and developers a comprehensive set of design elements, regulations, conditions, and programs for guiding the systematic development of this area. The proposed project would comply with all development standards, design guidelines, and landscape standards set forth in the PVCCSP with the exception of parking standards. ~~As discussed in Section 2, Project Description, the project would be required to provide 214 parking spaces. However, City staff has requested that the project applicant reduce the project's parking supply to accommodate the circulation of truck traffic within the site. As such, the project would provide 203 parking spaces, which is 9 spaces below the code requirement. A Minor Adjustment for Parking Reduction would be processed as part of the project to accommodate this request and remedy any inconsistencies.~~ The project would ~~otherwise~~ be consistent with all ~~other~~ regulations and policies. Additionally, the project proposes to construct three single industrial/warehouse buildings. Thus, the project would be consistent with the designated land use and zoning of Light Industrial set by the PVCCSP. Therefore, the proposed project would be consistent with the PVCCSP.

Perris General Plan

The Perris General Plan is a 30-year guide for local government decision on growth, capital investment, and physical development in the City. Table 3.11-1 lists applicable goals and policies from the General Plan that were adopted to avoid or mitigate environmental effects of new development projects and includes a discussion of whether the project is consistent with those goals and policies.

Table 3.11-1. Perris General Plan Land Use Consistency Analysis

General Plan Goal or Policy	Is this Project Consistent?
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 travels modes.	*Consistent.* A Transportation Impact Analysis (TIA) is being prepared for the project and is subject to review and approval by the City prior to project approval. As part of the TIA, an analysis will be conducted to ensure that the project will maintain the existing transportation network while providing for future expansion and improvement based on travel demand. Additionally, the project would facilitate alternative travel modes by providing pedestrian and bicycle facilities.
Policy III.A: Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities. ***Implementation 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.* A Transportation Impact Analysis (TIA) is being prepared for the project and is subject to review and approval by the City prior to project approval. As part of the TIA, an analysis will be conducted to identify improvements to the transportation system, if necessary. The TIA will identify financing and development obligations.
Policy V.A: Provide for safe movement of goods along the street and highway system.	*Consistent.* As discussed in Section 3.17, Transportation, all project improvements would be designed consistent with applicable engineering and design improvements to ensure that the project would not result in movements that are unsafe.
Conservation Element	
Goal I. Agricultural Resources: Orderly conversion of agricultural lands to other approved land uses.	*Consistent.* The site is currently enrolled under a California Land Conservation Act contract (Williamson Act contract) between the current property owner and the City pursuant to the provisions of Government Code Sections 51240 et seq. However, the contract is binding upon, and inure to the benefit of, of all successors in interest of the owner. Additionally, the contract is binding until its expiration and non-renewal or until a property owner petitions the City Council to grant cancellation and the City Council grants cancellation pursuant to procedures enumerated in Government Code Section 51280 et seq. Further, the project site is located within in urbanized and industrial part of the City. According to the California Department of Conservation's California Important Farmland Finder, the project site

Table 3.11-1. Perris General Plan Land Use Consistency Analysis

General Plan Goal or Policy	Is this Project Consistent?
	is mapped as Urban and Built-Up Land. Areas classified as Urban and Built-Up Land are vacant, non-agricultural land that is surrounded on all sides by urban development and is less than 40 acres in size (DOC 2016). Therefore, the project is consistent with this goal.
Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources. ***Implementation 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.* The Biological Resources Assessment prepared for the project included biological surveys on the site. Mitigation measures in Section 3.4, Biological Resources, would ensure that the project would comply with state and federal regulations to ensure biological resources on site are protected to the extent feasible. Therefore, the project would be consistent with this policy.
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.* Section 3.4, Biological Resources, addresses the consistency of the proposed project with the requirements of the MSHCP. As discussed, the project would be consistent with this policy.
Goal IV. Cultural Resources: Protection of historical, archaeological and paleontological sites.	*Consistent.* The Cultural Resources Report and Paleontological Resources Report prepared for the project include resource management recommendations that have been implemented as mitigation measures in Section 3.5, Cultural Resources, Section 3.7, Geology and Soils, and Section 3.18, Tribal Cultural Resources, to ensure all known and undiscovered resources on site are protected to the extent feasible.
Policy IV.A: Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	*Consistent.* As discussed in Section 3.5, Cultural Resources, Section 3.7, Geology and Soils, and Section 3.18, Tribal Cultural Resources, the project would comply with state and federal regulations ensuring the preservation of historical, archaeological and paleontological resources.
Policy V.A: Coordinate land-planning efforts with local water purveyors.	*Consistent.* As part of the planning process, the project applicant has coordinated with Eastern Municipal Water District (EMWD), the local water purveyor. On July 10, 2020, EMWD issued a will-serve letter indicating that it can adequately serve the project.
Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	*Consistent.* The project is subject to the NPDES General Construction Permit. Section 3.10, Hydrology and Water Quality, discusses how the project will comply with requirements of the NPDES. Therefore, the project would be consistent with this policy.
Policy VIII.A: Adopt and maintain development regulations that encourage water and resource conservation.	*Consistent.* As part of the project, a new engineered storm drain system will be constructed on the project site to collect and treat on-site stormwater runoff. Collected stormwater will be contained and treated

Table 3.11-1. Perris General Plan Land Use Consistency Analysis

General Plan Goal or Policy	Is this Project Consistent?
	on site and allowed to percolate into the soils below. Therefore, the project would be consistent with this policy.
Policy VIII.B: Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	*Consistent.* The Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2019 CalGreen Code, which requires that 65 percent of construction waste is diverted.
Land Use Element	
Policy II.A: Require new development to pay its full, fair share of infrastructure costs.	*Consistent.* As required by City Ordinance No. 1182, the project applicant will 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 will 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.
Goal V: Protection from natural or manmade disasters.	*Consistent.* The closest faults to the project site are the El Casco Fault Zone and the Lakeview Fault Zone, located approximately 7.5 and 7.58 miles to the east, respectively. The project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the project site. In addition, the project site would not be adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the project would comply with the site plan review and permitting requirements of the City. The PVCCSP is located in an area that is relatively flat and it is not located near any areas that possess potential landslide characteristics. Therefore, the project would be consistent with this goal.
Policy V.A: Restrict development in areas at risk of damage due to disasters. ***Implementation Measure V.A.1:*** Consult hazards maps as part of the review process for all development application.	*Consistent.* As discussed in Section 3.10, Hydrology and Water Quality, the project site is not within a dam inundation area, tsunami, seiche, or flood zone. In addition, the project site would not be adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected and is not located near any areas that possess potential landslide characteristics. The potential for liquefaction is low, and damage due

Table 3.11-1. Perris General Plan Land Use Consistency Analysis

General Plan Goal or Policy	Is this Project Consistent?
	to direct fault rupture is considered unlikely. Therefore, the project would be consistent with this policy.
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. ***Implementation Measure I.A.1:*** All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	*Consistent.* The project is consistent with the existing land use designation and does not proposed a change in land use designation. The estimated noise levels from construction would be lower than the ambient daytime measurements conducted at nearby noise-sensitive uses, and project-related noise levels from operational use would remain well below the recommended 60 dBA. Therefore, the project would be consistent with this policy.
Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	*Consistent.* The nearest sensitive land use to the project site is a church located approximately 1,100 feet from the nearest construction boundary. Project-related noise levels from HVAC operation at each of the property lines for the project would remain well below the 60 dBA CNEL recommended for noise-sensitive uses. Therefore, the project would be consistent with this policy.
Safety Element	
Policy I.B, Flooding: The City of Perris shall restrict future development in areas of high flood hazard until it can be shown that risk is or can be mitigated. ***Implementation Measure I.B.4:*** Require that new development project must incorporate facilities for on-site control of storm water run-off. ***Implementation Measure I.B.5:*** Require flood mitigation plans for all proposed projects in the 100-year floodplain (Areas A and AE).	*Consistent.* The project site is located within Zone X and is outside the 500-year floodplain. The project is not required to have flood mitigation plans because the site is not in the 100-year floodplain. The project's on-site storm drain systems would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event. Therefore, the project would be consistent with this policy.
Policy I.D, Aircraft: Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.	*Consistent.* The project would not conflict with applicable development restrictions or cause a significant safety hazard or excessive noise for people working in the project area. Therefore, the project would be consistent with this policy.
Policy I.E., Seismic Hazards: All development will be required to include adequate protection from damage due to seismic incidents.	*Consistent.* The project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the project site. Therefore, the project would be consistent with this policy.

Table 3.11-1. Perris General Plan Land Use Consistency Analysis

General Plan Goal or Policy	Is this Project Consistent?
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 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. Therefore, the project would be consistent with this policy.
Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities.	*Consistent.* As discussed in Section 3.3, Air Quality, the Project would comply with applicable regulations (including PVCCSP mitigation measures) that would reduce emissions during construction activities.

Note: MND = Mitigated Negative Declaration; CBC = California Building Code; PVCCSP = Perris Valley Commerce Center Specific Plan.

As provided in Table 3.11-1, the project would be consistent with the applicable General Plan goals and policies, and because the project involves the construction and operation of three single industrial/warehouse buildings, the project would be consistent with the Light Industrial land use designation of the PVCCSP and would not conflict with an applicable land use plan, policy, or regulation. Therefore, impacts associated with land use consistency would be less than significant.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a) Would the project 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?

Less-than-Significant Impact. The California Department of Conservation's Mineral Land Classification for the area shows that the project site is located within Mineral Resource Zone 1 (MRZ-1) along the northern portion of the site adjacent to Morgan Street and Mineral Resource Zone 3 (MRZ-3) along the majority of

the southern portion of the site adjacent to North Perris Boulevard. MRZ-1 represents areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 represents areas where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit cannot be evaluated from available data (DOC 2015). Considering the history of the project site, and existing and planned developments surrounding the project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered. Because there are no known mineral resources within the project site, and the PVCCSP does not allow for mining, potential impacts to mineral resources are determined to be less than significant.

b) Would the project 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 Impact. No sites within the City limits have been designated as locally important mineral resource recovery sites in the City or County General Plan (City of Perris 2005a; County of Riverside 2015). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

3.13 Noise

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

Noise and Vibration Characteristics

Noise

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The dBA scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period (L_{eq}), the statistical sound level, the day–night average noise level (L_{dn}), and the CNEL. Each of these descriptors uses units of dBA. Table 3.13-1 provides examples of A-weighted noise levels from common sounds. In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

Table 3.13-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
—	110	Rock band
Jet flyover at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher, next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural night time	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013
Note: dBA = A-weighted decibel.

L_{eq} is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). L_{eq} is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to

assess the total time-varying effects of noise on sensitive receptors. L_{max} is the highest root mean square (RMS) sound pressure level within the measuring period.

Unlike the L_{eq} metrics, L_{dn} and CNEL metrics always represent 24-hour periods, usually on an annualized basis. L_{dn} and CNEL also differ from L_{eq} because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors in the vicinity of the project site include residential uses located to the north and south of the project site, residences further to the northwest, and a school to the west. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction and operation of the proposed project.

Existing Noise Conditions

Noise measurements were conducted in the vicinity of the project site on June 25, 2020, to characterize the existing noise levels. Table 3.13-2 provides the locations, dates, and times the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Table 3.13-2. Measured Noise Levels

Receptors	Location	Date	Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	Northeast of project site, adjacent to residences (mobile homes) at 80 East Dawes Street	6/25/2020	10:53 a.m.–11:08 a.m.	60.5	83.3
ST2	Northeast of project site, adjacent to residences (mobile homes) a187 Polaris Street	6/25/2020	11:13 a.m.–11:28 a.m.	57.7	69.7
ST3	North of project site, adjacent to residences (single-family) at 4111Barrett Avenue	6/25/2020	11:45 a.m.–12:00 p.m.	66.2	82.9
ST4	Northwest of project site, adjacent to residences (single-family) at 4063 North Webster Avenue	6/25/2020	12:14 p.m.–12:30 p.m.	62.4	99.8
ST5	West of project site, at southeast corner of Val Verde Regional Learning Center (972 Morgan Street)	6/25/2020	12:42 p.m.–12:57 p.m.	65.6	92.4
ST6	Southeast of project site, adjacent to residences (mobile homes) at Ensenada Drive and Santo Tomas Boulevard	6/25/2020	1:18 p.m.–1:33 p.m.	72.5	96.7

Source: Appendix H-1.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; L_{max} = maximum sound level during the measurement interval.

