INITIAL STUDY

FOR

Markham Street Truck and Trailer Storage Facility

Prepared for:

City of Perris
Kenneth Phung, Planning Manager
101 North D Street Perris, California 92376

Prepared by:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
(909) 890-1818

July 2021

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INTRODUCTION

Independently reviewed, analyzed and exercised judgment in making the determination, by the Planning Commission on _____, pursuant to Section 21082 of the California Environmental Quality Act (CEQA).

CEQA requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not except from CEQA, qualifies for a Negative Declaration (ND) or whether or not an Environmental Impact Report (EIR) must be prepared.

1. Project Title: Markham Street Truck and Trailer Storage Facility

2. Lead Agency Name: City of Perris
Planning Division
101 North D Street
Perris, CA 92376

3. Contact Person: Chantal Power, AICP, Contract Planner
Phone Number: (951) 943-5003

4. Project Location: North side of Markham Street between Perris Boulevard and Redlands Avenue in the Perris Valley Commerce Center Specific Plan

5. Geographic Coordinates of Project Site: 33°51'10.09"N; 117°13'22.18"W

6: USGS Topographic Map: Perris, California 7.5-minute USGS Topographic Quadrangle

7: Public Land Survey System: Township 4 South, Range 3 West, Section 5

8. Thomas Guide Location: Page 747, Grid H7; 2013, San Bernardino & Riverside Counties

9. Assessor Parcel Number: 302-110-031 & 032

10. General Plan & Specific Plan Designations: Perris Valley Commerce Center Specific Plan & Business Professional Office (PBO)

11. Description of Project: Truck Terminal Properties, LLC (Applicant) is requesting approval of a Specific Plan Amendment, SPA 20-05180, a Parcel Merger, PM 20-051279, and Conditional Use Permit, CUP 20-05100, for construction and operation of a truck and trailer storage facility to include a 700 square-foot single-story guard shack, 247 14-foot by 55-foot trailer stalls, three passenger car parking spaces and one handicap accessible parking space on a 9.5-acre property described as APN: 302-110-031 & 032. The Specific

Plan Amendment is to change the land use designation of the Project Site, which is currently designated as Business Professional Office (PBO), to Light Industrial (LI) allowing for activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. Site improvements would include a mix of screen walls, block walls, signage, landscaping, and a storm water retention basin. Access to the Project Site would be provided by a 60-foot driveway at Markham Street. The Specific Plan Amendment, SPA 20-05180, Conditional Use Permit, CUP 20-05100, and Parcel Merger, PM 20-051279, are hereinafter referred to, collectively, as the "Project".

The Project would provide parking for local trucks and fleets. Truck drivers will either be picked up or dropped off by passenger cars. The Project will operate 24 hours a day and 7 days a week although security guards are not anticipated to be present 24 hours a day. Restroom facilities would be provided for both guards and truck drivers 24 hours per day. Eight- to ten-foot-high screen walls along the western, southern and northern frontages will provide security and sound attenuation, as well as screen the parking area from public view. Wrought iron fencing is proposed along the eastern frontage for security. The landscaping along all perimeters of the site will cover the walls and fencing. The landscaping along the walls and fencing will act as a privacy shield to minimize visibility from outside viewers. The Project will be connected to an eight-inch existing potable waterline along Markham Street and an eight-inch sewer main along Markham Street. Electricity and telecommunications for the Proposed Project would be connected to existing powerlines along the southern frontage on Markham Street. The Project would include construction of its fair share portion of the PVCCSP Master Drainage Plan Line D, a 66-inch underground flood control line along the easterly property line.

According to the City of Perris's General Plan Land Use Map, the Project Site is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. The Project Site is currently vacant and the PVCCSP land use designation is Business Professional Office.

This Initial Study, MND 20-05182, addresses the potential impacts of the proposed truck terminal ("Proposed Project"), including the associated discretionary actions and approvals required to implement the Proposed Project, as well as all subsequent construction and operation activities.

12. Surrounding Land Uses and Setting:

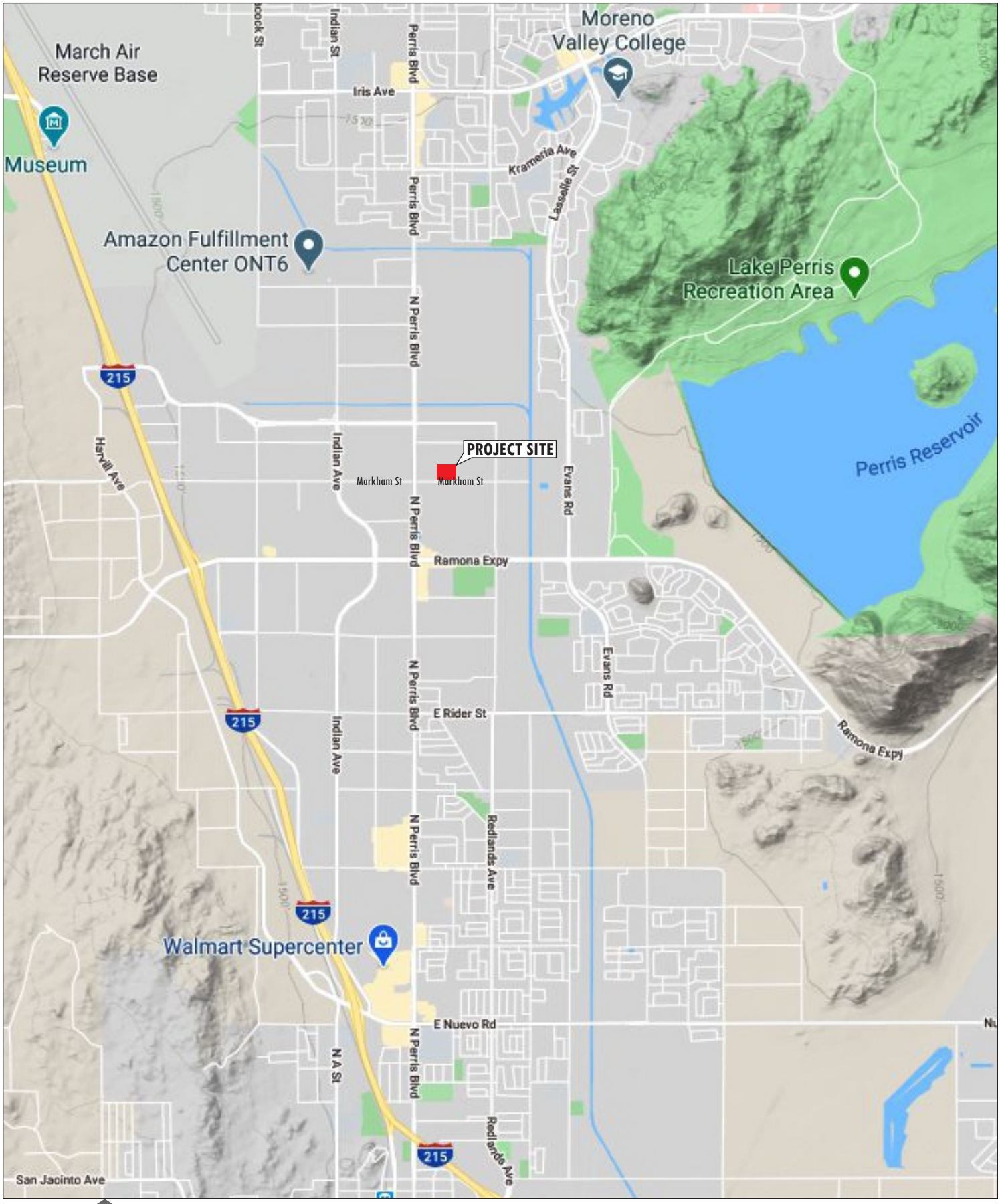
	Land Use (Specific Plan)	**LAND USE** (General Plan Land Use Plan)	**EXISTING**
PROJECT SITE	Business Professional Office	Perris Valley Commerce Center Specific Plan	Vacant
NORTH	Business Professional Office	Perris Valley Commerce Center Specific Plan	Residence, Vacant Land
EAST	Light Industrial	Perris Valley Commerce Center Specific Plan	Warehouse

	Land Use (Specific Plan)	**LAND USE** (General Plan Land Use Plan)	**EXISTING**
SOUTH	Light Industrial	Perris Valley Commerce Center Specific Plan	Warehouse
WEST	Business Professional Office	Perris Valley Commerce Center Specific Plan	Vacant

Source: Perris Valley Commerce Center Specific Plan Land Use Designation
City of Perris General Plan Map

13. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

- California Regional Water Quality Control Board, Santa Ana Region (RWQCB – Santa Ana Region, General Construction Permit, Storm Water Pollution Prevention Plan (SWPPP) and National Pollutant Discharge Elimination System (NPDES).
- Approval of water and sewer improvement plans by the Eastern Municipal Water District.



0 0.75
Miles

Source: Lilburn Corporation, May, 2020.

LILBURN CORPORATION

REGIONAL LOCATION

Markham Street Truck and Trailer Storage Facility

Perris, California

FIGURE 1

N

0 220

Feet

Source: Lilburn Corporation, May, 2020.

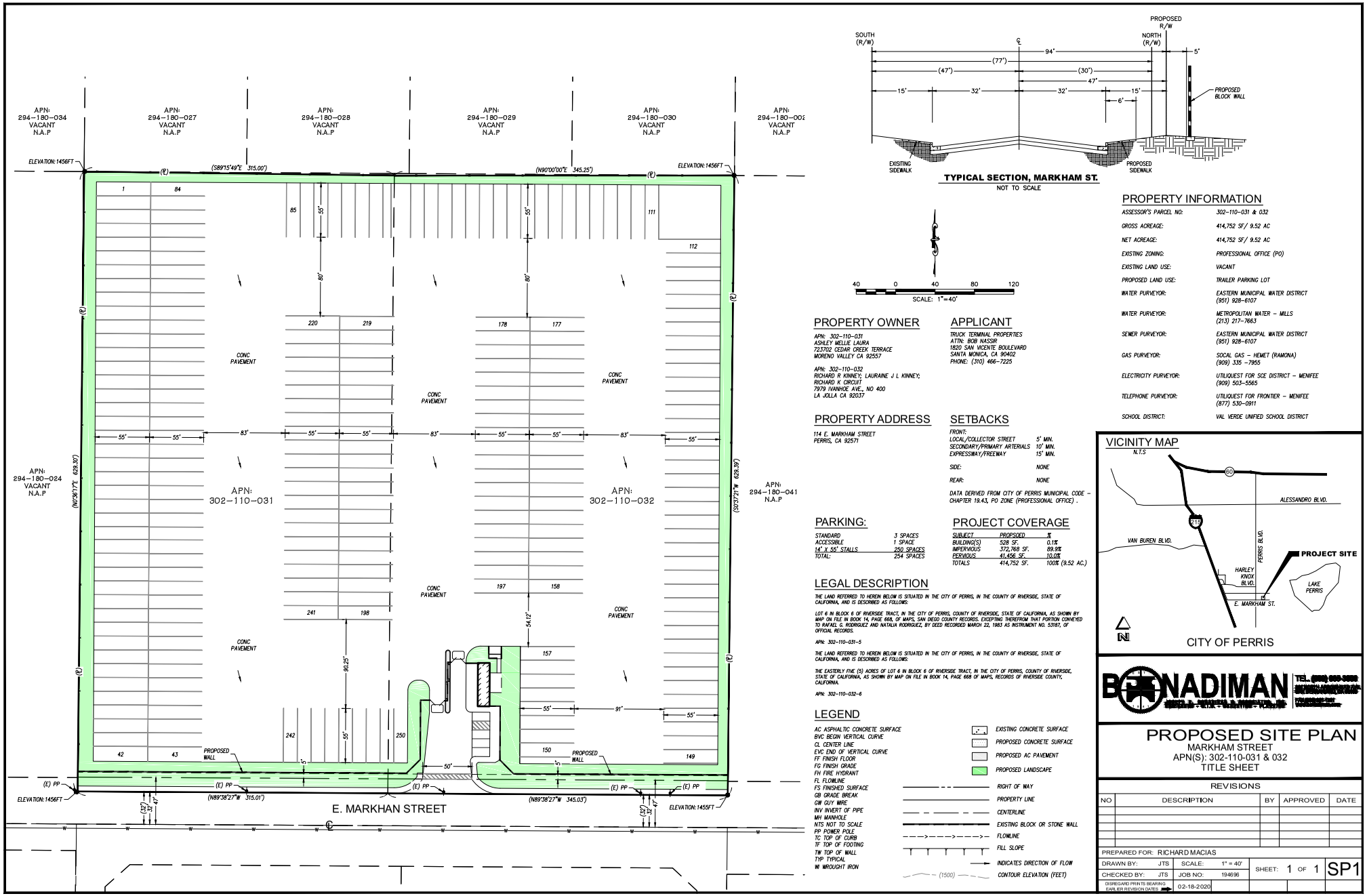
LILBURN CORPORATION

PROJECT VICINITY

Markham Street Truck and Trailer Storage Facility

Perris, California

FIGURE 2



TYPICAL SECTION, MARKHAM ST.
NOT TO SCALE

SCALE: 1"=40'

PROPERTY OWNER

APN: 302-110-031
ASHLEY MELLIE LAURA
723702 CEDAR CREEK TERRACE
MORENO VALLEY CA 92557

APN: 302-110-032
RICHARD R KINNEY; LAURAINE J L KINNEY;
RICHARD K CIRCUIT
7979 IVANHOE AVE., NO 400
LA JOLLA CA 92037

APPLICANT

TRUCK TERMINAL PROPERTIES
ATTN: BOB NASSIR
1820 SAN VICENTE BOULEVARD
SANTA MONICA, CA 90402
PHONE: (310) 466-7225

PROPERTY ADDRESS

114 E. MARKHAM STREET
PERRIS, CA 92571

SETBACKS

FRONT:	
LOCAL/COLLECTOR STREET	5' MIN.
SECONDARY/PRIMARY ARTERIALS	10' MIN.
EXPRESSWAY/FREEWAY	15' MIN.
SIDE:	NONE
REAR:	NONE

DATA DERIVED FROM CITY OF PERRIS MUNICIPAL CODE – CHAPTER 19.43, PO ZONE (PROFESSIONAL OFFICE) .

PARKING:

STANDARD	3 SPACES
ACCESSIBLE	1 SPACE
14' X 55' STALLS	250 SPACES
TOTAL:	254 SPACES

PROJECT COVERAGE

SUBJECT	PROPOSED	%
BUILDING(S)	528 SF.	0.1%
IMPERVIOUS	372,768 SF.	89.9%
PERVIOUS	41,456 SF.	10.0%
TOTALS	414,752 SF.	100% (9.52 AC.)

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 6 IN BLOCK 6 OF RIVERSIDE TRACT, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 668, OF MAPS, SAN DIEGO COUNTY RECORDS. EXCEPTING THEREFROM THAT PORTION CONVEYED TO RAFAEL G. RODRIGUEZ AND NATALIA RODRIGUEZ, BY DEED RECORDED MARCH 22, 1983 AS INSTRUMENT NO. 53187, OF OFFICIAL RECORDS.

APN: 302-110-031-5

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE EASTERLY FIVE (5) ACRES OF LOT 6 IN BLOCK 6 OF RIVERSIDE TRACT, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 14, PAGE 668 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

APN: 302-110-032-6

LEGEND

AC ASPHALTIC CONCRETE SURFACE
BVC BEGIN VERTICAL CURVE
CL CENTER LINE
EVC END OF VERTICAL CURVE
FF FINISH FLOOR
FG FINISH GRADE
FH FIRE HYDRANT
FL FLOWLINE
FS FINISHED SURFACE
GB GRADE BREAK
GW GUY WIRE
INV INVERT OF PIPE
MH MANHOLE
NTS NOT TO SCALE
PP POWER POLE
TC TOP OF CURB
TF TOP OF FOOTING
TW TOP OF WALL
TYP TYPICAL
W WROUGHT IRON

EXISTING CONCRETE SURFACE
PROPOSED CONCRETE SURFACE
PROPOSED AC PAVEMENT
PROPOSED LANDSCAPE
RIGHT OF WAY
PROPERTY LINE
CENTERLINE
EXISTING BLOCK OR STONE WALL
FLOWLINE
FILL SLOPE
INDICATES DIRECTION OF FLOW
(1500) CONTOUR ELEVATION (FEET)

PROPERTY INFORMATION

ASSESSOR'S PARCEL NO:	302-110-031 & 032
GROSS ACREAGE:	414,752 SF/ 9.52 AC
NET ACREAGE:	414,752 SF/ 9.52 AC
EXISTING ZONING:	PROFESSIONAL OFFICE (PO)
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	TRAILER PARKING LOT
WATER PURVEYOR:	EASTERN MUNICIPAL WATER DISTRICT (951) 928-6107
WATER PURVEYOR:	METROPOLITAN WATER – MILLS (213) 217-7663
SEWER PURVEYOR:	EASTERN MUNICIPAL WATER DISTRICT (951) 928-6107
GAS PURVEYOR:	SOCAL GAS – HEMET (RAMONA) (909) 335 –7955
ELECTRICITY PURVEYOR:	UTILIQUEST FOR SCE DISTRICT – MENIFEE (909) 503-5565
TELEPHONE PURVEYOR:	UTILIQUEST FOR FRONTIER – MENIFEE (877) 530-0911
SCHOOL DISTRICT:	VAL VERDE UNIFIED SCHOOL DISTRICT

VICINITY MAP

BONADIMAN

PROPOSED SITE PLAN

MARKHAM STREET
APN(S): 302-110-031 & 032
TITLE SHEET

REVISIONS

NO	DESCRIPTION	BY	APPROVED	DATE

PREPARED FOR: RICHARD MACIAS

DRAWN BY:	JTS	SCALE:	1" = 40'
CHECKED BY:	JTS	JOB NO:	194696
DISREGARD PRINTS BEARING EARLIER REVISION DATES:		02-18-2020	

SHEET: 1 OF 1 SP1

SITE PLAN

Markham Street Truck and Trailer Storage Facility

Perris, California

FIGURE 3

LILBURN CORPORATION

1.1 EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on twenty-one (21) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures).
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

1.3 ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study, the City of Perris Environmental Review Committee finds:

☐ 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 would 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 EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Chantal Power	7/26/21
Signature	Date
Chantal Power, AICP	City of Perris
Printed Name	For

SECTION 2
PROJECT DESCRIPTION

2.1 PURPOSE OF THIS DOCUMENT

The purpose of this Initial Study is to identify potential environmental impacts associated with approval of the Project to allow for a truck and trailer storage facility proposed to be located on the north of Markham Street between Perris Boulevard and Redlands Avenue in the City of Perris. The Project Site is within the Perris Valley Commerce Center (PVCC) Specific Plan. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Perris is the Lead Agency in the preparation of this Initial Study. The City has primary responsibility for approval or denial of this project. The intended use of this Initial Study is to provide adequate environmental analysis related to project construction and operation activities of the Proposed Project.

2.2 PROJECT LOCATION

The Project Site is located on the north side of Markham Street between Perris Boulevard and Redlands Avenue within the City of Perris General Plan Planning Area 1 and the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area. The PVCCSP planning area includes land use of undeveloped agricultural area that is planned to be transitioned into a commerce center providing for the needs of an expanding regional market for industrial uses. The Project Site is east of Interstate-215 and south of State Route-60 (refer to Figure 1, Regional Map & Figure 2, Vicinity Map).

2.3 PROJECT DESCRIPTION

SPECIFIC PLAN AMENDMENT:

The purpose of Specific Plan Amendment No. 20-05180 is to modify Figure 2.0-1, Specific Plan Land Use Designation, and Table 2.0-1, Land Use Comparison to reflect a change in land use designation of 9.5 acres from Business/Professional Office (BPO) to Light Industrial (LI), for the property bound by Markham Street to the south, light industrial uses to the south, light industrial uses to the east, a non-conforming residential use within a BPO designated parcel to the north, and a vacant BPO designated parcel to the west.

Amendment No. 20-05180 also modifies Table 2.0-2, Land Uses, to allow Vehicle-Related Outdoor Storage and Other Facilities with a Conditional Use Permit (CUP) as well as update Section 2.4, Definitions, to reflect the following definition of Vehicle-Related Outdoor Storage and Other Facilities. Vehicle - Related Outdoor Storage and Other Facilities: Facility used to store trucks and truck trailers such as truck terminals, vehicles such as towing yards, vehicle auctions

and establishments where major body repair and painting occurs, excluding outdoor dismantling and salvage yards.

The Project is designed to conform to the Light Industrial (LI) zone standards of the PVCC Specific Plan.

CONDITIONAL USE PERMIT:

The purpose of a conditional use permit, CUP 20-05100, is to assure compatibility of the proposed use with other existing and potential uses within the general area; assure the proposed use is consistent and compatible with the purpose of the zone in which it is located; and compensate for potential impacts that could be generated by the proposed use, such as noise, smoke, dust, fumes, vibration, odors, and hazards.

The Project applicant is proposing to construct a truck and trailer parking facility that would support existing warehouses and logistics facilities within the PVCC. The Project is designed to conform with the Light Industrial zoning standards of the PVCC, as well as applicable subdivision requirements, and other ordinances and resolutions of the City. Moreover, the Project would not alter the essential character of the area.