Six short-term noise measurement locations (ST) were conducted in the vicinity of the project site, as shown in Figure 6, Noise Measurement Locations. The measured L_{eq} and maximum noise levels are provided in Table 3.13-2. The field noise measurement data sheets are provided in Appendix H-1. The primary noise sources at the sites identified in Table 3.13-2 consisted of traffic on local and distant roadway; other, secondary noise sources included occasional distant military aircraft, distant landscaping activity noise, and distant barking dogs. As shown in Table 3.13-2, the measured sound levels ranged from approximately 58 dBA L_{eq} at ST2 to approximately 73 dBA L_{eq} at ST6.

Regulatory Setting

City of Perris Municipal Code

The project site is located within the City of Perris, as are the existing noise-sensitive land uses (residences, a church, and a school) in the project vicinity. The City outlines its noise regulations and standards as they pertain to stationary source noise (i.e., construction noise and mechanical equipment noise) in the Municipal Code (City of Perris 2020b). The City establishes stationary noise limits in Section 7.08.060 and construction noise limitations in Section 7.34.040.

Stationary Noise Regulation

The City has implemented exterior stationary noise limits for offending stationary noise sources (i.e., non-transportation noise sources), outlined in Municipal Code Section 7.34.060. Table 3.13-3 outlines the City's residential noise limits.

Table 3.13-3. City of Perris Noise Ordinance Exterior Noise Standards

Maximum Noise Level	Time Period
80 dBA	7:01 a.m.–10:00 p.m.
60 dBA	10:01 p.m.–7:00 a.m.

Source: Section 7.34.040 of City of Perris 2020b.
Notes: dBA = A-weighted decibels.

Construction Noise Regulation

Per City Municipal Code Section 7.34.060, construction noise is not permitted between the hours of 7:00 p.m. and 7:00 a.m. or on Sundays or legal holidays (except Columbus Day and Washington's Birthday). Additionally, construction noise exceeding a noise level of 80 dBA L_{max} is prohibited in residential zones.

City of Perris General Plan Noise Element

In addition to the noise standards summarized above from the City's Municipal Code, the City General Plan Noise Element (City of Perris 2005a) requires (in Implementation Measure V.A.1) that new industrial facilities within 160 feet of the property line of existing noise-sensitive land uses must demonstrate compliance with a 60 dBA CNEL exterior noise level standard.

a) Would the project result in 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?

Short-Term Construction Noise

Less-than-Significant Impact With Mitigation Incorporated. Noise generated by project construction equipment would include a combination of heavy equipment including dozers, front end loaders, scrapers, backhoes, concrete mixers, and portable generators that, when combined, can reach relatively high levels. The number and mix of construction equipment would likely vary during the following phases: site preparation, grading, building construction, paving, and architectural coating.

With the noise sources identified above (and using the same specific construction equipment assumptions as used for the air quality analysis (Section 3.3), a noise analysis was performed using a model developed by the Federal Highway Administration called the Roadway Construction Noise Model (FHWA 2008). Input variables for Roadway Construction Noise Model consist of the receiver/land use types, the equipment type (i.e., backhoe, crane, truck, etc.), the number of equipment pieces, the duty cycle for each piece of equipment (i.e., percentage of each time period the equipment typically is in operation), and the distance between the construction noise source and the sensitive receiver.

Table 3.13-4 provides a summary of the construction noise levels by each phase at the nearest noise-sensitive receptor locations. The input and output data are provided in Appendix H-2. Based on the phases of construction, noise impacts associated with the project are expected to create temporarily audible noise levels at the nearby receptor locations. Noise-sensitive land uses in the vicinity of the project include a church to the southeast (approximately 1,100 feet from the project site/nearest construction boundary), residences to the southeast (approximately 1,475 feet away), and residences to the northeast (approximately 1,550 feet away); construction noise levels at other receivers further away from the site would be less.

Table 3.13-4. Construction Noise Model Results Summary

Construction Phase	Construction Noise at Representative Receiver Distances (L_{max} [dBA])		
	Church Located to the Southeast (Approx. 1,100 Feet Away)	*Residences Located to the Southeast (Approx. 1,475 Feet Away)*	*Residences Located to the Northeast (Approx. 1,550 Feet Away)*
Site Preparation	55	54	53
Grading	57	55	54
Building Construction	56	54	53
Paving	53	52	52
Architectural Coating	51	48	48

Source: Appendix H-2.
Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibel.

As shown in Table 3.13-4, construction noise levels at the nearest noise-sensitive land use (a church located southeast of the project site) are estimated to range from approximately 51 dBA L_{eq} during the architectural coating phase to approximately 57 dBA L_{eq} during the grading phase. At the next-nearest noise-sensitive receivers (residences to the southeast and northeast), construction noise levels would be slightly lower, ranging from approximately 48 dBA L_{eq} to 55 dBA L_{eq}.

As discussed previously, Municipal Code Section 7.34.060 does not permit construction noise between the hours of 7:00 p.m. and 7:00 a.m. or on Sundays or legal holidays (except Columbus Day and Washington's Birthday). Additionally, construction noise exceeding 80 dBA L_{max} is prohibited in residential zones. The proposed project would not conduct noisy construction activities between the hours of 7:00 p.m. and 7:00 a.m. or on Sundays or legal holidays (except Columbus Day and Washington's Birthday), and the estimated noise levels would be well below 80 dBA L_{max}. Furthermore, the estimated noise levels from construction

would be lower than the ambient daytime measurements conducted at nearby noise-sensitive uses. Therefore, noise from project construction would be less than significant.

Although the short-term impacts from project construction would be less than significant, the project is required to adhere to the following applicable mitigation measures identified in the PVCCSP. The project site is not located within 446 feet of any existing sensitive receptors or occupied residences and, as such, PVCCSP EIR mitigation measures MM Noise 2 and MM Noise 3 are not applicable to the proposed project.

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

PVCCSP 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.

Long-Term Operational Noise

Less-than-Significant Impact. The following section discusses the project's impacts regarding operational noise.

Project-Generated On-Site Operational Noise

The project-related operational noise sources are expected to include idling trucks, delivery truck activities, backup alarms, loading and unloading of dry goods, rooftop air conditioning units, and parking lot vehicle movements. The following analysis evaluates noise from these on-site operation noise sources. The analysis is based upon in-house spreadsheets, which incorporate standard industry calculations for the sum of noise from multiple sources, outdoor attenuation with distance from the noise source(s), and attenuation from barrier placement between source(s) and receiver(s).

Outdoor Mechanical Equipment

The three proposed warehouse spaces overall would not be served by heating or air conditioning equipment. However, the floor plans include office/mezzanine spaces within each of the proposed buildings would be served by heating and air conditioning equipment. The proposed office/mezzanine areas on the Site Plan are indicated to have floor areas of approximately 15,000 square feet combined. Based on similar size offices in this region, it is anticipated that each of the three office/mezzanine spaces would be equipped with two 4-ton package HVAC units. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference.

Noise level data provided by the manufacturer was used to determine the noise levels that would be generated by each of the HVAC package units. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Johnson Controls 2015). Based on the applicant information provided, there will be a 10-foot-high parapet extending along the perimeter of the roof.

Assuming all the equipment is operating simultaneously for a minimum period of 1 hour, the worst-case calculated noise level at the nearest noise-sensitive land uses is presented in Table 3.13-5. The maximum

hourly noise level for all the HVAC equipment operating at each examined point along the property would range from 21 to 23 dBA L_{eq}, which is substantially less than the City's Municipal Code daytime or nighttime noise standard of 80 dBA L_{max} and 60 dBA L_{max}, respectively, and is also well below the measured ambient noise levels in the project area.

Assuming the office area were to be occupied from 8:00 a.m. to 5:00 p.m., the resulting CNEL value was calculated and is reported in Table 3.13-5. Project-related noise levels from HVAC operation at each of the property lines for the project would remain well below the 60 dBA CNEL recommended for noise-sensitive uses under the City's Noise Element Implementation Measure V.A.1[8]. The noise level calculation spreadsheets for the HVAC package units are included in Appendix H-3.

Table 3.13-5. Mechanical Equipment Operation Noise Summary of Results

	Noise Level at Nearest Noise-Sensitive Land Uses		
Equipment	*Receiver Location/Land Use*	*Maximum Noise Level (dBA L_{max})[1]*	*CNEL[2]*
HVAC	Southeast of Project Site/Church	23	19
HVAC	Southeast of Project Site/Residential	21	17
HVAC	Northeast of Project Site/Residential	23	19

Source: Appendix H-3.
Notes: dBA = A-weighted decibel; L_{max} = Maximum noise level; CNEL = Community Noise Equivalent Level; HVAC = heating, ventilation, and air conditioning.
1 Because HVAC noise is steady-state, the L_{max} noise level is assumed to be roughly equivalent to the energy-average (L_{eq}) noise level.
2 Assumes 8:00 a.m. to 5:00 p.m. operation of an air conditioning unit for office occupancy.

The results of the mechanical equipment operations noise analysis indicate that the project would comply with the City's Municipal Code and Noise Element policy criteria.

Parking Lot Activity and Truck Loading Dock Activity

Other than rooftop mechanical equipment noise, the other major source of on-site noise would consist of parking lot and truck loading dock activity noises. Because of regulations from the Occupational Health and Safety Administration (OSHA) and the California Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA requiring audible alarms to be clearly audible above other background sounds, the highest noise levels would consist of backup alarm sounds that would occur when a truck or loading dock forklift moves in reverse. Based upon manufacturers data for a vehicular backup alarm, the maximum noise level generated would be 107 dBA at 4 feet. Truck loading docks would not be located closer than 1,600 feet from the nearest noise-sensitive land use (a church). Using the outdoor attenuation rate of 6 dBA with each doubling of distance, the maximum truck loading activity noise along the western property boundary from truck loading activity would be approximately 55 dBA L_{max}. Substantial acoustical shielding would be provided by the building structure at receivers to the southeast, because the loading docks would be located on the western side of the 41–46.5-foot-high structure of warehouse building 3 (the nearest loading

8 Based upon the language contained in Implementation Measure V.A.1, this standard is only applicable for noise-sensitive land uses within 160 feet of new industrial facilities; even though the proposed project is located substantially further than 160 feet from the nearest noise-sensitive land uses, the CNEL noise levels are provided in Table 3.13-5 for informational purposes.

dock area). The resultant loading dock noise at the nearest noise-sensitive land use would be approximately 30 dBA L_{max}. Similarly, the loading dock noise from the other warehouse buildings would be substantially shielded from the other, more distant receivers to the northeast and southeast by the northern and eastern "flanks" of the proposed warehouse buildings. Consequently, noise generated by truck loading operations would be well below the 80 dBA L_{max} daytime or the 60 dBA L_{max} nighttime thresholds set forth by the City Noise Ordinance. Therefore, on-site operational noise levels would be less than significant.

Project-Generated Off-Site Traffic Noise

The project would result in the addition of vehicle trips that could increase traffic noise. Based on the City General Plan Noise Element, a potentially significant project impact would occur where project traffic would increase noise levels from below 65 dB CNEL to above 65 dB CNEL (where noise-sensitive land uses exist adjacent to the identified roadway segment) and where project traffic would increase noise levels from below 80 dB CNEL to above 80 dB CNEL (for roadway segments within industrial zones). In addition, where existing roadway noise levels are less than 60 dBA CNEL, a 5 dBA CNEL increase would be considered significant; where existing roadway noise is already in excess of 65 dBA CNEL, a 3 dBA CNEL increase would be considered significant.

Traffic noise was modeled using the Federal Highway Administration's Traffic Noise Model (Version 2.5) (FHWA 2004) and the traffic volumes provided as part of the project's transportation analysis (Section 3.17) for the following scenarios: Existing, Existing plus Project, Year 2022, and Year 2022 plus Project. The modeling calculations take into account the posted vehicle speed, traffic volume, and the estimated vehicle mix. Table 3.13-6 presents the noise level results for each scenario; the traffic noise modeling input and output are provided in Appendix H-4.

Table 3.13-6. Traffic Noise Modeling Results (dBA CNEL)

Modeled Receiver / Nearby Roadways	Existing	Existing + Project	Year 2022	Year 2022 + Project	Difference (With Project vs. Project)
ST1/North Perris Boulevard	61	61	62	62	0
ST2/North Perris Boulevard, Ramona Expressway	59	59	60	60	0
ST3/Indian Avenue	66	66	67	67	0
ST4/Webster Avenue, Ramona Expressway	63	63	64	64	0
ST5/Indian Avenue, Morgan Street	66	67	66	67	1
ST6/North Perris Boulevard	73	73	74	74	0

Source: Appendix H-4.
Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level.

As shown in Table 3.13-6, the proposed project would result in traffic noise level increases of 0 to 1 dB, which would be an imperceptible change in traffic noise. Receivers ST3, ST5 and ST6 would continue to have noise exposure levels above 65 dBA CNEL, either with or without the project; however, the maximum project-related increase would be 1 dB (at ST5). The project would therefore not create or contribute to a significant traffic-related noise impact. Construction and operational noise impacts from the proposed project would be less than significant; no mitigation measures are required.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

No Impact. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed project is construction activity.

Groundborne vibration information related to construction/heavy equipment activities has been collected by Caltrans. Information from Caltrans indicates that transient vibrations (such as from demolition activity) with approximately 0.035 inches per second PPV may be characterized as barely perceptible, and vibration levels of 0.24 inches per second PPV may be characterized as distinctly perceptible (Caltrans 2013). The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089 inches per second PPV at a distance of 25 feet, and a clam shovel drop would measure up to approximately 0.202 inches per second PPV at a distance of 25 feet (FTA 2018).

Groundborne vibration is typically attenuated over relatively short distances. At the nearest existing noise/vibration-sensitive use distance to the nearest construction area (approximately 1,100 feet) and with the anticipated construction equipment, the vibration level would be approximately 0.0007 inches per second PPV. This vibration level would be well below the threshold of "barely perceptible" of 0.035 inches per second PPV.

Therefore, the major concern with construction (or demolition) vibration is related to building damage. Demolition vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction. There would be no impacts related to groundborne vibration.

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?

Less-than-Significant Impact. The proposed project site is located approximately 2.3 miles south of MARB and is subject to the 2014 ALUCP, as outlined in Section 3.9, Hazards and Hazardous Materials. According to the 2014 ALUCP (County of Riverside 2014), the proposed project site is located in an area inside the 65–70 dBA CNEL aircraft noise contour. Per the City General Plan Noise Element, industrial land uses are normally acceptable up to noise levels of 70 dBA CNEL, and conditionally acceptable up to 80 dBA CNEL. Therefore, the proposed project would not require mitigation measures (such as noise-rated windows, doors, or building assemblies) to reduce aircraft-generated noise and would not expose people residing or working in the project area to excessive noise levels. The next-nearest airport, the Perris Valley Airport, is located approximately 4.8 miles to the south of the project site. The project site is located well outside the Airport Influence Area Boundary (County of Riverside 2010). Thus, aircraft and airport-related noise would be less than significant.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project 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)?

Less-than-Significant Impact. The project includes the construction of three industrial/warehouse buildings, equaling approximately 283,179 square feet, on an undeveloped 15.60-acre site. No residential use or other land uses typically associated with directly inducing population growth are included as part of the project.

The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the project. The number of construction workers needed during any given period would largely depend on the specific stage of construction but will likely fluctuate between a few and several dozen workers on a daily basis.

Because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined. Thus, for purposes of analysis, employment estimates are calculated using average employment density factors reported by SCAG in their Employment Density Study. This publication reports that for every 819 square feet of warehouse space in Riverside County, the median number of jobs supported is one employee (SCAG 2001). The project would encompass 283,179 square feet, including warehouse and office space and, as such, the estimated number of employees required for operation would be approximately 346 people.

SCAG Demographics and Growth Forecast provides the City-level growth forecast for employment, population, and households. The SCAG Demographics Forecast predicts that by the year 2040, the City's population will increase to 116,700. The growth in population will drive job growth and housing demand within the region, adding approximately 32,200 employment opportunities and 32,700 housing units by

2040 (SCAG 2015). As such, the project-related increase in employment would be minimal in comparison to the anticipated increase in the SCAG Demographics and Growth Forecast. Therefore, impacts associated with direct or indirect growth would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. Under existing conditions, the project site is undeveloped. No residential uses occur on the project site; thus, the project would not remove people or housing from the site. Therefore, no impacts associated with the displacement of existing people or housing would occur.

3.15 Public Services

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

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-than-Significant Impact. Fire protection and emergency medical response services in the City are provided by the Riverside County Fire Department (RCFD). The RCFD provides service to 21 cities and unincorporated areas throughout the County. The RCFD also responds to seven cities and the Idyllwild Fire Protection District through mutual and automatic aid agreements (RCFD 2020). The project site is served by Fire Station No. 90 (333 Placentia Avenue), located approximately 0.8 miles south of the site.

The project site is already within the RCFD service area, and, once operational, would continue to be served by RCFD. Additionally, as discussed in Section 3.14(a), the project would not directly induce substantial population growth in the City. Additionally, permanent employees generated by the project would be

accounted for within the planned growth of the SCAG Demographics and Growth Forecast of the City (SCAG 2015). Although the project would potentially result in a slight increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new RCFD facilities. Further, in adherence to Section 19.68.020, Development Impact Fees, of the City Municipal Code, the City shall implement a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city (City of Perris 2020b). As such, development fees would support fire protection facilities to better serve the new developments within the City.

It is anticipated that the project would be adequately served by existing RCFD facilities, equipment, and personnel. Therefore, impacts to fire services as a result of project development are determined to be less than significant.

Police protection?

Less-than-Significant Impact. Police protection services in the City are provided by the Riverside County Sheriff's Department (RCSD) Perris Station (RCSD 2020). The RCSD Perris Station (137 North Perris Boulevard) is located roughly 3 miles south of the project site.

The project site is already within the RCSD Perris Station's service area, and, once operational, the project would continue to be served by RCSD Perris Station. As previously mentioned, the project would not directly induce substantial population growth in the City. Additionally, permanent employees generated by the project would be accounted for within the planned growth of the SCAG Demographics and Growth Forecast of the City (SCAG 2015). Although the project would potentially result in a slight increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new RCSD facilities. Further, in adherence to Section 19.68.020, Development Impact Fees, of the City Municipal Code, the City shall implement a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city (City of Perris 2020b). As such, development fees would support police facilities to better serve the new developments within the City.

It is anticipated that the project would be adequately served by existing RCSD facilities, equipment, and personnel. Therefore, impacts to police services as a result of project development would be less than significant.

Schools?

Less-than-Significant Impact. The project site is located within the Val Verde Unified School District (VVUSD), which offers kindergarten through high school education. As previously discussed in Section 3.14(a), it is anticipated that construction workers would come from the local labor force. Given the temporary nature of the construction work, it is unlikely construction workers would relocate to the area as a result of the project. Additionally, no residential use or other land uses typically associated with directly inducing population growth are included as part of the project. In any case, this analysis conservatively assumes that all permanent employees would relocate to the area. However, permanent employees generated by the project would be accounted for within the planned growth of the SCAG Demographics and Growth Forecast of the City. As such, a significant increase in school-age children requiring public education is not expected to occur, and there would be no need for the development of additional schools. Further, the project would be subject to school impact fees set by VVUSD. The school impact fee received from the

project shall be used to mitigate the impact of new development on the school facilities of VVUSD. Effective May 4, 2020, VVUSD school fees for commercial/industrial development are $0.66/square foot (VVUSD 2020). With the payment of development fees, the project would result in less-than-significant impacts to school facilities.

Parks?

Less-than-Significant Impact. As previously discussed in Section 3.14(a), no residential use or other land uses typically associated with directly inducing population growth are included as part of the project. Additionally, the project is industrial in nature and does not proposed any recreational facilities. However, construction and operation of the project would generate temporary and permanent employees. It is anticipated that construction workers would come from the local labor force, and given the temporary nature of the construction work, it is unlikely construction workers would relocate to the area as a result of the project. However, development of the project may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. This analysis conservatively assumes that all permanent employees would relocate to the area. As discussed above and in Section 3.14, Population and Housing, permanent employees generated by the project would be accounted for within the planned growth of the SCAG Demographics and Growth Forecast of the City (SCAG 2015).

According to the City's Parks and Recreation Master Plan, the City has an adopted standard of 5 acres of parkland per 1,000 people. In 2015 the City was estimated to have a population of 70,014 within the City limits and would need to have 350 acres of parkland to meet its park standard. Projections show that the City was expected to have 160.1 acres of park land by 2015, which would leave it with a deficiency of 189.9 acres. The projections showed that from 2005 to 2015, the City would continue to reduce its park land deficiency, but it would not actually be able to meet its adopted standard of 5 acres per 1,000 people unless it aggressively pursues the acquisition, lease, or joint-use of additional park property that is not currently planned for. The City requires dedication of 5 acres of parkland per 1,000 people to be consistent with the Quimby Act and the City's Park Land Dedication and In-Lieu Fee Ordinance. However, the Quimby Act does not give the City authority to extend its Park Land Dedication or In-Lieu Fee Requirement to commercial and industrial property.

Applicable Recreational Facilities development impacts fees for development of the project shall be assessed by the City and paid by the Developer as required. The project would be subject to the PVCCSP Industrial Development Standards and Guidelines relevant to recreation. Future employees of the project would have availability to public recreational facilities within the PVCCSP and within the City. Considering the nature of the project, impacts associated with new or physically altered governmental facilities, such as parks, would be less than significant.

Other public facilities?

Less-than-Significant Impact. As previously discussed in Section 3.14(a), it is anticipated that construction workers would come from the local labor force. Given the temporary nature of the construction work, it is unlikely construction workers would relocate to the area as a result of the project. Additionally, no residential use or other land uses typically associated with directly inducing population growth are included as part of the project. In any case, this analysis conservatively assumes that all permanent employees would relocate to the area. However, permanent employees generated by the project would be accounted for within the planned growth of the SCAG Demographics and Growth Forecast of the City (SCAG 2015). As

such, a substantial increase in patronage at libraries, community centers, and other public facilities is not expected. Therefore, the project would result in less-than-significant impacts associated with the construction or expansion of public facilities.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

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?

Less-than-Significant Impact. Please refer to the analysis under Section 3.15(a). The project is proposed to operate as an industrial warehouse facility and would not create a direct increase in the use of recreational facilities. Although the proposed project may indirectly affect recreational facilities by creating new jobs that may draw new residents to the area, it is anticipated that the majority of jobs would be filled by individuals already residing in the project vicinity. However, this analysis conservatively assumes that all permanent employees would relocate to the area. As discussed in Sections 3.14 and 3.15, permanent employees generated by the project would be accounted for within the planned growth of the SCAG Demographics and Growth Forecast of the City (SCAG 2015).

Applicable recreational facility development impacts fees for development of the project shall be assessed by the City and paid by the Developer as required. The project would be subject to the PVCCSP Industrial Development Standards and Guidelines relevant to recreation, including the requirement to provide employee amenities (in this case, as currently designed, the project would include a regulation horseshoe pit behind Building 1). Future employees of the project would have availability to public recreational facilities within the PVCCSP and within the City. Considering the nature of the project, and with payment of any required development impact fees, impacts to existing recreational facilities would be less than significant.

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?

Less-than-Significant impact. Please refer to the Section 3.16(a) analysis. The project is proposed to operate as an industrial warehouse facility and does not include any recreational facilities nor require the construction or expansion of existing recreational facilities that may have an adverse physical effect on the environment. Therefore, impacts would be less than significant.

3.17 Transportation

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

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

Less-than-Significant Impact. Per Western Riverside Council of Governments (WRCOG) guidance, consistent with the acceptable level of service (LOS) in the local agency's General Plan, a local agency may consider the following criteria for application in this analysis to identify infrastructure improvements required to provide acceptable operations. The study area intersections analyzed in the Transportation Impact Analysis (TIA), which is being prepared for the project and is subject to review and approval by the City prior to project approval, are located within the jurisdiction of the City; therefore, the following consistency requirements would apply.