Site improvements would include a 700-square-foot guard shack, 247 14-foot by 55-foot trailer stalls, three passenger car parking spaces and one handicap accessible parking space on a 9.5-acre property described as APN: 302-110-031 & 032. Site improvements would also include signage, landscaping, wrought iron fencing, block walls, and a storm water retention basin. Access to the Project Site would be provided by a 60-foot driveway at Markham Street.

The Proposed Project would provide parking for local trucks and fleets. This would help to alleviate the issue of illegal truck parking within the City of Perris (similar to the Heacock truck storage yard that has taken parked Amazon trucks off the streets) as it is likely that the Project would serve a warehouse user within a one-mile radius of the Project Site. The parking spaces within the Project Site would be available for leasing to private drivers and/or one or more tenants of local warehouse facilities. It is anticipated that the private drivers (i.e., owner operators) would arrive in their personal vehicles, park in the tractor spot with their tractor, and take their tractor out to pick up a trailer at a nearby warehouse facility. The tenant spaces do not require that all drivers arrive to the site in their personal vehicles to pick up a tractor and/or trailer. The tenant spaces could have a combination of passenger cars, tractors, tractors plus trailers arriving and leaving from the site.

The Proposed Project will operate 24 hours a day and 7 days a week although security guards are not anticipated to be present 24 hours a day. Restroom facilities would be provided for both guards and truck drivers 24 hours per day.

Eight-foot-high screen walls along the western and northern frontages, and ten-foot-high screen walls along southern frontage will provide security for the Proposed Project and aesthetics to the area. Wrought iron fencing is proposed along the eastern frontage for security, and a ten-foot-high screen wall along the northwest frontage will prove a sound barrier and security for the Proposed

Project. The landscaping along the perimeter the whole site will grow onto the walls and fencing. The landscaping along the walls and fencing will act a privacy shield and minimalize visibility from outside viewers.

The Proposed Project will be connected to an eight-inch existing potable waterline along Markham Street and an eight-inch sewer main along Markham Street. Electricity and telecommunications for the Proposed Project would be connected to existing powerlines along the southern frontage on Markham Street. The Project would also implement 1,340-feet of the 66-inch PVCC master storm drain line along the easterly property line. Construction of the Proposed Project would occur in one phase over a period of approximately 180 days. Construction is anticipated to begin no sooner than late 2021 and be completed the middle of 2022.

PARCEL MERGER

The Project is located on two parcels, APN: 302-110-031 and 032. The two parcels will be merged to create a 9.5-acre project site, PM 20-051279.

2.4 EXISTING CONDITIONS AND SURROUNDING LAND USES

The Project Site occurs in the northern portion of the City of Perris within the PVCCSP planning area. The purpose of the PVCCSP is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City. The Project Site is located within Planning Area 1 of the City of Perris General Plan. The PVCCSP states Planning Area 1 is designated as "North Industrial". The General Plan recognizes that while there may be some residential land uses, the area will generally be used for industry. Industries in this area are anticipated to be related to air-cargo support, due to its close proximity to March Global Port. High truck traffic volume is anticipated in the Planning Area.

The 9.5-acre Project Site is currently vacant. The Project Site is relatively flat and is level with Markham Street. The Project Site is surrounded by industrial developments to the south (1,016,030-square-foot Amazon building and a 61,200-square-foot manufacturing building), east (460,000-square-foot and 120,000-square-foot Markham East logistics buildings on Markham Street) and west (700,000-square-foot Ross distribution center) with vacant BPO designated properties abutting the property directly to the west, and a BPO designated property to the north which is currently occupied by a non-conforming home located more than 3,500 feet from the northerly project boundary.

2.5 INTENDED USE OF THIS DOCUMENT

This Initial Study, MND 20-05182, addresses the potential environmental impacts of the Proposed Project, as well as those of the associated discretionary actions and approvals required to implement the Proposed Project, and those of subsequent construction and operational activities.

SECTION 3
ENVIRONMENTAL CHECKLIST FORM

I. AESTHETICS – Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) **No Impact.** The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the PVCCSP area is not located within a scenic vista, nor will the development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concluded that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts. The Project includes a single-story guard shack structure, trailer truck parking spaces, and passenger car parking spaces on a 9.5-acre site. The Project is designed to comply with the PVCCSP which provides industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact**. The PVCCSP EIR concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project Site, and that the PVCCSP planning area is not located within a state scenic highway. Consistent with the findings in the PVCCSP EIR Initial Study, the Project Site is not located within the vicinity of scenic highways and no scenic resources are located at the Project Site. The nearest "Officially Designated" State Scenic Highway is Highway 243, located approximately 20 miles east of the Project area (Caltrans, 2019). Therefore, implementation of the Project would not substantially degrade scenic resources within a state scenic highway. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site is currently vacant and is surrounded by a single-story residence to the north, industrial uses to the south and east, and vacant land to the west. The Project Site is located within the Perris Valley Commerce Center Specific Plan planning area, which provides industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The Proposed Project includes 8-foot to 10-foot-high block walls to ensure the trucks and trailers are out of public view. Although the Project Site is currently designated as Business/Professional Office (BPO) and the Project applicant is requesting a Specific Plan Amendment to change the designation to Light Industrial (LI), the Proposed Project would comply with the PVCCSP Industrial Design Standards and Guidelines and be consistent with industrial uses in the immediate vicinity of the Project Site. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. No significant adverse impact is identified or anticipated, and no mitigation measure is required.

d) **Less than Significant Impact**. The Project would not generate a significant amount of light and glare when compared to the surrounding area which includes existing lighting from urban development including streetlights and industrial land uses. The design and placement of light fixtures for the Project would be subject to City of Perris approval. All exterior lighting shall be low pressure sodium fixtures fully shielded to ensure that there are no light emissions above the horizontal plane of each fixture. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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 motorists on adjacent roadways, such security lights may result in glare to motorists. However, this potential impact will be reduced to a less than significant level through the City's standard project review and approval process and with implementation of mitigation measure **MM AES 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.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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. 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 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) **No Impact**. The Department of Conservation, California Important Farmland Finder, identifies the Project Site as "Farmland of Local Importance" (7/20/2020). As stated on the map legend, Farmland of Local Importance to the local agricultural economy is determined by each county's board of supervisors and a local advisory committee. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Important (Farmland) to a non-agricultural use. No impacts are identified or anticipated and no mitigation measures are required.

b) **No Impact.** The Project Site is not under a Williamson Act Contract as identified in the Riverside County: Map My County (accessed 6/27/2020). Additionally, the City of Perris's General Plan does not designate any of the land within the Project Site or in its immediate vicinity for future agricultural use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Project Site does not support existing agricultural uses and no agricultural uses occur within the Project's vicinity. Implementation of the Proposed Project would not result in the conversion of farmland to non-farmland use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d) **No impact.** The Project Site does not support, nor is it near any forest land. Therefore, implementation of the Proposed Project would not convert forest land to non-forest use. No impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. There are no such land uses in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

III. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation.	Less than Significant	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

a) **Less than Significant Impact.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by

SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2016 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

The Project is located within the PVCCSP planning area. The proposed Project does include a request to change the current land use designation of the site from Business/Professional Office to Light Industrial. However, the Proposed Project would not result in a significant increase in population and employment since the Project site is located within the Industrial designation portion of the PVCCSP planning area and would introduce a parking lot to support existing industrial uses in the planning area. The Perris GP EIR also considered urbanization of land, in general, will have a growth inducing impact and found that development consistent with the Perris GP reflects the logical, geographic expansion of development within western Riverside County. Thus, as the Project is substantially similar to other development within the PVCCSP area in the Project vicinity and is not inconsistent with the land uses assumed in their growth forecasts.

Therefore, the emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. The emissions associated with the Proposed Project are within the amounts already accounted for in the AQMP and no significant inconsistency with the AQMP would occur. The impact would be less than significant and no mitigation measures are required.

b) **Less than Significant Impact.** The Proposed Project's construction and operational emissions were screened using the California Emissions Estimator Model (CalEEMod) version 2020.4 prepared in collaboration with the SCAQMD (Appendix A). CalEEMod was utilized to estimate the on-site and off-site construction emissions. The emissions incorporate Rules 402 and 403 for fugitive dust by default as required during construction. The criteria pollutants screened for include: reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO_2), and fine and respirable particulates (PM_{10} and $PM_{2.5}$). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin no sooner than late 2021 and be completed towards the middle of 2022. An estimated 180-day construction schedule (construction schedule and heavy equipment use) was provided by the Applicant. The resulting emissions generated by construction of the Project are shown in Table 1 which represents construction emissions.

Table 1
Estimated Project Construction Emissions
(Pounds per Day)

Source/Phase	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	1.5	14.7	8.9	0.0	7.4	4.1
Grading	2.0	21.0	11.7	0.0	8.1	4.3
Building Construction	1.8	14.3	19.6	0.0	3.0	1.2
Paving	1.7	5.6	7.6	0.0	0.4	0.3
Architectural Coating	8.0	1.4	2.0	0.0	0.4	0.2
Line D Construction	**2.5**	**14.1**	**17.3**	**0.0**	**0.6**	**0.6**
Highest Value (lbs/day)	**8.0**	**21.0**	**19.6**	**0.0**	**8.1**	**4.3**
SCAQMD Threshold	75	100	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2020.4, Unmitigated Emissions (worst case).
Phases do not overlap and represent the highest concentration.

As shown in Table 1, construction emissions would not exceed SCAQMD thresholds. Impacts would be less than significant, and no mitigation measures would be required.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM_{10} and $PM_{2.5}$).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.

   (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.

   (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

(c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.

(d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, would increase NO_X and PM_{10} levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.

3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.

4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.

5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.

6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.

7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated in accordance with the Traffic Impact Analysis (TIA) prepared for the Proposed Project by Urban Crossroads, January 27, 2021. The Proposed Project is anticipated to generate approximatively 464 daily trips. The Trip Generation rates and fleet mix provided in the TIA were input into CalEEMod. Emissions associated with the Project's estimated vehicle trips were modeled and are listed in Table 2 and Table 3, which represent summer and winter operational emissions, respectively.

Table 2
Summer Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.9	17.3	9.8	0.0	5.0	1.5
Totals	**1.1**	**17.3**	**9.8**	**0.0**	**5.0**	**1.5**
SCAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Table 3
Winter Operational Emissions Summary
(Pounds per Day)

Source	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.2	0.0	0.0	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.9	18.2	9.3	0.1	5.0	1.5
Totals	**1.1**	**18.2**	**9.3**	**0.1**	**5.0**	**1.5**
SCAQMD Threshold	55	55	550	150	150	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod.2020.4

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. Impacts are anticipated to be less than significant, and no mitigation measures would be required.

The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Although the Project does not exceed SCQMD thresholds, the Project shall adhere to all other applicable air quality mitigations measures identified in the PVCCSP EIR (Perris Valley Commerce Center Specific Plan Environmental Impact Report) as presented below.