City of Perris General Plan Circulation Element

This analysis uses the LOS threshold provided in the Circulation Element of the City's current General Plan for the intersections located within the City. According to Policy II.A of the Circulation Element (City of Perris 2005a):

Maintain the following target Levels of Service:

- LOS "D" along all City maintained roads (including intersections) and LOS "D" along I-215 and SR 74 (including intersections with local streets and roads). An exception to the local road standard is LOS "E", at intersections of any Arterials and Expressways with SR 74, the Ramona-Cajalco Expressway or at I-215 freeway ramps.
- LOS "E" may be allowed within the boundaries of the Downton Specific Plan Area to the extent that it would support transit-oriented development and walkable communities. Increased congestion in this area will facilitate an increase in transit ridership and encourage development of a complementary mix of land uses within a comfortable walking distance from light rail stations.

For the purposes of this analysis, an intersection or roadway would be found inconsistent with the City's Circulation Element if project traffic causes a roadway to go from an acceptable LOS to a deficient LOS. For intersections and roadway segments already operating at an unacceptable LOS, any increase in average delay for intersections, or volume to capacity ratio for roadway segments, would be found inconsistent with the City's Circulation Element. As noted above, a TIA is being prepared for the project and is subject to review and approval by the City prior to project approval. By preparing the TIA, the project complies with PVCCSP EIR mitigation measures MM Trans 7 and MM Trans 8.

Transit Facilities

Currently, Metrolink service in the City is provided via two stations in the southern half of the City (Perris Station and South Perris Station), with a third station (Ramona Expressway Station) planned to serve the northern Perris area, to be located west of I-215 and north of Cajalco Expressway.

The Riverside Transit Agency (RTA) provides public transportation throughout the County. RTA operates fixed bus routes providing public transit service throughout western Riverside County. The routes that serve the study area are Routes 19/19A and 41. [9]

Route 19/19A operates between the Perris Station Transit Center in Downtown Perris and the Moreno Valley Mall with a peak service frequency of 15 minutes throughout the week. Route 41 operates between the Mead Valley Community Center and Riverside University Medical Center, with commuter service during the morning and afternoon peak hours.

The nearest bus stops (serving both Routes 19 and 41) are located along northbound Perris Boulevard, approximately 140 feet north of the Perris Boulevard/Sinclair Street intersection, and along southbound Perris Boulevard, approximately 250 feet south of the Perris Boulevard/Sinclair Street intersection. Development of the proposed project would not conflict with the existing bus routes or bus stops. Impacts to transit would be less than significant.

[9] Due to ongoing shelter in place orders due to COVID-19, some transit services have been reduced or removed. As of August 2020, Route 19 continues to provide 15-minute frequency service based on the Sunday schedules, Route 19A is discontinued, and Route 41 provides morning and afternoon commuter service also based on the Sunday schedules during COVID-19 restrictions. The proposed project is located within a City transit priority area and is screened out of a project-level VMT analysis under the assumption that Route 19 would return to normal operation (15-minute frequency weekday service) upon removal of current shelter in place orders.

Pedestrian and Bicycle Facilities

The General Plan Circulation Element identifies the following bicycle facility classifications:

- **Class I Bikeway/Regional Trails** – Provides bicycles and pedestrians exclusive use of the path through a completely separated right-of-way; functions as a regional connector to link all of the major water bodies in western City of Perris and facilitates the ability for long-distance users to take advantage of this system for long one-way or loop-type trips.
- **Class I Bikeway (Bike Path) –** Provides bicycles and pedestrians exclusive use of the path through a completely separated right-of-way.
- **Class II Bikeway (Bike Lane)** – Provides for one-way bike travel on a street or highway in a striped lane.

The Perris Trail Master Plan, adopted February 26, 2013 (Resolution No. 4562), includes an additional bikeway classification, as defined below:

- **Class III Bikeway (Bike Route)** - A preferred travel route for bicyclists, on which a separate lane or path is either not feasible or not desirable. The rightmost lane of a bicycle route is shared by bicyclists and cars. The lane is marked with signs and can also be marked with arrows.

In the study area, a southbound Class II Bike Lane runs along Perris Boulevard for approximately 710 feet south of Morgan Street adjacent to the project site and becomes a Class III Bike Route past that point. A Class II Bike Lane is planned along Morgan Street and expected to extend along Perris Boulevard north to Ramona Expressway per the PVCCSP Trails System. Additionally, a Class I Bikeway/Regional Trail is planned along Ramona Expressway, and the Metropolitan Water District Trail is planned south of Sinclair Street and south of the project site.

With the exception of the project's northern boundary, the study area is generally built with paved sidewalks along Perris Boulevard and Morgan Street. The proposed project would be responsible for making frontage improvements along Morgan Street, including paved sidewalk facilities, which would connect to existing sidewalks and improve pedestrian connectivity. Although the proposed project is an industrial/warehousing use, the project is located adjacent to RTA Bus Route 19, which operates with a service frequency of 15 minutes during normal operation and provides bus stops near the Perris Boulevard/Sinclair Street intersection. As such, bicycle facilities may be used as first-/last-mile trips by employees commuting to the project site via bus. Additionally, development of the Metropolitan Water District Trail immediately south of the project site would expand bicycle and pedestrian access to the project site. Development of the proposed project would not conflict with the existing pedestrian or bicycle facilities and would include improvements to pedestrian facilities around the project site. Impacts to pedestrian or bicycle facilities would be less than significant.

Although the impacts would be less than significant, the project is required to adhere to the following applicable transportation and traffic mitigation measures identified in the PVCCSP EIR.

PVCCSP MM Trans 1: Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.

PVCCSP MM Trans 3: Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

PVCCSP MM Trans 4: Prior to the approval of individual implementing development projects, the 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.

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

The project site is not located adjacent to the MWD Trail and, as such, is not subject to PVCCSP EIR mitigation measure MM Trans 6.

As required by PVCCSP EIR mitigation measure MM Trans 4, the RTA was contacted to discuss plans for future bus stop provisions along Routes 19 and 41 that include Perris Boulevard. During coordination with RTA, the agency expressed interest in the development of a bus stop along the project site's eastern boundary, on Perris Boulevard but does not currently have formal plans for a stop at this location. Coordination with RTA is ongoing. Should RTA request a bus stop at this location, there is sufficient right-of-way and the project would not preclude implementation of a bus stop.

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

Less-than-Significant Impact. The City adopted VMT-specific TIA guidelines on June 10, 2020. The details of applicable screening and VMT analysis methodology are provided in the following analysis.

Section 15064.3(b)(4) of the CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

The following screening criteria were applied to screen the project from a project-level assessment per the City's TIA Guidelines for CEQA. The proposed project is presumed to have a less-than-significant impact on VMT if the project satisfies at least one of the VMT screening criteria (City of Perris 2020c):

A. **Affordable Housing Screening:** The proposed project is not a housing project and therefore cannot be screened out using this criterion.

B. **Transit Priority Area (TPA)** [10]**Screening:** Figure 7, City of Perris Transit Priority Area, illustrates the project's location and the TPAs within the City. RTA Bus Route 19 operates with a service frequency of 15 minutes and travels along Perris Boulevard, from the Perris Station Transit Center in downtown Perris to the neighboring City of Moreno Valley to the north. Although the project site is located within a TPA, as shown in Figure 7, the presumption of less than significant does not apply if the project:
   - Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
   - Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization; or
   - Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The proposed project does not include more parking than required by the City, as discussed in Section 2, Project Description. Additionally, the proposed project zoning is consistent with the General Plan zoning (Light Industrial), and the project does not involve a residential component. Therefore, the above items would not apply to the proposed project, and the project can be screening out under the TPA screening criteria.

C. **Project Type Screening:** Local-serving retail projects less than 50,000 square feet, along with some educational/institutional projects and municipal/public services listed in the City's TIA Guidelines, may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. This is due to the fact that local-serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel instead of increasing or inducing vehicular travel. The proposed project would not be considered a local-serving retail project, nor would it fall under the other categories listed in the City's TIA Guidelines; therefore, the project cannot be screened out using this criterion.

D. **Low VMT Area Screening**: Based on the total daily VMT per worker estimated in project's traffic analysis zone (TAZ) (i.e., TAZ 3,767), the proposed project is not within a low VMT generating TAZ.
   - 2012 jurisdictional average daily VMT per worker = 11.62
   - 2012 project TAZ daily VMT per worker = 12.02

The project is not screened out using this criterion since the project TAZ has a higher Home-Based Work VMT (12.02) than the jurisdictional average (11.62). Although the project TAZ passes screening under Home-Based

[10] A Transit Priority Area in the City of Perris is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit quality corridor per definition below:
Pub. Resources Code, § 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
Pub. Resources Code, § 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

VMT per capita, based on the project's land use (industrial/warehousing), the project would not be applicable for screening under the VMT per Service Population or Home-Based VMT per Capita criteria.

Table 3.17-1 summarizes the project TAZ's VMT as provided in the WRCOG screening tool. An excerpt showing project screening summary from the tool is included in Appendix I.

Table 3.17-1. Summary of Project Traffic Analysis Zone Vehicle Miles Traveled

Base Year	VMT	Pass/Fail
VMT per service population		
Jurisdiction	27.59	Fail
Project	57.73	
Home-based VMT per capita		
Jurisdiction	15.05	Pass
Project	6.96	
Home-based VMT per worker		
Jurisdiction	11.62	Fail
Project	12.02	

Source: WRCOG 2020.
Note: VMT = vehicle miles traveled.

E. **Net Daily Trips Screening:** Projects that generate less than 500 average daily trips would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less-than-significant impact on VMT per the City's TIA Guidelines.

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers Trip Generation Handbook, 10th Edition (ITE 2017). The project proposes the construction of three buildings, as shown in Figure 2. For the purposes of this analysis, all buildings were assumed as warehousing uses (Institute of Transportation Engineers Code 150).

Additionally, passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic. The Riverside County Transportation Department Traffic Impact Analysis Preparation Guide (County of Riverside 2008) indicates that projects with truck intensive uses must convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE to 3-axle trucks, and 3.0 PCE to 4-axle trucks to provide a conservative analysis. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 3.17-2.

As shown in Table 3.17-2, the proposed project would generate 499 average daily trips (711 PCE average daily trips); therefore, the project cannot be screened out using this criterion.

Table 3.17-2. Project Trip Generation

Land Use	ITE Code	Size/Units		Daily	AM Peak Hour			PM Peak Hour		
					In	*Out*	*Total*	*In*	*Out*	*Total*
Trip Rates[1]										
Warehousing	150	TSF		1.74	0.13	0.04	0.17	0.05	0.14	0.19
Trip Generation										
Perris and Morgan Industrial Park Project	551	286.892	TSF	499	38	11	49	15	40	55
Trip Generation (By Vehicle Classification)										
Vehicle Mix[2]		***Percent[2]***								
Passenger Vehicles		72.5%		362	27	8	35	11	29	40
2-Axle Trucks		4.6%		23	2	1	3	1	2	3
3-Axle Trucks		5.7%		28	2	1	3	1	2	3
4+-Axle Trucks		17.2%		86	7	2	9	3	7	10
Total Trip Generation (Non-PCE)				**499**	**38**	**12**	**51**	**16**	**40**	**56**
		PCE Factor								
Passenger Vehicles		1.0		362	27	8	35	11	29	40
2-Axle Trucks		1.5		34	3	1	4	1	3	4
3-Axle Trucks		2.0		57	4	2	6	2	4	6
4+-Axle Trucks		3.0		258	21	6	27	9	21	30
Total Trip Generation (w/PCE)				**711**	**55**	**17**	**72**	**23**	**57**	**80**

Notes: ITE = Institute of Transportation Engineers; TSF = Thousand Square Feet; PCE = Passenger Car Equivalent.
1 Trip rates from ITE 2017.
2 Vehicle Mix and Percent from SCAQMD 2014.

As shown in the analysis, the proposed project passes one of the five screening criteria: TPA Screening. Therefore, the proposed project can be presumed to have a less-than-significant VMT impact under Existing and Opening Year 2022 conditions. A project-level detailed VMT analysis is not required, and the proposed project would not be inconsistent with CEQA Guidelines Section 15064.3(b).

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

Less-than-Significant Impact. The project would not include construction of any new roadways, modifications to any existing roadway or intersection geometry, or temporary road closures during construction. Any and all improvements required within the public right-of-way would be required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede operations on project-adjacent roadway facilities.

Project Site Access Analysis

Sight Distance and Truck Turning Analysis

As the proposed project is expected to generate heavy-truck traffic, a truck turning analysis was completed at the two proposed truck accessible driveways along Morgan Street. As noted above, a TIA is being prepared for the project and is subject to review and approval by the City prior to project approval, which provides a sight distance analysis. By preparing the sight distance analysis in the TIA, the project complies with PVCCSP EIR mitigation measure MM Trans 2.

Per the American Association of State Highway Transportation Officials, "sight distance is the length of the roadway ahead that is visible to the driver," and "available sight distance on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path" (AASHTO 2018). Prior to issuance of a building permit, the applicant would be required to meet all standards and guidelines outlined in the PVCCSP, including MM Trans 2, which details adherence to City sight distance standards. In lieu of available City sight distances standards, the County intersection sight distance standards per Standard No. 821 were used for the purpose of the analysis provided in the TIA (County of Riverside 2007).

Morgan Street is a three-lane (two lanes westbound and one lane eastbound), divided Secondary Arterial with a two-way left-turn lane, located immediately north of the project site. A design speed of 35 mph was estimated for the purposes of this analysis as posted speed limit signage was not observed. Per County Standard No. 821, a 385-foot minimum intersection sight distance would be required at project driveways along roadways operating at 35 mph. As existing vegetation is currently located within the 385-foot sight distance, both driveways would be required to meet the sight distance requirements of the City, in adherence to the standards and guidelines outlined in the PVCCSP, prior to issuance of a building permit. Therefore, impacts to hazards due to geometric design features would be less-than-significant at the project access driveways.

Driveway Access Analysis

As discussed in Section 2.3.1, access to the project site would be provided by two driveways off Morgan Street and two driveways off North Perris Boulevard. The northwestern, northeastern, and southeastern portions of the project site would include paved employee parking lots, with truck courts and loading docks found adjacent to each of the three industrial/warehouse buildings. Truck access would be limited to the driveways off Morgan Street, while passenger vehicle access would be provided at all project driveways. All project driveways will be restricted to right-in, right-out only access.

The City is in the process of updating designated truck routes. Currently, existing and future truck routes near the project site include Perris Boulevard, Ramona Expressway, Morgan Street, and Indian Avenue per the City of Perris General Plan Circulation Element. The PVCCSP also identifies these roads as truck routes, with the exception of Ramona Expressway, east of I-215. Per direction from the City, Perris Boulevard and Ramona Expressway will no longer be designated as City truck routes, and truck trips would be routed to and from the project site as follows:

- Entry truck traffic from I-215 shall be from Harley Knox Boulevard to Indian Avenue, to Morgan Street.
- Exit truck access from Morgan Street shall be to Redlands Avenue to Harley Knox Boulevard, to I-215.

- Truck traffic shall be restricted on Perris Boulevard.
- Entry truck traffic from I-215 may also be accommodated from Placentia Avenue to Indian Avenue, to Morgan Street.

As truck traffic would be restricted to right-in, right-out access along Morgan Street and distributed to City truck routes, the proposed project would not introduce queuing on Morgan Street due to left-turning movements, nor would trucks travel on roadways incompatible to truck traffic. Additionally, a raised median prohibits the movement of left-turning traffic into or out of the project site at both driveways along Perris Boulevard, and access at these driveways is restricted to autos only, removing the hazards associated with slower truck traffic navigating onto and off of a 45 mph roadway. Therefore, vehicle impacts to hazards due to geometric design features at access driveways or incompatible uses related to truck traffic would be less-than-significant.

Caltrans Off-Ramp Analysis

Project traffic originating from and traveling to I-215 would primarily utilize the existing Ramona Expressway and Harley Knox Boulevard interchanges as described above. Additionally, two regional transportation improvement projects are proposed in the vicinity of the I-215/Ramona Expressway interchange, including expansion of Ramona Expressway from a 4-lane to a 6-lane roadway between the I-215 interchange and Perris Boulevard and the addition of a new I-215 interchange at Placentia Avenue, approximately 1.5 miles south of Ramona Expressway. Both projects are included in the WRCOG Transportation Uniform Mitigation Fee (TUMF) program. WRCOG is responsible for establishing and updating the TUMF program. TUMF is a multi-jurisdictional impact fee program that funds transportation improvements associated with new growth on a regional and sub-regional basis. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. TUMF fees are submitted by the applicant and are passed on to WRCOG as the ultimate program administrator. TUMF funds are distributed on a formula basis to the regional, local, and transit components of the program. The City participates in the TUMF program.

TUMF identifies a network of backbone and local roadways that are needed to accommodate growth through 2035. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite LOS critical to mobility in the region. TUMF fees and other applicable fair-share contributions are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases.

The TUMF program is based upon a regional Nexus Study completed in early 2003, which was updated in 2009 and 2016 to address major changes in right-of-way acquisition and improvement cost factors (WRCOG 2017).

The WRCOG TUMF Program identifies the Placentia interchange project, noted above, as a transportation mitigation project on the Regional System of Highways and Arterials. The Riverside County Transportation Commission, in cooperation with the Federal Highway Administration and Caltrans, indicate the interchange project, along with buildout of the existing Placentia Avenue overcrossing and addition of lanes to Placentia Avenue between Harvill Avenue and Indian Avenue, to have an expected completion date of fall 2022 (RCTC 2020). This is the same year under which the proposed project would be constructed and operational. As such, addition of the Placentia interchange would redistribute traffic from Ramona Expressway and Harley Knox Boulevard to Placentia Avenue, reducing the potential for queuing impacts and congestion related to

addition of the project traffic at the existing off-ramps. As such, the proposed project will not create a significant impact to the Caltrans freeway off-ramps, and hazards due to geometric design features will be less than significant.

d) Would the project result in inadequate emergency access?

No Impact. Site access would be provided via the two driveways located along Morgan Street and two driveways along Perris Boulevard. Emergency vehicle access will be available at all driveways and facilitated within the entirety of the project site. The project site would be accessible to emergency responders during construction and operation of the project. Therefore, no impacts associated with an emergency response plan or emergency evacuation plan would occur.

3.18 Tribal Cultural Resources

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

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less-than-Significant Impact with Mitigation Incorporated. The project is subject to compliance with AB 52 (California Public Resources Code, Section 21074), which requires consideration of impacts to Tribal Cultural Resources as part of the CEQA process. AB 52 requires the City, as the lead agency responsible for CEQA compliance for the project, to notify any groups (who have requested notification) of the project who are traditionally or culturally affiliated with the geographic area of the project. Because AB 52 is a government-to-government process, all records of correspondence related to AB 52 notification and any subsequent consultation are on file with the City. In accordance with AB 52, the City sent notification letters to the tribal representatives that have formally requested such notice under AB 52. To date, one response have been received from Juan Ochoa, Assistant Tribal Historic Preservation Officer of the Pechanga Band of Luiseño Indians.

In his response letter, Mr. Ochoa stated that the project site is located within the Tribe's aboriginal territory and within a culturally sensitive area, and as such, the Tribe wished to consult with the City regarding the project. No tribal cultural resources were identified during consultation; however, the City agreed to implement standard mitigation measures (MM-CUL-1 and MM-CUL-2, discussed in Section 3.5, Cultural Resources) that it has developed in consultation with the Tribe to reduce potential impacts to tribal cultural resources.

The project site is entirely disturbed and has been previously developed. The development and construction activities that have taken place over the years have heavily disturbed subsurface soils found on the project site. Additionally, the project site supported agricultural activities prior to development, which disturbed underlying soils as well.

Despite the previous disturbance on the project site, it is possible that intact tribal cultural resources deposits are present at subsurface levels, particularly given the project site's location within an area that has been identified as within the Pechanga's aboriginal territory. Thus, MM-CUL-1 (see Section 3.5, Cultural Resources) would be implemented to ensure that tribal monitors have access to the project site during subsurface construction activities. With implementation of MM-CUL-1, impacts would be less than significant.

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

Less-than-Significant Impact with Mitigation Incorporated. Refer to the response above in Section 3.18(a)(i). Implementation of MM-CUL-1 would ensure that impacts to buried, currently unrecorded/unknown tribal cultural resources would be less than significant.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) ***Would the project 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?***

Less-than-Significant Impact. The immediate project area is currently served by municipal water, municipal sewer, stormwater, and other wet and dry utilities. Given that the project would introduce industrial development onto a currently vacant site, the project would increase demand for water, wastewater treatment, stormwater drainage, electric power, and telecommunications facilities compared with the existing undeveloped condition of the parcel. However, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunication facilities as outlined below.

Water Facilities

The project involves the construction of three industrial/warehouse buildings on a vacant site, which would increase demand for water supply on the project site. The project would receive potable and recycled water purchased from the EMWD. The City purchases approximately 640 million gallons of water each year from the EMWD. Currently, the City has a storage capacity of 2.5 million gallons of potable water. The project developer would construct domestic waterline laterals with meters and recycled waterline laterals to connect to existing EMWD facilities along Morgan Street and Perris Boulevard.

In July 2011, the EMWD approved the Water Supply Assessment prepared for the PVCCSP and determined that existing and planned EMWD water supplies are sufficient to meet project-related demands within the PVCCSP planning area. Therefore, it can be concluded that there are sufficient water supplies available to serve the proposed project, which is consistent with the land use assumptions of the PVCCSP for industrial uses, from the EMWD's existing entitlements and resources as set forth in its 2015 Urban Water Management Plan (UWMP) (EMWD 2016a) and the Metropolitan Water District's 2015 UWMP.

As mentioned in Section 3.14(a), no residential use or other land uses typically associated with directly inducing population growth and substantially increasing water demand are included as part of the project. Furthermore, as will be discussed in Section 3.19(b), the project would have sufficient supplies during normal, dry, and multiple dry years. Additionally, an issued Will Serve Letter from the EMWD for the project would ensure the project's estimated water demand would be adequately served by existing EMWD water facilities without requiring new or expanded facilities. Thus, impacts associated with the construction or expansion of water facilities would be less than significant.

Wastewater Treatment Facilities

Wastewater generated within the regional area would be treated by the EMWD. The EMWD treats approximately 46 million gallons per day (mgd) of wastewater at its five active regional water reclamation facilities through 1,813 miles of sewer pipelines. The Perris Valley Regional Water Reclamation Facility (PVRWRF) would receive wastewater from the project site. The PVRWRF produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural customers. PVRWRF receives a typical daily flow of 13.8 mgd. The current capacity at the PVRWRF is 22 mgd; however, the ultimate capacity is 100 mgd (EMWD 2016b).

The project developer would construct sewer laterals along the northern and eastern project boundary that would connect to existing EMWD facilities along Morgan Street and Perris Boulevard. The project would not discharge wastewater into the domestic sewer system in a way that would cause the PVRWRF to exceed requirements, as determined by the Santa Ana RWQCB's Water Discharge Requirements. Therefore, development of the project would not require or result in the relocation or construction of new wastewater treatment facilities. Thus, impacts would be less than significant.

Stormwater Drainage Facilities

Stormwater runoff in the project area discharges into the PVSC. The PVSC is an earthen flood control channel within the Perris Valley Master Drainage Plan that has been designed to accommodate flows from the Perris Valley watershed in a 100-year storm event. All development within the PVCCSP planning area, including the project, would drain stormwater flows into the PVSC. The project applicant proposes to

construct its own storm drain facilities on site which would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event.

As part of the project, a new engineered storm drain system will be constructed on the project site to collect and treat on-site stormwater runoff. On-site stormwater will be collected via a series of inlets, catch basins, and area drains before being conveyed to on-site stormwater basins located underneath the truck courts and within the automobile parking areas. From these underground basins, collected stormwater will be conveyed through one of several new on-site storm drain lines to a vegetated bio-retention basin located on the southern part of the site. Stormwater in the bio-retention basin will be contained and treated on site and allowed to percolate into the soils below.