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 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 PM-10 generation;
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; 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 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.

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.

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 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.

c) **Less than Significant Impact.** A Mobile Source Health Risk Assessment (HRA) dated April 28, 2021 by Urban Crossroads was completed for the Proposed Project (Appendix A-1) an accordance with PVCCSP EIR mitigation measure MM Air 15. The HRA evaluates the potential health risk impacts to sensitive receptors (which are residents) and adjacent workers associated with the development of the proposed Project, more specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the site. This section summarizes the significance criteria and Project health risks. By preparing the HRA and including it in this analysis, the Project has complied with PVCCSP EIR mitigation measure MM Air 15.

Individual Exposure Scenario:

The residential land use with the greatest potential exposure to Project TAC source emissions is referred to in the HRA as Location R4, which represents the existing residence, approximately 376 feet northwest of the Project site. Receptor R4 is placed at the private outdoor living areas (backyards) facing the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project TAC source emissions is estimated at 3.14 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors would be exposed to lesser concentrations and are located at a greater distance from the Project site and primary truck route than the MEIR analyzed herein, and TACs generally dissipate with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to

less emissions and, therefore, less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario:

The worker receptor land use with the greatest potential exposure to Project TAC source emissions is Location R2, which represents the Penske Logistics Building, approximately 70 feet east of the Project site. Receptor R2 is placed at the building façade where a worker could remain for a typical workday. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk is 0.84 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed in the HRA, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers.

Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities; and the temporary storage of domestic solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of project construction activity. Project-generated refuse primarily from the guard shack use would be stored in covered containers and removed at regular intervals in compliance with the City of Perris's solid waste regulations. The Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies,	☐	☒	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc…) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any 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?	☐	☐	☒	☐

a) **Less than Significant with Mitigation.** A General Biological Resources Assessment (BRA) dated July 3, 2020 was prepared for the Proposed Project by Natural Resources Assessment, Inc. and is summarized herein (Appendix B). The assessment was completed under the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP requires an assessment of the Project Site for Narrow Endemic Plant Species, presence of burrowing owl habitat, presence of Stephens Kangaroo Rat habitat, riverine and riparian habitats, and for vernal pools and fairy shrimp habitat. NRAI conducted a data search for information on plant and wildlife species known occurrences within the vicinity of the project. NRAI used the information to focus their survey efforts for the field assessment conducted on August 29, 2019.

Plants

Surveys for Narrow Endemic Plant Species were conducted on March 1, March 31, and April 17, 2020. The Project Site was found to exist within a Narrow Endemic Plant Species

survey area for several sensitive plant species: San Diego ambrosia (*Ambrosia pumila*), Spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichoconis wrightii*). None of the four Narrow Endemic Plant Species were detected during the field surveys. The Project Site did not include suitable habitat conditions for these species.

NRAI also conducted Criteria Area Plant species surveys for several plant species on March 1, March 31 and April 17, 2020, which included the San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), Thread-leaved brodiaea (*Brodiaea filifolia*), Round-leaved filaree (*California macrophylla*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Little mousetail (*Myosurus minimus* spp. *apus*), Parish's brittlescale (*Atriplex parishii*), and Mud nama (*Nama stenocarpum*). None of the eight Criteria Area Plant species were detected during the field surveys. The Project Site did not include suitable habitat conditions for these species.

During field surveys conducted on March 1, March 31 and April 17, 2020, ruderal plant vegetation was found throughout the Project Site. Ruderal is comprised of a mix of mostly non-native and native weeds such as foxtail brome (*Bromus madritensis* ssp. *rubens*), mouse barley (*Hordeum murinum*), seaside barley (*Hordeum marinum*), fiddeneck (*Amsinckia menziesii*) and stinknet (*Onicosiphon piluliferum*). The ruderal plant vegetation are not consider species identified as candidate, sensitive or special status species.

Wildlife

Habitat for burrowing owl was assessed over the entire property in accordance with the MSHCP "Burrowing Owl Survey Instructions" on March 1, 2020. The assessment included a systemic focused survey of the Project Site. NRAI staff were examining for burrowing owl burrows, whitewash, pellets, animal remains and other burrowing owl indicators. The Project Site was found to have no burrows for burrowing owl. No suitable locations, such as pipes, concrete structures or similar man-made features that could provide suitable burrow sites were found on the property or in the surrounding area. No whitewash, feathers, scat, castings or other sign of burrowing owl was observed anywhere on the property. Additionally, no burrows belonging to California ground squirrel were observed on the property or surrounding area. The systemic focused survey was conducted at a time when burrowing owls should have been observable if present. A debris piles along the northeast corner of the Project Site was inspected as potential burrow locations; however, there were no burrow or burrow-like structures in the debris piles. No signs of burrowing owl were present on Project Site.

During the field surveys, no amphibian or reptile species were observed. There were no water sources that would be used by amphibians, and the relative lack of ground cover, rocks or shrub makes the site unsuitable for most reptile species. Bird species that were seen or hear included the mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), and lark sparrow (*Chondestes grammacus*). Botta's gopher (*Thomomys bottae*) burrows were observed; however, no other sign of native mammal species was observed.

Stephen's kangaroo rat (*Dipodomys stephensi*) was not observed during the field surveys. However, the Project Site is located within the Stephens kangaroo rat fee area. As a condition of approval, the Project Proponent would be required to pay the Stephens kangaroo rat fee.

The Project Site shows signs of disturbance; however, ruderal plant vegetation on-site may potentially provide suitable habitat for nesting birds. At the time of the survey, the Project Site had suitable nesting habitat for ground nesting bird species.

Nesting bird species can be avoided by conducting work outside of the nesting season. As such, possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required PVCCSP EIR mitigation measures are:

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.

PVCCSP MM Bio 2: Project-specific habitat assessments and focused surveys for burrowing owls would be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls would also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the preconstruction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity would be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP. If active nests are

identified on an implementing project site during the preconstruction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the nonbreeding season. If burrowing owls occupy any implementing 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 implementing project area shall be monitored daily for one 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. The CDFW shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP would be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation would still be required following accepted protocols. Take of active nests would be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

b) **No impact.** According to the BRA, the Project Site does not support riparian habitat or a sensitive natural community. The Project Site is not identified in any local plans, policies, and regulations of the CDFW or the U.S. Fish and Wildlife Service (USFWS). Development of the Project Site as proposed would not result in impacts to riparian vegetation or to a sensitive natural community because these resources do not occur on the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The field team preparing the BRA did not identify any wetlands. According to the BRA, there are no indicators of vernal pool development such as water stains, cracked mud, shallow depressions, or similar areas where water would collect. Given the history of the Project Site, the currently highly disturbed surface and the original soil (unsuitable for pool formation), vernal pools are not present nor expected to occur in the future.

Constituent elements required for survival of the Riverside Fairy Shrimp per the U.S. Fish and Wildlife Service "include small to large pools or pool complexes that have the appropriate temperature, water chemistry, and length of time of inundation with water necessary for Riverside fairy shrimp incubation and reproduction, as well as dry periods necessary to provide the conditions to maintain a dormant and viable cyst bank."[1] The

[1] https://www.govinfo.gov/content/pkg/FR-2004-04-27/pdf/04-9203.pdf#page=2

project proponent hired Dr. Christopher Rogers of the University of Kansas, an expert in the study of fairy shrimp, to evaluate the property and determine the potential for sensitive fairy shrimp species to be present. In Dr. Roger's professional judgement, no habitat for sensitive fairy shrimp species is present on site and there is no need for surveys.

Vernal pool fairy shrimp (*Branchinecta lynchi*) is found in grasslands in ponded areas such as vernal pools, cattle watering holes, basins, etc. Fairy shrimp are confined to temporary pools that fill in spring and evaporate by late spring to early summer. The project proponent hired Dr. Christopher Rogers of the University of Kansas, an expert in the study of fairy shrimp, to evaluate the property and determine the potential for sensitive fairy shrimp species to be present.

The Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*) is known only from cool-water vernal pools found only on southern basalt flows.

The Project Applicant hired Dr. Christopher Rogers of the University of Kansas, an expert in the study of fairy shrimp, to evaluate the Project Site and determine the potential for sensitive fairy shrimp species to be present. In Dr. Roger's professional judgement, no habitat for sensitive fairy shrimp species is present on site and there is no need for surveys.

In addition, as stated in the BRA, no wetlands occur on the Project Site. There are no drainages or evidence of water flow. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d) **No Impact.** The Project Site has been previously disturbed. As stated in the BRA, it is not near or in the vicinity of an MSHCP Conservation Area. There will be no impacts to the Urban/Wildland Interface. The Project Site is located in an area with paved roads and residential and industrial development. These are existing uses in the area that currently interfere with movement of native resident or wildlife species or with established native resident or migratory wildlife corridors, if any. Therefore, the Proposed Project is not expected to substantially impede regional wildlife movement or impact wildlife corridors. Development of the Proposed Project would not result in additional significant fragmentation to habitat. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e,f) **Less than Significant Impact.** The Project Site is located within the MSHCP Plan Area but not within a MSHCP Conservation Area. The BRA was completed under the requirements of the MSHCP. The Project Site is within the boundaries of the Stephens kangaroo rat fee area. As a condition of approval, the Project Proponent would be required to pay the Stephens kangaroo rat fee. With payment of the fee, the Proposed Project would be consistent with the MSHCP and would not conflict with any local policies or ordinances protecting biological resources. No further focused surveys are warranted or recommended. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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 formal cemeteries?	☐	☒	☐	☐

a) **No Impact.** A Phase I Cultural Resources Study was prepared for the Project Site dated April 24, 2020 by Mckenna et al (Appendix C). Findings of the Cultural Resources Study are summarized herein.

A search of various cultural resource listings (e.g. National Register of Historic Resources, California Register of Historical Resources, California Landmarks, California Points of Historical Interest, and/or locally listed resources) located at the University of California, Riverside, Eastern Information Center was completed on March 4, 2020 by Jeanette A. McKenna. Research identified a minimum of sixty-two (62) cultural resources investigations within a one-mile radius of the project area. A minimum of seven (7) cultural resources have been recorded within one mile of the project area. However, none of the cultural resources recorded were located within to the Project Site boundaries.

McKenna et al. completed a pedestrian survey of this property on March 29, 2020. The survey was conducted on an intensive level with surveyors. The entire property was surveyed and, despite recent rains and grass growth, all areas were accessible. The Project Site was found to be relatively flat, but with a very slight rise on the eastern side. The Project Site was an open agricultural field (grasses only) during the historic period and the more recent improvements, which includes trees and possibly a structure (now also in ruins) are the remains of modern alterations and not historically significant. The presence of the single prehistoric site to the east of the Project Site is evidence of use in the immediate area.