Overall, implementation of the project would not exceed the capacity of the existing stormwater drainage system and would not require expansion or construction of new stormwater facilities. Therefore, impacts are determined to be less than significant.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). At full buildout, the project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the project would be required to comply with the most recent Title 24 standards at the time of building permit issuance. The energy-using fixtures within the project would likely be newer technologies, using less electrical power. Implementation of the project would not require new or expanded SCE facilities. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by Southern California Gas Company, Pacific Region. Although the project would require natural gas for building heating, the project would comply with the most up to date Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the project would generate a need for natural gas that is consistent with industrial uses. Implementation of the project would not require new or expanded Southern California Gas Company facilities. Therefore, impacts would be less than significant

Telecommunications Facilities

The City is served by various telecommunication companies. Since the project site is in an urbanized area and is surrounded by industrial uses, there are existing telecommunication facilities that would be able to serve the project site. The telephone and cable provider specific to the project site is Frontier Communications. Once the project is completed, future employees of the project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

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

Less-than-Significant Impact. The EMWD provides potable water to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District from the State Water Project and the Colorado River Aqueduct. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, the West San Jacinto Water Groundwater Basin Management Plan area and the Hemet/San Jacinto Water Management Plan area. Native potable groundwater production in the Hemet/San Jacinto Basin is limited according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft. The EMWD anticipated the limitations on native groundwater production it has experienced and has developed alternatives to assure reliability, including an Integrated Recharge and Recovery Program, filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. Additionally, the EMWD is developing the Enhanced Recharge and Recovery Program to increase conjunctive use and facilitate groundwater banking (EMWD 2016a).

In 2015, the State Water Resources Control Board, in its Emergency Regulation, required water suppliers to reduce water usage by 25% statewide as a means of reducing stress on California's water supplies during the ongoing drought. The mandatory water restrictions required the EMWD to implement Stage 4 of its Water Shortage Contingency Plan to meet conservation targets, which helped the EMWD reduce demands in 2015 by over 20%. The EMWD plans to meet increases in projected demands through a combination of local supply development and ongoing water conservation. The EMWD will continue to rely on imported water from the Metropolitan Water District as the main source of supply for its retail and wholesale customers, yet recognizes the need to increase local supplies and water conservation to manage supply and demand. Customer demands vary with local rainfall. In general, water demand tends to increase in dry years, primarily due to increased water activities such as landscape irrigation. Thus, to assess the reliability of water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry years within a UWMP. The EMWD UWMP details the expected water supply and demand for both retail and wholesale customers.

Tables 3.19-1 and 3.19-2 provide water supply and demand for multiple-dry-year scenarios for the EMWD, which represents a conservative, worst-case scenario. The multiple-dry-year period represents the lowest average water supply availability for a consecutive 3-year period.

Table 3.19-1. Retail Multiple Dry Years Supply and Demand Comparison (AFY)

		2020	2025	2030	2035	2040
First Year	Supply totals	166,300	182,400	197,400	212,000	225,700
	Demand totals	166,300	182,400	197,400	212,000	225,700
	Difference	0	0	0	0	0
Second Year	Supply totals	142,500	155,400	167,400	179,000	190,100
	Demand totals	142,500	155,400	167,400	179,000	190,100
	Difference	0	0	0	0	0

Third Year	Supply totals	149,500	162,700	175,100	186,900	198,600
	Demand totals	149,500	162,700	175,100	186,900	198,600
	Difference	0	0	0	0	0

Source: EMWD 2016a.
Note: AFY = acre-feet per year.

Table 3.19-2. Wholesale Multiple Dry Years Supply and Demand Comparison (AFY)

		2020	2025	2030	2035	2040
First Year	Supply totals	58,500	66,200	70,700	75,200	79,300
	Demand totals	58,500	66,200	70,700	75,200	79,300
	Difference	0	0	0	0	0
Second Year	Supply totals	48,500	54,700	58,200	61,700	64,900
	Demand totals	48,500	54,700	58,200	61,700	64,900
	Difference	0	0	0	0	0
Third Year	Supply totals	52,000	57,400	61,100	64,600	68,000
	Demand totals	52,000	57,400	61,100	64,600	68,000
	Difference	0	0	0	0	0

Source: EMWD 2016a.
Note: AFY = acre-feet per year.

As demonstrated in Tables 3.19-1 and 3.19-2, the EMWD would have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under normal-, dry-, and multiple-dry-year conditions. During periods of increase demands, the EMWD would be able to utilize stored groundwater from the proposed Enhanced Recharge and Recovery Program or import more water from the Metropolitan Water District to meet demands, if needed.

Because the City's water demands can be met under normal, dry, and multiple-dry years, the project's water demands would be adequately served by the EMWD's projected, current, and future water supplies. Therefore, impacts to water supply as a result of the project would be less than significant.

c) Would the project 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?

Less-than-Significant Impact. As outlined above under Section 3.19(a), wastewater generated at the project site would be serviced by the EMWD. The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 mgd of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. Wastewater generated at the project site would be treated at the PVRWRF, one of the EMWD's water reclamation facilities. The PVRWRF provides primary, secondary, and tertiary treatment for an estimated 13.8 mgd. The PVRWRF has a current capacity of 22 mgd, and has an ultimate capacity of 100 mgd (EMWD 2016b).

Based on the wastewater generation factor of 1,700 gallons per day per acre for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the project's approximate 15.60-acre project site of proposed light industrial warehouse uses would generate approximately 25,245 gallons per day of wastewater that would be treated at the PVRWRF. Wastewater generated by the project would represent a nominal percentage in the average daily wastewater treated per day at the PVRWRF. Therefore, implementation of the project would have a less-than-significant impact on the EMWD's ability to treat wastewater and would not require construction or expansion of existing wastewater facilities.

d) Would the project 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?

Less-than-Significant Impact. Solid waste collection service in the City is provided by CR&R Disposal. Waste is transported to Perris Materials Recovery Facility at 1706 Goetz Road, where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid wastes are transported to either the El Sobrante Landfill on Dawson Canyon Road in Corona or to the Badlands Landfill on Ironwood Avenue in Moreno Valley. El Sobrante Landfill has a daily maximum of 16,054 tons of waste per day and a total maximum capacity of 209,910,000 cubic yards. The remaining capacity is 143,977,170 cubic yards. Additionally, the Badlands Landfill has a daily maximum of 4,800 tons of waste per day and a total maximum capacity of 34,400,000 cubic yards. The remaining capacity is 15,748,799 cubic yards (CalRecycle 2019).

According to the Perris General Plan, it is estimated that non-residential land uses generate an average 19 pounds of waste per employee per day (City of Perris 2005a). Based on this estimation, with approximately 350 permanent operational employees, the project would generate approximately 6,650 pounds of waste per day. The project's estimated solid waste generation of 6,650 pound per day would represent a nominal portion of the daily waste accepted by El Sobrante Landfill and Badlands Landfill. In addition, this amount does not factor in any recycling or waste diversion programs. Solid waste resulting from project construction and operation is not expected to generate waste in excess of state or local standards. Therefore, impacts associated with landfill capacity would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 is a mandatory organic recycling bill. The County adopted its Integrated Waste Management Plan in 1998, which includes the Countywide Summary Plan, Source Reduction and Recycling Elements, and Non-Disposal Facility Elements for the County and each city in the County. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet the requirements of AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City. The project would comply with all regulatory requirements regarding solid waste, and impacts associated with solid waste disposal regulations would be less than significant.

3.20 Wildfire

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

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2007, 2009). In addition, the project site is located within a developed portion of the City. As discussed in Section 3.9, the project would not significantly affect emergency response or evaluation activities and the project would not conflict with or impair implementation of the City's emergency response plans. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

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

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). In addition, the project site is located within a developed portion of the City.

Development of the project would result in concrete tilt-up buildings, paved surfaces, and approved landscaping in a developed and flat portion of the City. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, no impacts associated with wildfire would occur.

c) Would the project 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?

Less-than-Significant Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). In addition, the project site is located within a developed portion of the City. The project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, since the driveways would be surrounded by developed land on all sides. Further, the PVCCSP area predominantly developed and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

d) Would the project 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?

Less-than-Significant Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). As discussed in Section 3.7, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire slope instability. Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to 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?

Less-than-Significant Impact with Mitigation Incorporated. As discussed and analyzed in this Initial Study, the project would not degrade the quality of the environment. For the reasons discussed in Section 3.4, Biological Resources, with implementation of mitigation, the project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of project-specific mitigation measure MM-BIO-1 and PVCCSP MM Bio 1.

In addition, as discussed in Section 3.5 and Section 3.7, MM-CUL-1 through MM-CUL-3 and MM-GEO-1 are required to minimize potential impacts to unanticipated archaeological and paleontological resources. Based on compliance with these mitigation measures, impacts to buried, currently unrecorded/unknown archaeological, tribal, and paleontological resources would be less than significant.

Therefore, with mitigation incorporated, the project would not 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.

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)?

Less-than-Significant Impact with Mitigation Incorporated. The proposed Project is being developed according to the PVCCSP and is an allowed use under the site's Light Industrial 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 SCAQMD's recommended thresholds of significance;
- Noise: Development in the overall PVCCSP area will result in substantial increases in the ambient noise environment at project buildout;
- Transportation: Potential cumulative impacts to I-215, which is consistent with the findings in the Perris GP.

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 will not cause a substantial increase in ambient noise levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service 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, and hazardous materials 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 biological resources, cultural resources, tribal cultural resources, paleontological resources, and hazardous materials 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 document, the project would result in individually limited, but not cumulatively considerable, impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact with Mitigation Incorporated. As evaluated throughout this document, with the incorporation of mitigation, environmental impacts associated with the proposed project would be reduced to less-than-significant levels. Therefore, with mitigation incorporated, the proposed project would not directly or indirectly cause substantial adverse effects on human beings.

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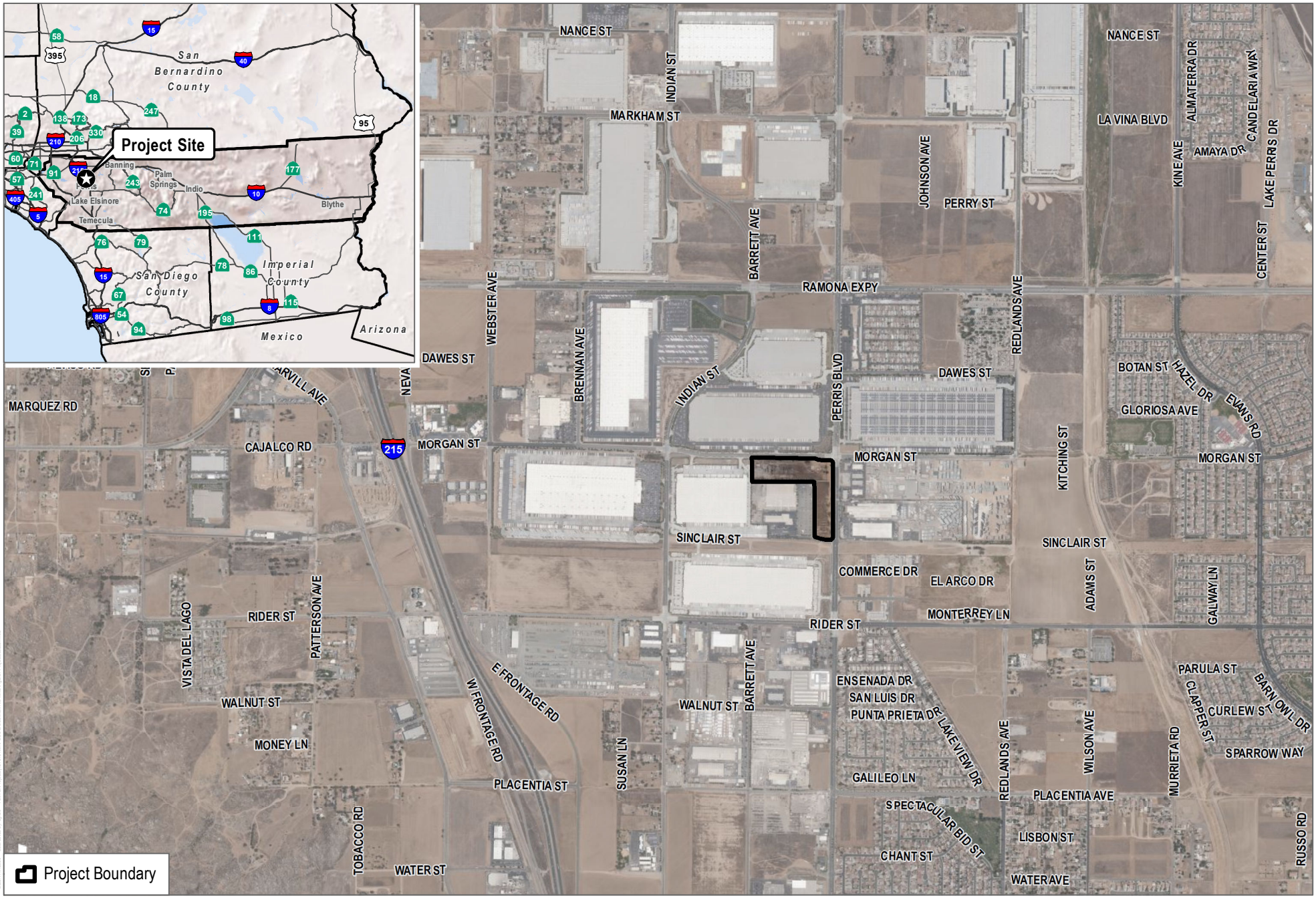