McKenna concluded that the project area is considered not historically significant. Development of the Project would not impact historic cultural resources. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant with Mitigation.** McKenna identified the Project Site as moderately sensitive for prehistoric archaeological resources. No prehistoric archaeological resources were identified within the project area, but there is always a potential for buried resources within the younger Quaternary alluvial deposits. Therefore, potentially significant impacts could occur, and the following mitigation measure is recommended to reduce impacts to a level of less than significant. This mitigation measure replaces PVCCSP EIR mitigation measures MM Cultural 2 and MM Cultural 3.

Mitigation Measure CR-1: Archaeological Monitoring Program:

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 CULT-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) **Less than Significant with Mitigation.** During the field survey conducted by McKenna, no human remains were encountered. The discovery of human remains is always a possibility during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level of less than significant. This mitigation measure replaces PVCCSP EIR mitigation measure MM Cultural 6:

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or

preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations 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).

VI. ENERGY

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

a) **Less than Significant Impact.**

Construction Energy Demands

Electricity

The Proposed Project would be serviced by Southern California Edison (SCE). The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Proposed Project. Based on the 2017 National Construction Estimator, Richard Pray (2017), the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. Construction duration is anticipated to be 5 months. Electricity would be required during construction for lighting and equipment. As shown in Table 4, the total power cost of the on-site electricity usage during construction of the Proposed Project is estimated to be $2,590.41.

Table 4
Construction Electricity Cost

Land Use	Power Cost (per 1000 SF of construction per month)[1]	Size (in 1000 SF)	Construction Duration (months)	Construction Power Cost
Warehouse Buildings	$2.32	0.47	1	$1.09
Impervious	$2.32	355.567	3	$2,474.75
Landscape/Open Space	$2.32	49.384	1	$114.57
Total		**405.421**	**5**	**$2,590.41**

1) Pray, Richard. 2017 National Construction Estimator. Carlsbad, Craftsman Book Company, 2017.

Fuel

During construction of the Proposed Project, transportation energy consumption is dependenton the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency ofvehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod v. 2020.4.0 the Proposed Project construction activities would consume an estimated 11,903.7 gallons of diesel fuel for operation of heavy-duty equipment. Tables 5 through 7 show the modeled fuel consumption for all construction activities.

Table 5
Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Total Fuel Consumption (gal diesel fuel)[1]
Site Preparation	5	Rubber Tire Dozer	1	8	247	0.4	209.06
	5	Tractor/Loader/Backhoes	2	8	97	.37	168.83
Grading	20	Graders	1	8	187	0.41	648.93
	20	Excavators	1	8	158	0.38	508.18
	20	Rubber Tired Dozer	1	8	247	0.4	836.24
	20	Cranes					
Building Construction	80	Cranes	1	4	231	0.29	1134.0
	80	Forklifts	3	8	89	0.2	2009.5
	80	Generator Sets	1	8	84	0.74	2339.2
	80	Tractors/Loaders/Backhoes	2	7	97	0.37	2363.5
Paving	20	Pavers	1	8	130	0.42	462.13
	20	Paving Equipment	1	8	132	0.36	402.21
	20	Rollers	1	8	80	0.38	286.00

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	Total Fuel Consumption (gal diesel fuel)[1]
Architectural Coating	15		1	6	78	0.48	198.13
						Total Fuel Used	11903.71

Source: CalEEMod 2020.4.0 output based construction schedule

Table 6
Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Used (gallons)	Estimated Fuel Consumption (gallons)
Site Preparation Phase	5	8	14.7	4.90	24.5
Grading	20	10	14.7	6.13	122.5
Building Construction	80	170	14.7	104.13	833.
Paving	20	8	14.7	4.90	98
Architectural Coating	15	34	14.7	20.83	312.37
Total Construction Worker Fuel Consumption					8887.37

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

Table 7
Construction Vendor Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Used (gallons)	Estimated Fuel Consumption (gallons)
Site Preparation Phase	5	0	0	0	0
Grading	20	0	0	0	0
Building Construction	80	66	6.9	61.54	4923.24
Paving	20	0	0	0	0

Architectural Coating	15	0	0	0	0
Total Construction Vendor Fuel Consumption					13810.62

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2020.4.0 defaults.

United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

As shown in Table 6, all construction worker trips are from light duty autos; it is estimated 8,887.4 gallons of fuel will be consumed. Fuel consumption from construction vendor (material deliver) trips is 13,810 gallons, as shown on Table 7. Construction worker and vendor fuel consumption are based on CalEEMod's default data for vehicles miles traveled (VMT). Construction would represent a "single-event" diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

Operational Energy Demands

Electricity

Southern California Edison (SCE) currently provides electrical service to the project area. The Project Site's use is currently vacant. The demand for electricity associated with the Proposed Project would be for operation of the single-story guard shack structure, electric gates and lighting. In 2019, the Industry sector of the Southern California Edison planning area consumed 17806.763595 GWh of electricity. Based on CalEEMod emission output tables, the estimated electricity demand for the Proposed Project is 0.0053592 GWH (see Appendix A). The Proposed Project's estimated annual electricity consumption compared to the 2019 annual electricity consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.0000033 percent of total electricity consumption. The existing SCE electrical facilities have the capacity to meet this increased demand. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area and SCE's 2019 Industry sector's demand. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Natural Gas

The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Consequently, development of the Proposed Project would create a permanent increase in demand for natural gas. According to the California Energy Commission, the natural gas consumption

of the SoCalGas planning area industry sector was 1,684,430,93 1therms in 2019.[2] The estimated natural gas demand for the proposed project is 151.95 therms per year;[3] it would represent an insignificant percentage to the overall demand in SoCalGas's service area. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Fuel

During operations of the Proposed Project, fuel consumption would result from customer visits, trips by maintenance staffs, employee vehicle trips and delivery trucks. As shown on Table 8, the Proposed Project would result in an estimated 189,565.9 gallons[4] of fuel consumption per year based on 2,054,650 miles driven.

Table 8
Estimated Vehicle Operations Fuel Consumption

Operational Trips			
Land Use	**Annual Miles**	**MPG**	**Total Gallons (50%)**
General Light	2054650.0	24	42,805.21
Other Non-Asphalt Surfaces	0.0	24	0.00
Parking Lot	0.0	24	0.00
		Total	42,805.21
Land Use	**Annual Miles**	**MPG**	**Total Gallons (50%)**
General Light	2054650.0	7	146,760.71
Other Non-Asphalt Surfaces	0.0	7	0.00
Parking Lot	0.0	7	0.00
		Total	146,760.71
		Grand Total	**189,565.92**

Source: CalEEMod output based on trips generated; represents modeled estimation, not actual consumption.
United State Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf.

As a worst- case analysis, half the miles were modeled with an automobile fuel efficiency of 24 miles per gallon and half were modeled at 7 miles per gallon.[5]Trip generation and VMT generated by the Proposed Project were considered insignificant. The Proposed Project does not include uses or operations that would inherently result in excessive and

[2] California Energy Commission. California Energy Consumption Database.
[3] Per CalEEMod outputs..
[4] CalEEMod output based on trips generated; represents modeled estimation, not actual consumption.
[5] United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and- data/national-transportation-statistics/223001/ntentire2018q4.pdf.

wasteful vehicle trips and VMT or associated wasteful vehicle energy consumption. It is not expected to result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities. Furthermore, mitigation measures identified in Section III, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation measures PVCCSP MM Air 11 and PVCCSP MM Air 12 would reduce fuel usage by limiting truck idling times to five minutes on the site, requiring electrical hook-ups for refrigerated trucks, and requiring on-site service equipment such as forklifts to be electric or natural gas powered, respectively. Therefore, the Proposed Project would not result in wasteful, inefficient, or unnecessary consumption of fuel resources used for transportation.

No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** Project design and operation would comply with the City of Perris Climate Action Plan and the State Building Energy Efficiency Standards related to appliance efficiency regulations, and green building standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

The Proposed Project is to adhere to City of Perris Climate Action Plan and Title 24 order to help decrease energy consumption and GHG emissions to become a more sustainable community and to meet the goals of AB 32. The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and therefore no impact would occur and not mitigation measures are recommended.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	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 181-B of the California Building Code (2001) creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

a)

i. **Less Than Significant Impact.** According to the Safety Element of the General Plan, Perris Valley lies between the San Jacinto Fault and the Elsinore Fault, within the Perris Block. Ground surface rupture is not identified in the General Plan as a seismic hazard. As shown on Exhibit S-2: "Earthquake and Fault Zones" of the General Plan the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. The potential for on-site ground rupture cannot be entirely discounted, however the likelihood of such an occurrence is considered low due to the absence of known faults within the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii. **Less Than Significant Impact.** The Project Site occurs within a seismically active region; however no major faults are located in the City of Perris. The nearest identified seismic and geologic hazards to the Project Site include the San Jacinto Fault which is located approximately 8.5 miles northeast and Elsinore Fault is located approximately 14.0 miles southwest of the Project Site.

Active faults of most concern to the planning area are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults which may create hazard of seismic shaking and ground rupture for the area. The Project Site occurs within an area of high seismicity and during the Project's life, moderate to strong seismic ground shaking may occur. Construction of all structures would be required to comply with requirements of the Uniform Building Code to ensure that potential impacts from seismic events are reduced to the extent possible. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

iii. **Less Than Significant.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength and exhibit fluid-like flow behaviors due to seismic-related ground failure. According to Exhibit S-3 – Liquefication Hazard of the General Plan, the Project Site occurs in a "Very High" susceptible area; however, the development of the Proposed Project does not include buildings other than the single-story, 700 square-foot guard shack. The design of the structure would be in conformance with current Building Code provisions for earthquake design is expected to provide mitigation of ground shaking hazards that are typical to southern California. Furthermore, development of the Project Site will be required to be in accordance with the applicable construction requirements of the City of Perris. Therefore, less than significant impacts are identified or anticipated. The following PVCCSP EIR mitigation measure is applicable to the Proposed Project:

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

iv. **No Impact.** The Project Site is not located within an area susceptible to landslides as shown Exhibit S-4: Slope Instability of the General Plan. The Project Site and immediate vicinity are relatively flat with no prominent geologic features. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** During the development of the Project Site, which would include disturbance of approximately 9.52 -acres, project-related dust may be generated due to the operation of construction equipment on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and

Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) **Less than Significant Impact.** A site visit performed by Lilburn Corporation in April 2020 found the Project Site to be relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The Project Site is not located within an area susceptible to landslides as shown Exhibit S-4: Slope Instability of the General Plan. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. According to the United States Department of Agriculture (USDA): Web Survey, the Project Site consist of Domino silt loam, saline-alkali (accessed 6/24/2020). The USDA states that Domino silt loam, saline-alkali is characterized as moderately well drained, slow runoff, and slow permeability. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The guard shack will include two restrooms and the building will be connected to the Eastern Municipal Water District's sewer collection and treatment system. No septic tanks or alternative wastewater disposal are proposed. No impacts are identified or are anticipated, and no mitigation measures are required.

f) **Less Than Significant with Mitigation.** Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Paleontological sites generally occur as small outcroppings visible on the surface or sites encountered during grading. Generally, it is geologic formations that contain fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation.

According to Exhibit CN-7 of the General Plan, the Project Site is located in Area 4: Low to High Sensitivity boundary. The General Plan states that Low to High Sensitivity areas contain young Quaternary alluvium, which has low potential to contain significant fossil resources, overlying older Pleistocene valley deposits.

During a field survey of the Project Site McKenna noted that the site failed to yield any surficial evidence of paleontological resources. However, the Project Area is within an area identified by professional geologists, paleontologists, and the County of Riverside as highly sensitive for buried paleontological/fossil specimens. The City has a policy of requiring paleontological monitoring for all excavations exceeding five feet below surface, specifically in areas identified as "Area 4." Earthmoving activities may create potentially significant impacts to the relatively shallow Late Pleistocene or older Quaternary alluvial

deposits. Therefore, the Project Site is considered to be sensitive for paleontological resources and to ensure potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

Mitigation Measure GEO-1: Due to the potentially shallow nature of the older alluvium on-site, a paleontological resources monitoring program shall be conducted during any excavations exceeding five feet below surface until it is determined the monitoring is no longer required (e.g. once the final depth is delineated and prior to any formal construction activities). The program shall be conducted in a manner consistent with the protocols and guidelines of the guidelines of the County of Riverside and/or the Western Science Center, Hemet. Any identified fossil specimens must be professionally recovered, analyzed, reported, and curated.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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 purposes of reducing the emissions of greenhouse gases.	☐	☐	☒	☐

a) **Less than Significant Impact.** Emissions were estimated using the CalEEMod version 2020.4. CalEEMod was used to estimate construction emissions, such as the worker and vendor trips and trip lengths. Construction is anticipated to begin no sooner than late 2021 and be completed no sooner than the middle of 2022 over an approximately 180-day construction schedule (construction schedule and heavy equipment used was provided by the applicant). The operational mobile source emissions were calculated in accordance with the TIA prepared for the Proposed Project by Urban Crossroads, January 27, 2021. The Proposed Project is anticipated to generate approximatively 464 daily trips. The Trip Generation rates and fleet mix from the TIA were input into CalEEMod.

Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO_2), Methane (CH_4), and Nitrous oxide (N_2O). The SCAQMD provides guidance methods and/or emission factors that are used for evaluating a project's emissions in relation to the thresholds. A threshold of 10,000 MTCO2E per year has been adopted by SCAQMD for industrial uses. The modeled emissions anticipated from the Project compared to the SCAQMD threshold are shown below in Table 9 and Table 10.

Table 9
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20
Site Preparation	3.3	0.0	0.0
Grading	6.5	0.0	0.0
Building Construction	173.3	0.0	0.0
Paving	8.6	0.0	0.0
Architectural Coating	4.2	0.0	0.0
Line D Construction	71.2	0.0	0.0
Total (MTCO2e)	**267.1**		
SCAQMD Threshold	10,000		
Significant	**No**		

Source: CalEEMod.2020.4 Annual Emissions (unmitigated emissions).

Table 10
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

Source/Phase	CO_2	CH_4	N_20
Area	0.0	0.0	0.0
Energy	1.9	0.0	0.0
Mobile	1,524.1	0.0	0.0
Waste	0.1	0.0	0.0
Water	0.4	0.0	0.0
Construction Amortized 30 Years	**8.9**		
Total (MTCO2e)	**1,588.6**		
SCAQMD Threshold	10,000		
Significant	**No**		

Source: CalEEMod.2020.4 Annual Emissions.

As shown in Table 9 and Table 10, the Project's annual emissions would not exceed the SCAQMD's 10,000 $MTCO_2e$ threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** The City Perris adopted their Climate Action Plan in the 2016. The Climate Action Plan was developed to address global climate change through the reduction of harmful greenhouse gas. The CAP utilizes Western Riverside County Council of Government's (WRCOG) analysis of existing GHG reduction programs and policies that have already been implemented in the sub-region and of applicable best practices from other regions to assist in meeting the 2020 sub-regional reduction target.

CAP measures represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. CAP measures include the following:

- An energy measure that directs the City to create an energy action plan to reduce energy consumption citywide.
- Land use and transportation measures that encourage alternate modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use).
- Solid waste measures that reduce landfilled solid waste in the City.

Scoping Plan by the Air Resources Board's (ARB) identifies strategies to reduce California's GHG emissions in support of AB 32 which requires the State to reduce its GHG emissions to 1990 levels by 2020. The Proposed Project is consistent with Assembly Bill 32 (AB 32) and Senate Bill (SB) 32. Additionally, the project design incorporates standards of Title 24 to lower GHG emissions. With adherence to the CAP, Greenhouse Gas Reduction Measures, construction and operation of the Project will not conflict with any applicable plan, local or regional greenhouse gas plans. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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?	☐	☐	☐	☒

a/b) **Less Than Significant Impact.** The Project Site is located in an area that has been historically undeveloped vacant land and/or in agricultural use. The Project Site was historically undeveloped from at least 1901 until early 1980's and was historically used for agricultural purposes. There is a moderate chance that elevated concentrations of pesticides could be present in shallow soils but is not expected to be significant enough to not allow the proposed use of the site. During the survey for a Phase I Environmental Site Assessment conducted for the site owner (Phase I Environmental Site Assessment, Hazard Management Consulting, Inc., February 3, 2020) there were no Recognized Environmental Conditions (RECs) found associated with the Project Site that would impact development of the Proposed Project. Miscellaneous non-hazardous debris was observed to be scattered on the Project Site with no evidence of a septic system.

Hazardous or toxic materials transported in association with construction of the Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations.

The storage of trucks and trailers would not create a significant hazard to the public or the environment due to the use of hazardous materials. However, some containers may include potentially hazardous items such as petroleum-based products. These products would be in small, pre-packaged containers for retail purposes. As product quantities would be small (packaged for retail) no special hazardous materials placarding is required for transportation or for the storage of the containers. Additionally, all materials required during construction would be kept in compliance with State and local regulations and will comply with Best Management Practices. Post-construction activities would also include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the

environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials is considered less than significant and no mitigation measures are required.

c) **Less Than Significant Impact.** The nearest school to the Project Site is Rancho Verde High School, approximately one-mile northeast of the Project Site. The Proposed truck and trailer storage facility would not require the routine transport or use of hazardous materials. No schools exist within a quarter-mile of the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required. Because the Project Site is not located within one-quarter mile of Val Verde High School or any other existing or proposed school, PVCCSP EIR mitigation measures MM Haz 1 and MM Haz 7 are not applicable to the Proposed Project.

d) **Less Than Significant Impact.** The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database (accessed 7/24/2020). In the event that hazardous materials are identified on the Project Site during construction, standard reporting and remediation regulations would apply. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The Project Site is located approximately 1.5 miles southeast of the March Air Reserve Base. As demonstrated by the Riverside County GIS Map, the Project Site is within the March Air Reserve Base Airport Influence Area, outside of the Airport's Accident Potential Zones (APZs) and within the Airport Compatibility Zone D. The 2010 March Air Reserve Base/ Inland Port Airport Joint Land Use Study states that noise and overflight factors associated with Airport Compatibility Zone D are considered moderate to low. The majority of Airport Compatibility Zone D is within 55 Community Noise Equivalent Level (CNEL) contour. Safety and Airspace Protection factors associated with Airport Compatibility Zone D are considered low. Risk concerns are primarily associated with uses that have very high intensity activities within APZs. As the Project site is located outside of APZs, the March Air Reserve Base AICUZ exempts density restrictions for "automobile parking", as noted in Appendix A of the 2018 March Air Reserve Base AICUZ. With adherence to the Perris Development Code and the applicable land use requirements and standards of the March Air Reserve Base, the Project would not result in a safety hazard for people residing or working in the project area. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

f) **No Impact.** The Project Site does not contain any emergency facilities and does not occur adjacent to an emergency evacuation route. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City of Perris. Project operations would not interfere with an adopted emergency response or evacuation plan. The driveway at Markham Street would be maintained for ingress/egress at all times. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

g) **No Impact.** As shown in Exhibit S-16 – Wildfire Constraint Areas of the City of Perris' General Plan, the Project Site is not identified in an area of wildland fire risks. The Project Site occurs with no wildlands are located on or adjacent to the Project Site. The Proposed Project would not expose people or structures to significant risk or loss, injury, or death involving wildland fires. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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 substantial 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?	☐	☐	☒	☐
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 substantial groundwater management plan?	☐	☐	☐	☒

a) **Less than Significant with Mitigation.** The Proposed Project would disturb an approximate 9.52-acre site and therefore would be subject to the NPDES permit

requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of 1 acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement an SWPPP. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters during construction and include but are not limited to street sweeping of paved roads around the Project Site during construction, and the use of hay bales or sand bags to control erosion during the rainy season. BMPs may also include or require:

- The contractor to avoid applying materials during periods of rainfall and protect freshly applied materials from runoff until dry.
- All waste to be disposed of in accordance with local, state and federal regulations. The contractor to contract with a local waste hauler or ensure that waste containers are emptied weekly. Waste containers cannot be washed out on-site.
- All equipment and vehicles to be serviced off-site.

The NPDES also requires a WQMP which will be subject to review and approval by the City. A Preliminary WQMP dated October 10, 2020 was prepared by Joseph E. Bonadiman & Associates, Inc. for the Project Site (Appendix D). Findings of the report are discussed herein. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City of Perris would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure potential impacts are reduced to less than significant, the following mitigation measure shall be implemented:

Mitigation Measure WQ-1: The Project Proponent shall implement all Non-Structural Source Control Best Management Practices and Structural Source BMPs as listed in the final WQMP as approved by the City.

b) **Less Than Significant Impact.** Development of the Proposed Project would result in new impervious surfaces on-site. However, the Proposed Project includes four (4) bioretention basins with a combined retention volume of 17,229 cubic-feet (CF), which are located within the southeastern corner, southwestern corner, eastern frontage and western frontage of the Project Site. As such, direct infiltration of runoff from impervious surfaces would be captured and would allow for treatment and groundwater recharge. There are no groundwater recharge facilities in the vicinity of the Project Site.

The Project Site is located within the service area of the Eastern Municipal Water District (EMWD) for water, sewer, and wastewater treatment. As stated in the 2015 Eastern Municipal Water District Urban Water Management Plan (UWMP), he majority of EMWD's supplies are imported water purchased through Metropolitan Water District of Southern California (MWD) from the State Water Project (SWP) and the Colorado River

Aqueduct (CRA). Imported water is delivered to EMWD either as potable water treated by MWD, or as raw water that EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use. EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout EMWD's service area that are all connected through the recycled water system.