SOURCE: Riverside County 2020; Bing Maps

DUDEK

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FIGURE 1

Project Location

Perris Boulevard and Morgan Street Industrial Park Project

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SOURCE: Herdman Architecture + Design, 2021

FIGURE 2

Conceptual Site Plan

Perris Boulevard and Morgan Street Industrial Park Project

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BUILDING 1-NORTH ELEVATION

BUILDING 1-NORTH ELEVATION CONTINUED

BUILDING 1-WEST ELEVATION

BUILDING 1-SOUTH ELEVATION

BUILDING 1-SOUTH ELEVATION CONTINUED

BUILDING 1-EAST ELEVATION

SOURCE: Herdman Architecture and Design

FIGURE 3A

Conceptual Elevations and Rendering

Perris Boulevard and Morgan Street Industrial Park Project

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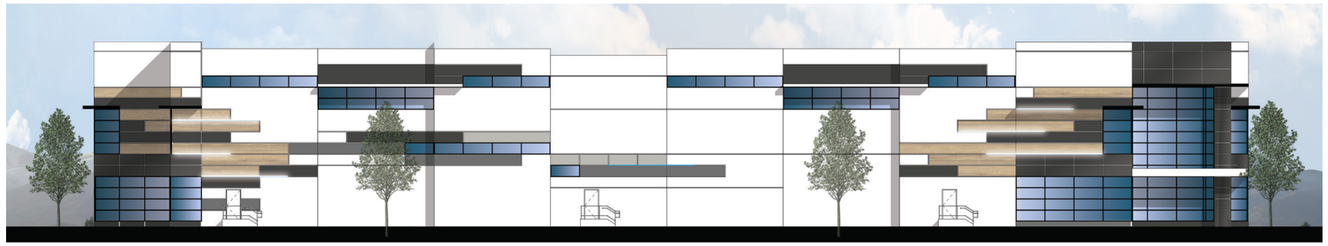
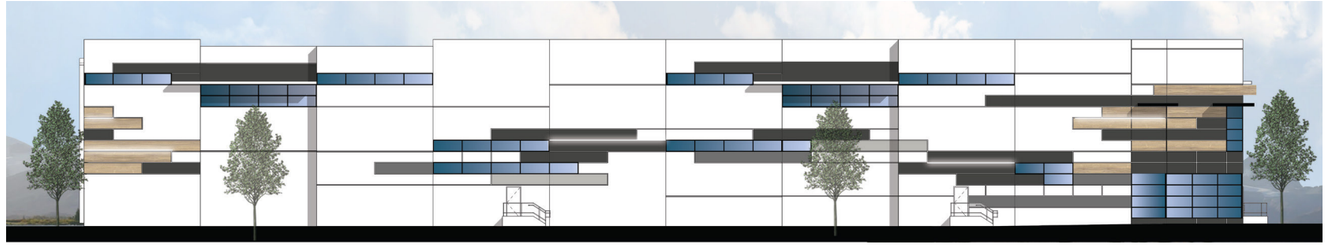


BUILDING 2-NORTH ELEVATION

BUILDING 2-WEST ELEVATION

BUILDING 2-SOUTH ELEVATION



BUILDING 2-EAST ELEVATION

SOURCE: Herdman Architecture and Design

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FIGURE 3B

Conceptual Elevations and Rendering

Perris Boulevard and Morgan Street Industrial Park Project

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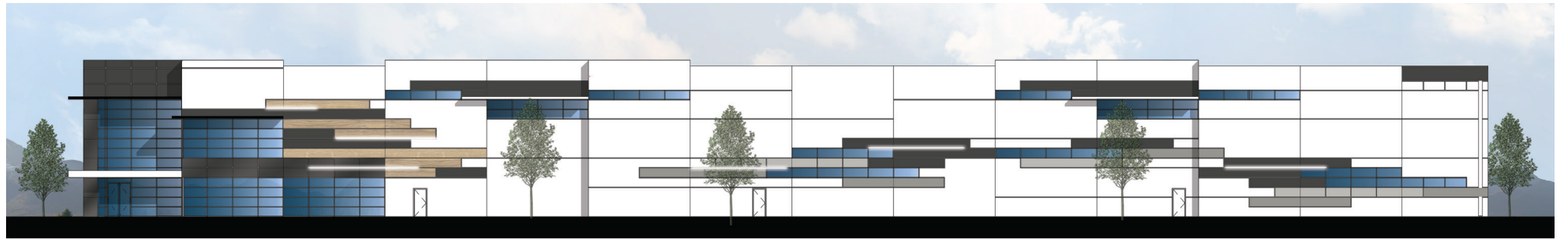
BUILDING 3-NORTH ELEVATION

BUILDING 3-WEST ELEVATION

BUILDING 3-SOUTH ELEVATION



BUILDING 3-EAST ELEVATION

SOURCE: Herdman Architecture and Design

FIGURE 3C

Conceptual Elevations and Rendering

Perris Boulevard and Morgan Street Industrial Park Project

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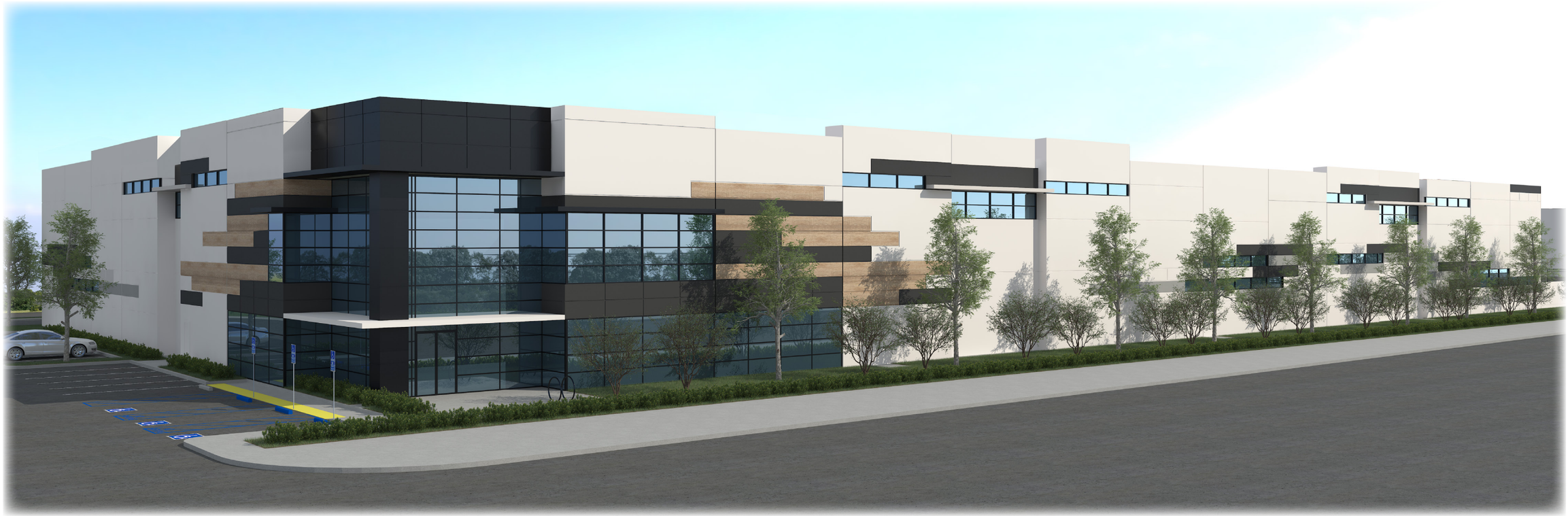

BUILDING 3 SOUTHEAST CORNER @ PERRIS BLVD.

SOURCE: Herdman Architecture and Design

FIGURE 3D

Conceptual Elevations and Rendering

Perris Boulevard and Morgan Street Industrial Park Project

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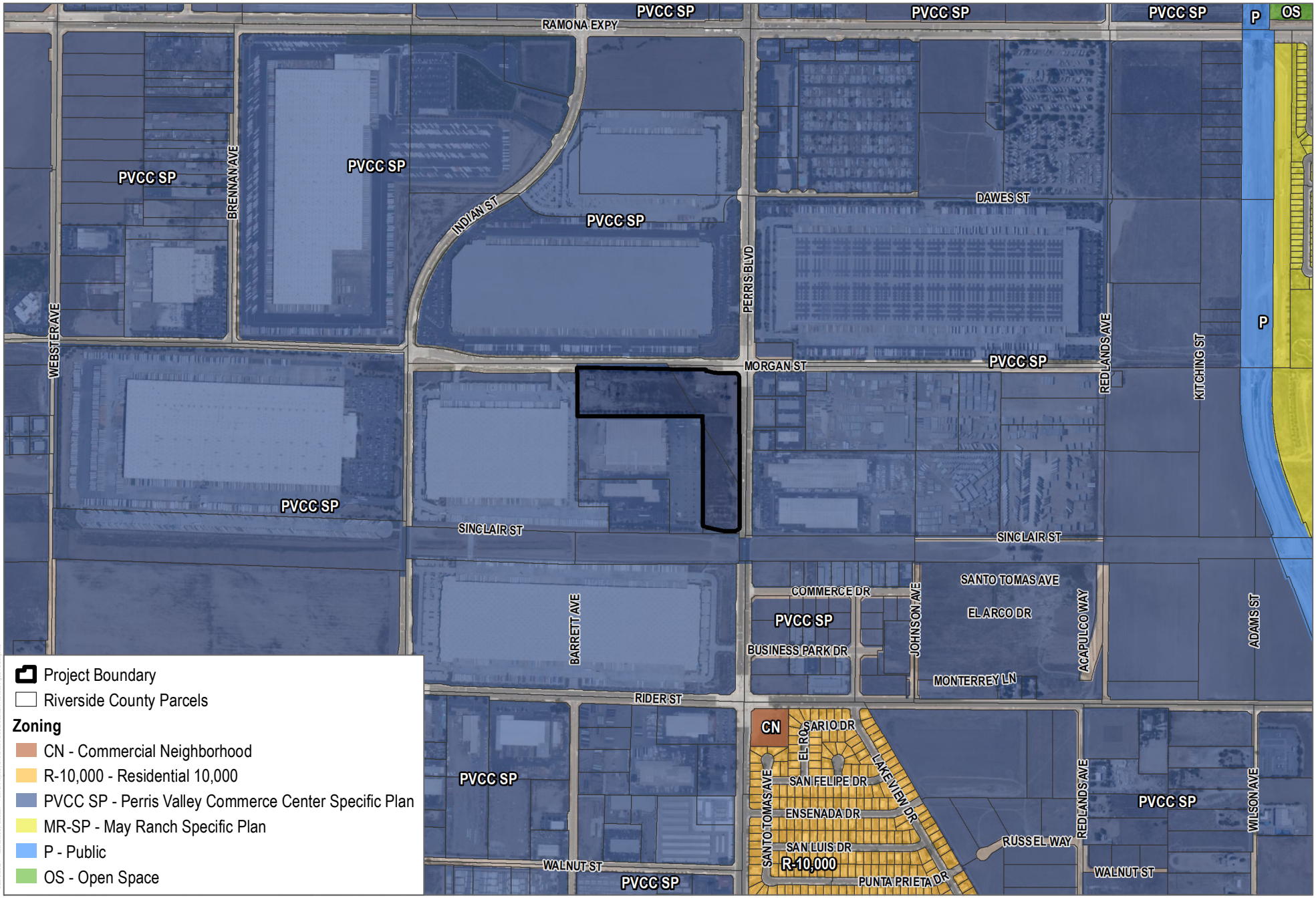