According to the UWMP, during a multiple dry-year period, EMWD's total water supply is projected to be 198,600 acre-feet (AF) by 2040, while the total water demand is projected to be 198,600 AF in the same year, resulting in neither surplus nor deficit. Therefore, EMWD's supplies are sufficient to meet demand within the district's service area. According to Table 4-4: Retail Demands for Potable and Raw Water of the UWMP, the 2040 Commercial land use demand for water is anticipated to be approximately 9,700 acre-feet/year (AFY) and 600 AFY for Industrial land use. With the approval of the Specific Plan Amendment, the Project Site's land use designation would change from Professional Office to Light Industrial resulting in a change from a higher water demand land use to a lower water demand land use. Additionally, EMWD has provided a will serve letter dated July 17, 2020 for the Project Site. Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin. Impacts would be less than significant, and no mitigation measures are required.

c)

i) **Less than Significant Impact.** As stated in Section VII(b), during development of the Project Site, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial erosion or siltation on- or off-site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii, iii) **Less than Significant Impact.** According to the PVCCSP, the existing Perris Valley Master Drainage Plan (PVMDP) proposes a series of concrete lined trapezoidal channels to convey run-off from the area. At the time the Master Drainage Plan (MDP) was prepared, the drainage concept as presented was feasible

because most of the area was agricultural land and relatively inexpensive. Due to development in the area and the increased land values, open channels were no longer the best option and it has become more economically feasible to place the backbone drainage facilities underground in the existing roadways. Line D, as part of the PVCCSP Master Drainage Plan, is designed to extend from the Perris Valley Storm Channel to the upstream end of the facility, approximately 2,000 feet west of Indian Avenue on Nance Street. About 1,340 lineal feet of Line D runs along the easterly Project property line and will consist of an underground reinforced 66-inch concrete pipe placed approximately 4-feet below top of surface. While the Project is designed to drain directly within existing storm drains along Markham Street, to comply with requirements of the SP it would also install its fair share of Line D improvements along the easterly property line which would remain dormant until the City of Perris completes the remainder of the Line D section at Nance Street in partnership with future developments northerly of the Project site.

As described in the Preliminary Water Quality Management Plan prepared for the Project, post-development flows will be conveyed to four (4) bioretention basins with a combined retention volume of 17,229 CF, which are located within the southeastern corner, southwestern corner, eastern frontage and western frontage of the Project Site. Any overflow during major storm events would flow south to Markham Street to maintain existing drainage flow patterns. As such, runoff from impervious surfaces from the north of Project Site will flow south where it would be captured and allow for groundwater recharge. The Project Site is not in the vicinity of any groundwater recharge facilities and the Proposed Project does not include groundwater wells that would impact the production rate of any nearby existing wells. The Proposed Project is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. With adherence to the WQMP, the Proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or 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. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

iv) **Less than Significant Impact.** As shown in the WQMP, the pre-development conditions drainage in the area generally flows to the west. Under post-development conditions, flows from the site will be directed to four bioretention basins that will be sized for water quality purposes. Surface flow from a 100-year storm event will be captured within the proposed infiltration trench; any flows from larger storm events would flow to Markham Street to maintain the existing drainage pattern. Therefore, no increase in flows would result with implementation of the Proposed Project. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

d) **Less Than Significant Impact**. The Project Site is within the 100-year and 500-year floodplain as identified in Exhibit S-5 – Planning Area 1 Flood Zones of the General Plan. Implementation of the Proposed Project is not anticipated to impede or redirect flood flows within the 100-year and/or 500-year flood zone. As such, the Proposed Project does not include development of residential use. The Proposed Project includes the development of a truck and passenger car parking lot, landscaping and bioretention system that will meet water quality and hydrology requirements standards of the City of Perris as conditions of approval. Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards at the site. The Project Site and vicinity is within relatively flat terrain and there are no nearby hillsides that would result in mudflows. Therefore, no impacts from seiche and tsunami are identified or anticipated, and no mitigation measures are required.

e) **No Impact.** The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. All necessary drainage improvements both on- and off- site will be required as conditions of approval for the construction of the Proposed Project so that downstream properties are not negatively impacted by any increases or changes in volume, velocity, or direction of storm water flows originating from or altered by the Project Site. According to the Preliminary WQMP, with the implementation of the bioretention basin, on-site water runoff and volume from the Project Site is anticipated to be equal to or less than pre-development conditions. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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,b) **Less Than Significant Impact.** The Proposed Project is a Specific Plan Amendment, a Parcel Merger and Conditional Use Permit (CUP) for construction and operation of a truck and trailer storage facility to include a 700 square foot-single-story guard shack, 247 14-foot by 55-foot trailer stalls, three passenger car parking spaces and one handicap accessible parking space on 9.52-acre lot. Approval of the Specific Plan Amendment would change the land use designation from Business Professional Office (BPO) to Light Industrial (LI). Currently, the surrounding designated land uses include Business Professional Office (non-conforming residence) to the north, Light Industrial (warehouse) to the east, Light Industrial (warehouse) to the south, and Business Professional Office (vacant) to the west.

According to the Perris Valley Commerce Center Specific Plan, BPO provides for uses associated with business, professional or administrative services located in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. BPO land use combines the General Plan Land Use designations of Business Park and Professional Office. LI provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. LI land use correlates with the "General Industrial" General Plan Land Use designation.

The Proposed Project would be consistent with the following Policies identified within the City's General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect:

Policy No.	Policy	Project Consistency
Land Use Element		
II.A	Require new development to pay its full, fair-share of infrastructure costs	Yes, a scoping agreement has been approved by the City. Project Proponent shall pay fair-share cost.
III.A	Accommodate diversity in the local Economy	Yes, the Proposed project provides truck parking service to local businesses.
V.A	Restrict development in areas at risk of damage due to disasters	Yes, Project Site has been analyzed and mitigation measures identified in this Initial Study reduces risk to all foreseeable disasters.
Circulation Element		
II.B	Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
V.A	Provide for safe movement of goods along the street and highway system,	Yes, the Proposed Project has been designed to City standards and reviewed by City Traffic Engineer.
VII.A	Implement the Transportation System in a manner consistent with federal, State, and	Yes, the Proposed Project has been designed to City standards

Policy No.	Policy	Project Consistency
	local environmental quality standards and regulations.	and reviewed by City Traffic Engineer.
Conservation Element		
II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources	Yes, adherence to Biological Mitigation Measures within this Initial Study will ensure minimal impacts to preservation of significant biological resources.
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.	Yes, a General Biological Assessment was conducted the Project Site, which include mitigations measures of the MSHCP.
IV.A	Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	Yes, a Phase I Cultural Resource Investigation was conducted for the Project Site. Mitigation Measure identified within the Cultural section of this Initial Study ensure less than impacts to historical, archaeological and paleontological resources.
V.A	Coordinate land-planning efforts with local water purveyors	Yes, EMWD has provided a will serve letter dated July 17, 2020 for the Proposed Project.
VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	Yes, the Proposed Project was designed to meet NPDES standards.
VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	There are no hillsides and rock cropping within Project Boundaries.
VIII.B	Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	Yes, the Project Site will adhere to City waste management standards.
Noise Element		
I.A	The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Yes, a Noise Impact Analysis was completed for the Proposed Project.
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	Yes, a Noise Impact Analysis was completed for the Proposed Project. Mitigation Measures

Policy No.	Policy	Project Consistency
	State of California Noise/Land Use Compatibility Criteria.	identified within the Noise section of this Initial Study.
Safety Element		
I.B	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	Yes, the Project Site is within the 100-year and 500-year floodplain; However, the Proposed Project does not include residential development.
I.D	Consult the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions when considering development project applications.	Yes, the Proposed Project would be compliant with the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area development restrictions.
I.E	All development will be required to include adequate protection from damage due to seismic incidents	Yes, the Proposed Project would be developed to California Building Code Standards.
Healthy Community Element		
HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	Yes, the Proposed Project's Site Plan would be subject to City approval to ensure adherence to policy.
HC 6.3	Promote measures that will be effective in reducing emissions during construction activities • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD	Yes, Mitigation Measures identified within the Air Quality Section of this Initial Study would ensure adherence to the policy.

Policy No.	Policy	Project Consistency
	Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded	

A non-conforming use (residential) is located adjacent north of the Project Site; However, the adjacent parcel is designated as BPO. BPO provides for uses associated with business, professional or administrative services located in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are also allowed. As such, the PVCCSP Residential Buffer Development Standards Guidelines that requires a 50-foot setback for commercial, industrial, and business/professional office developments immediately abutting existing residential property lines would not be applicable to the development of the Proposed Project.

With the approval of the proposed Specific Plan Amendment, the Proposed Project would remain consistent with the provisions of the City of Perris General Plan and the Perris Valley Commerce Center Specific Plan and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project area for the purposes of avoiding or mitigating an environmental effect. The Proposed Project would not physically divide an established community. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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,b) **Less than Significant Impact.** As identified in Figure OS-6 - Mineral Resource Zones of the County of Riverside's General Plan, the Project Site occurs within an area identified as Mineral Resource Zone-3 (MRZ-3). MRZ-3 designations apply to areas containing known or inferred mineral occurrences of undetermined mineral resource significance. However, the Perris Valley Commerce Center Specific Plan does not designate the project area for mineral resource extraction. Minimal aggregate materials would be required for development of the Proposed Project; materials are also readily available in the local market. Additionally, the Project Site is not of a size, nor is it surrounded by properties of such size for development of a viable mining operation. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XIII. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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 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?	☐	☐	☒	☐

a) **Less than Significant with Mitigation.** A Noise Impact Analysis dated September 16, 2020, as well as a revised memorandum dated March 19, 2021 were prepared by Urban Crossroads (Appendix E). Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}) and the Community Noise Equivalent Level (CNEL). Both are based on the A-weighted decibel (dBA) which approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. The L_{eq} is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring form 7:00 p.m. to 10:00 p.m. (defined as relaxation hours)

and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and day-night average sound level (L_{dn}) rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

The City of Perris has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise polices and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. The noise standards identified in the General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research (OPR) and are used to assess the long-term traffic noise impacts on land uses. According to the City's Land Use Compatibility for Community Noise Exposure (Exhibit N-1), noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL.

The Project Site is located within the PVCCSP planning area; Therefore, the Proposed Project is subject to applicable standards identified within the Perris Valley Commerce Center Specific Plan Design Standards and Guidelines. On-Site design set forth for those engaged in the design, construction, review and approval of development within the PVCCSP area. Below are several design standards associated with noise within the PVCCSP area;

- 50-Foot Setback – 50-foot setback for commercial, industrial, and business/professional office developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback include landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking, and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department. The project site is adjacent to an existing residential property. The analysis should discuss whether the proposed truck parking spaces comply with this residential buffer standard.
- Hours of Operation – Depending on the type of use and activities proposed by the industrial, commercial or professional/office development, the Development Services Department may impose restrictions on hours of operation for construction, well as business operation.
- Sound Walls – walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development,

as well as be constructed in the first phase of development to help shield residents from construction noise.