SOURCE: City of Perris 2020; Riverside County 2020; Bing Maps

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FIGURE 4

Zoning

Perris Boulevard and Morgan Street Industrial Park Project

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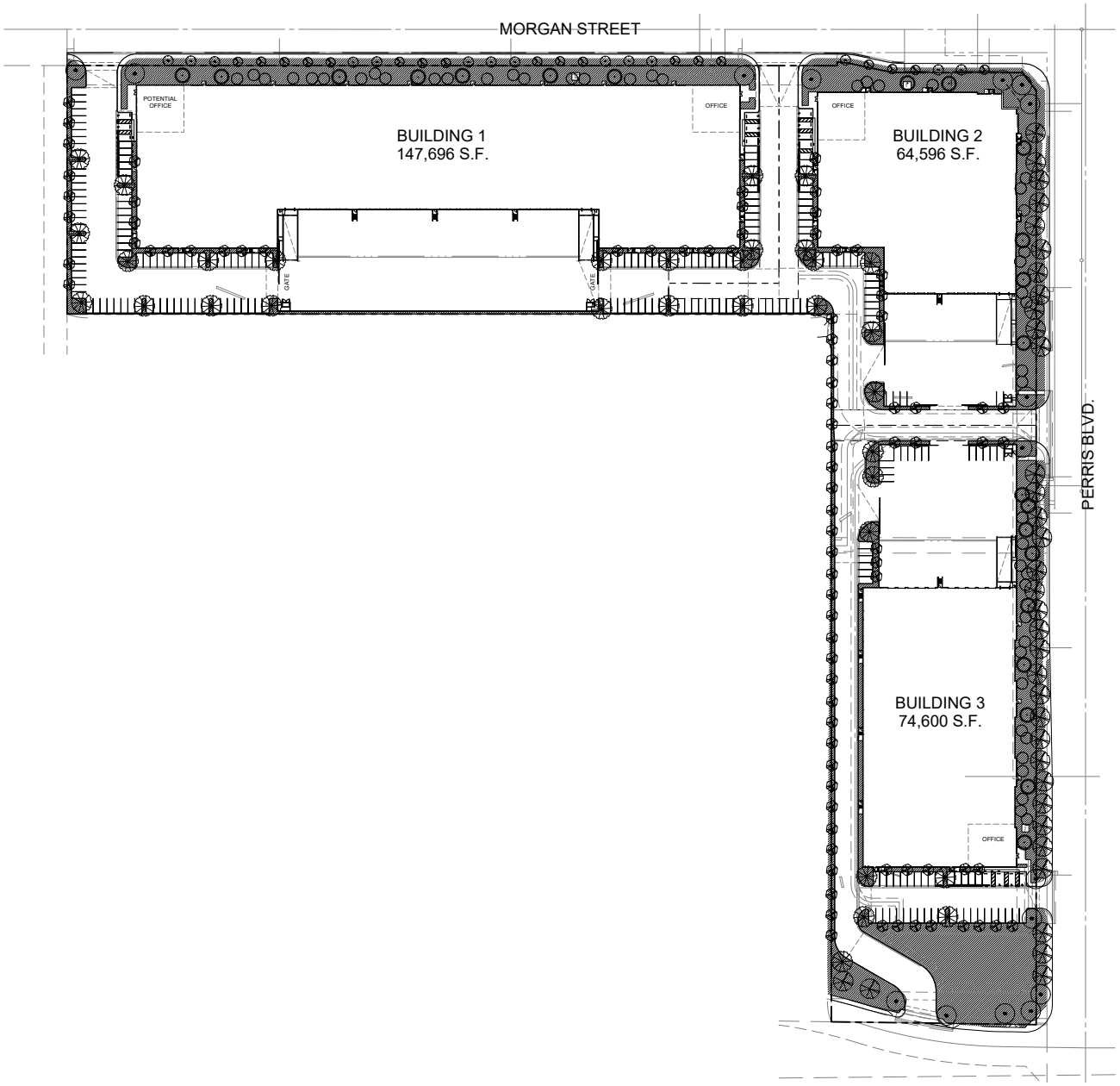

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/C/O/L/S	REMARKS
	Caesalpinia 'Desert Museum' Blue Palo Verde	36" Box	16	L	Multi
	Chilopsis linearis 'Chitalpa' Chitalpa	36" Box 24" Box	27 6	L	Standard
	Chilopsis linearis Desert Willow	24" Box	22	L	Multi
	Lagerstroemia i 'Tuscarora' Crape Myrtle	24" Box	18	M	Street Tree
	Magnolia g. 'Samuel Sommer' Magnolia	24" Box	35	M	Street Tree
	Pinus eldarica Afghan Pine	24" Box	48	L	Standard
	Prunus blireana Blireana Flowering Plum	24" Box	14	M	Street Tree
	Tristania conferta Brisbane Box	24" Box	89	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/C/O/L/S	REMARKS
	Callistemon 'Little John' Dwarf Callistemon	5 Gal	809	L	
	Cistus 'Sunset' Rockrose	5 Gal	134	L	
	Dietes bicolor Fortnight Lily	5 Gal	740	L	
	Dodonaea viscosa 'Purpurea' Hop Bush	5 Gal	436	M	
	Euphorbia rigida Euphoria	5 Gal	48	L	
	Feijoa sellowiana Pineapple Guava	5 Gal	1582	L	
	Helictotrichon sempervirens Blue Oat Grass	5 Gal	32	M	
	Heteromeles arbutifolia Toyon	5 Gal	95	L	
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	549	L	
	Olea 'Little Ollie' Dwarf Olive	5 Gal	120	L	
	Pennisetum c. 'Rubrum' Purple Fountain Grass	5 Gal	361	L	
	Salvia gregii Autumn Sage	5 Gal	240	L	
	Senna artemisioides Feathery Cassia	5 Gal	606	L	
	Westringia fruticosa Coast Rosemary	5 Gal	188	L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	W/C/O/L/S	REMARKS
	Agave americana Century Plant	5 Gal	17	L	Hedge
	Agave 'Blue Glow' Blue glow Agave	5 Gal	104	L	
	Echeveria 'Afterglow' Echeveria	1 Gal	293	L	
	Agave villmoriana Agave	5 Gal	27	L	
	Dasylirion wheeleri Desert Spoon	5 Gal	86	L	
	Hesperaloe parviflora Red Yucca	5 Gal	77	L	
	Yucca 'Color Guard' Color Guard Yucca	1 Gal	16	L	

Note: Accent Plants set in decorative gravel

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	W/C/O/L/S	REMARKS
	Acacia redolens Acacia	1 Gal	3' O.C.	L	
	Baccharis pilularis Coyote Bush	1 Gal	36" O.C.	L	
	Carex barca Berkley Sedge	1 Gal	12" O.C.	M	
	Dalea gregii Indego Bush	1 Gal	36" O.C.	L	
	Festuca mairei Atlas Fescue	1 Gal	18" O.C.	L	
	Festuca o. 'Glauca' Blue Fescue	1 Gal	12" O.C.	L	
	Pennisetum orientale Oriental fountain Grass	1 Gal	3' O.C.	M	
	Rosmarinus o. 'Prostratus' Prostrate Rosemary	1 Gal	30" O.C.	L	
	Senecio mandraliscae Senecio	1 Gal	24" O.C.	L	

SOURCE: Herdman Architecture + Design, 2020

DUDEK

FIGURE 5

Conceptual Landscape Plan

Perris Boulevard and Morgan Street Industrial Park Project

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SOURCE: Riverside County 2020; Bing Maps

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FIGURE 6

Noise Measurement Locations

Perris Boulevard and Morgan Street Industrial Park Project

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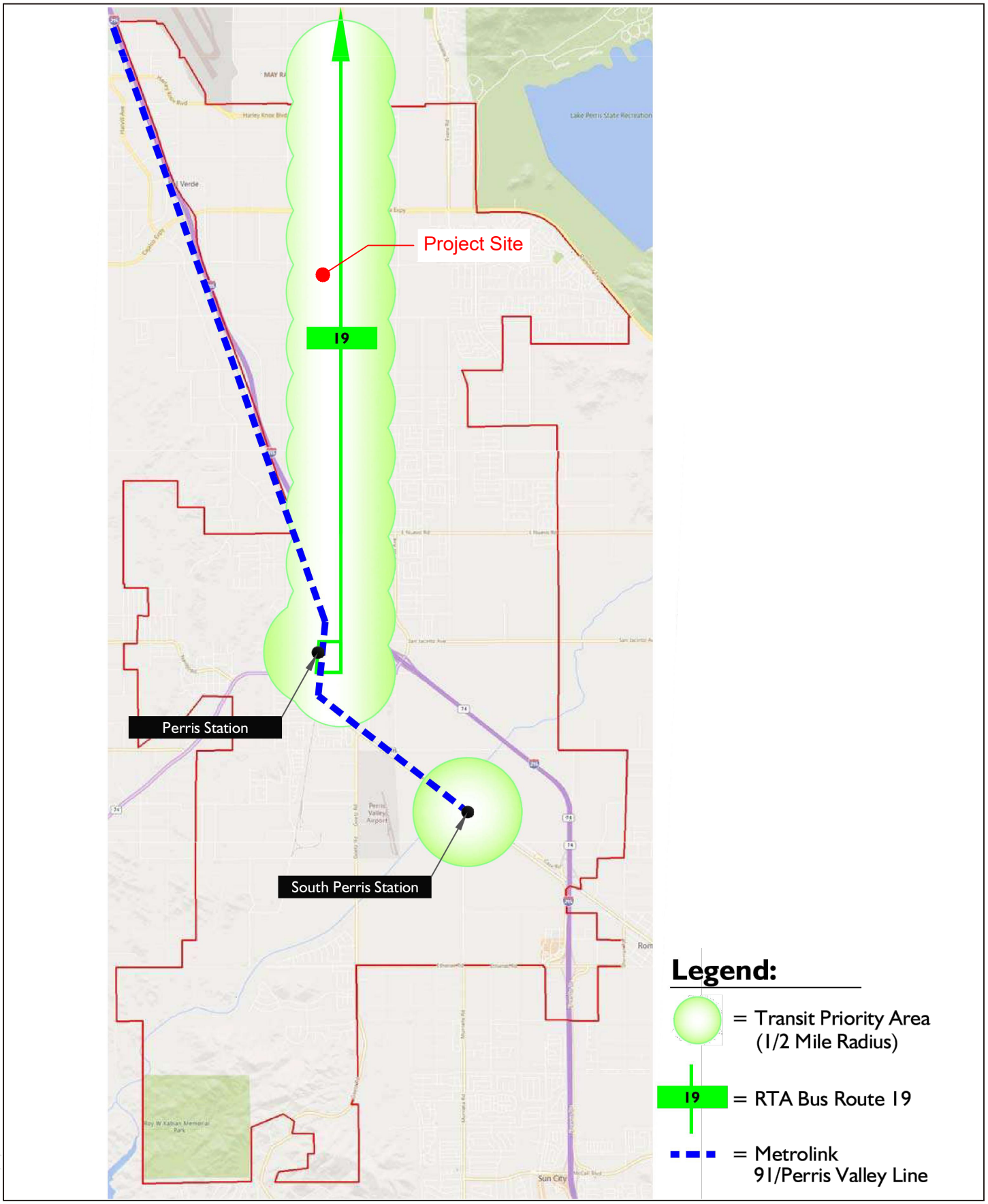

SOURCE: City of Perris Transportation Impact Analysis Guidelines for CEQA, 2020

FIGURE 7

City of Perris Transit Priority Area

Perris Boulevard and Morgan Street Industrial Park Project

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