Construction

Construction activities would generate noise associated with the transport of workers and movement of construction materials to and from the area, from ground clearing/excavation, grading, and building activities. Construction activities would be short-term and would occur within the daytime hours permitted by the City per section 7.34.060 of the Municipal Code. Permitted construction hours in the City are identified in Subsection 7.34.060 of the Municipal Code and summarized in Table 11:

Table 11
Significant Criteria Summary

Analysis	Receiving Land Use	Conditions	Significance Criteria	
			Daytime	Nighttime
Operational	Noise Sensitive	At residential land use	80 dBA Lmax	60 dBA Lmax
		Within 160 Feet of residential use	60 dBA CNEL	
		If resulting noise level is < 60 dBA Leq3	≥ 5 dBA Leq Project increase	
		If resulting noise level is > 60 dBA Leq3	≥ 3 dBA Leq Project increase	
Construction	Noise Sensitive	Noise Level Threshold	80 dBA Lmax	
		Vibration Level Threshold	78 VdB	
	Office	Vibration Level Threshold	84 VdB	
	Industrial	Vibration Level Threshold	90 VdB	

Source: Project Noise Impact Analysis

A supplemental Noise Memorandum was prepared February 16, 2021, and revised March 19, 2021, by Urban Crossroads to evaluate impacts at the northerly adjoining residential property line. The memorandum is summarized herein and included as Appendix E-1.

OPERATIONAL NOISE LEVELS

Using the reference operational noise level measurements outlined in the NIA, it is possible to estimatethe exterior operational noise levels at the nearest residential structure located 389 feet north of the Project Site boundary at 75 East Nance Street and near the property line as shown on Exhibit A. Based on the CadnaA noise prediction model results, Table 12 presents the operational exterior noise levels without perimeter wall.

Table 12 shows that Project operational noise levels at receiver location R1 and at the property line will range from 59.9 to 69.8 dBA Lmax. Table 13 presents the operational exterior noise levels with a 10-foot-high wall. As shown on Table 13, with a 10-foot-high at the property line, the Project operational noise levels at receiver location R1 and at the property line will range from 58.6 to 59.8 dBA Lmax. Table 13 showsthat the potential 10-foot-high property line wall will provide a noise level reduction of ranging from 1.3dBA Lmax at receiver location R1 to 10 dBA Lmax at the property line. The CadnaA operational noise prediction model inputs and calculations are included in Appendix A of the Memorandum.

Table 12
Project Operational Noise Levels (Without Wall)

Receiver Location[1]	Project Operational Noise Levels (dBA Lmax)[2]		Noise Level Standards (dBA Lmax)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	59.9	59.9	80.0	60.0	No	No
PL	69.8	69.8	80.0	60.0	No	**Yes**

[1] See Exhibit A for the receiver locations. "PL" represents a receiver located near the property line behind the potential wall.
[2] Estimated Project operational noise levels (Appendix A).
[3] Exterior noise level standards per the City of Perris Municipal Code, sections 7.34.040.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table 13
Project Operational Noise Levels
(With 10-Foot-High Wall)

Receiver Location[1]	Project Operational Noise Levels (dBA Lmax)[2]		Noise Level Standards (dBA Lmax)[3]		Noise Level Standards Exceeded?[4]	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	58.6	58.6	80.0	60.0	No	No
PL	59.8	59.8	80.0	60.0	No	No

[1] See Exhibit A for the receiver locations. "PL" represents a receiver located near the property line behind the potential wall.
[2] Estimated Project operational noise levels (Appendix A).
[3] Exterior noise level standards per the City of Perris Municipal Code, sections 7.34.040.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

As shown, the Project operational noise levels satisfy the City of Perris daytime noise standards at receiver location R1 without or with the potential 10-foot-high wall. The operational noise levels satisfy the nighttime noise standards both at R1 and at the property line. The operational noise analysis shows that the Project-related noise levels will satisfy the City of Perris daytime and nighttime noise standards at the property line with the potential 10-foot-high wall.

CONSTRUCTION NOISE LEVELS

Using the RCNM reference noise level measurements outlined in the NIA, it is possible to estimate the exterior construction noise levels at the nearest residential structure located 389 feet north of the Project Site boundary at 75 East Nance Street and near the property line as shown on Exhibit A. Based on the CadnaA noise prediction model results, Table 14 presents the construction exterior noise levels without perimeter wall. Table 14 shows that Project construction noise levels at receiver location R1 andat the property line will range from 72.1 to 83.4 dBA Lmax. Table 15 presents the construction exterior noise levels with a 10-foot-high wall. As shown on Table 15, with a 10-foot-high at the property line, the Project construction noise levels at receiver location R1 and at the property line will range from 64.7 to 68.3 dBA Lmax. Table 15 shows that the potential 10-foot-high property line wall will provide a noise level reduction of ranging from 7.4 dBA Lmax at receiver location R1 to 15.1 dBA Lmax at the property line. TheCadnaA construction noise prediction model inputs and calculations are included in Appendix B of the Memorandum.

Table 14
Project Construction Noise Levels
(Without Wall)

Receiver Location[1]	Project Operational Noise Levels (dBA Lmax)[2]	Noise Level Standards (dBA Lmax)[3]	Noise Level Standards Exceeded?[4]
R1	72.1	80.0	No
PL	83.4	80.0	**Yes**

[1] See Exhibit A for the receiver locations. "PL" represents a receiver located near the property line behind the potential wall.
[2] Estimated Project operational noise levels (Appendix B).
[3] Exterior noise level standards per the City of Perris Municipal Code, sections 7.34.060.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table 15
Project Construction Noise Levels
(With 10-Foot-High Wall)

Receiver Location[1]	Project Operational Noise Levels (dBA Lmax)[2]	Noise Level Standards (dBA Lmax)[3]	Noise Level Standards Exceeded?[4]
R1	64.7	80.0	No
PL	68.3	80.0	No

[1] See Exhibit A for the receiver locations. "PL" represents a receiver located near the property line behind the potential wall.
[2] Estimated Project operational noise levels (Appendix B).
[3] Exterior noise level standards per the City of Perris Municipal Code, sections 7.34.060.
[4] Do the estimated Project operational noise source activities exceed the noise level standards?"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

The noise level reduction from the construction of a potential 10-foot-high wall at the property line would be sufficient to result in less than significant impacts at receiver location R1 and no further mitigation would be required.

Furthermore, the Proposed Project is required to comply with the following construction-related mitigation measures from the PVCCSP EIR:

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

PVCCSP MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas would be placed a minimum of 446 feet away from the closest sensitive receptor.

PVCCSP MM Noise 3: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

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.

b) **Less Than Significant Impact:** Construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Large bulldozers and loaded trucks can cause perceptible vibration levels proximate receptors.

The City of Perris has not identified or adopted specific vibration level standards. However, the United States Department of Transportation Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment methodology provides guidelines for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 90 VdB for industrial (workshop) use, 84 VdB for office use and 78 VdB for daytime residential uses.

At distances ranging from 389 feet to 1,854 feet from typical Project construction activities (at the Project Site boundary), construction vibration levels are estimated to range from 30.9 to 51.2 VdB and will satisfy the FTA Transit Noise and Vibration Impact Assessment vibration criteria at all receiver locations inedited in Table 8. Therefore, the vibration impacts due to Project construction is considered less than significant at all receiver locations.

c) **Less Than Significant Impact.** The Noise Impact Analysis states the March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 1.3 miles northwest of the Project Site boundary. The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP) includes the policies for determining the land use compatibility of the Project. The MARB/IPA, Map MA-1, indicates that the Project Site is located within Compatibility Zone D, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate to low noise impact, and is mostly within or near the 55 dBA CNEL noise level contour boundaries. Consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA LUCP, noise sensitive outdoor uses are not permitted. The MARB/IPA LUCP does not identify industrial-use specific noise compatibility standards, and therefore, the Governor's Office of Planning and Research (OPR) Land Use Compatibility for Community Noise Exposure, previously discussed in Section 3.3, is used to assess potential aircraft-related noise levels at the Project Site. The OPR guidelines indicate that industrial uses, such as the Proposed Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. The noise contour boundaries of MARB/IPA show that the Project is considered normally acceptable land use since it is located outside the 55 dBA CNEL noise level contour boundaries. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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) **Less Than Significant Impact.** Construction activities at the Project Site would be short-term and would not attract new employees to the area since there is an existing pool of construction labor in the region. The Proposed Project would provide for the storage of trucks and trailers for nearby warehouse fleets. Operation of the Proposed Project will include a 24-hour security guard. Therefore, the Proposed Project is not anticipated to induce substantial population growth in the area either directly or indirectly. No impacts are identified or anticipated, and no mitigation measures are required.

b) **No Impact.** The Project Site is currently vacant and would not displace existing people or housing or require replacement housing elsewhere. Therefore, no impact is identified or anticipated, and no mitigation measures are required.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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) **Less than Significant**

Fire Protection

Less than Significant Impact. The Proposed Project would be designed, constructed, and operated according to applicable fire prevention/protection standards established by the City of Perris. The Project Site occurs within the service area of the County of Riverside Fire Department. The County of Riverside Fire Department is an all-risk fire agency; with services including fire suppression, emergency medical, technical rescue, hazardous material, and other related emergency services. The closest station to the Project Site is Riverside County Fire Department Station 90 located at 333 Placentia Avenue approximately two miles south of the Project Site. The Proposed Project is required to provide a minimum of fire safety and support fire suppression activities, including type and building construction, fire sprinklers, and paved fire access. The Proposed Project is in an urbanized area that occurs within the existing fire service area and implementation of the Proposed Project would not have a significant impact on fire service response times. Additionally, developer impact fees will be collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and

development. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Police Protection

Less than Significant Impact. The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City of Perris. The Riverside County Sheriff's Department provides a full range of law enforcement and community programs. The closest station is located approximately 4.5 miles south of the Project Site at 137 N. Perris Boulevard. The design, construction, and operation of the Proposed Project in accordance with City Standards and payment of Development Impact Fees would offset any increase in demand for police services. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Schools

Less than Significant Impact. The Val Verde Unified School District provides services for an area that includes the Project Site. Construction and operation of new school facilities would be funded through school impact fees assessed on new developments that occur within the school district. The Proposed Project is not anticipated to increase population growth within the area, as the future employees would likely come from the local area, and therefore would not generate new students. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Parks

Less than Significant Impact. The City of Perris currently operates 22 parks which encompass more than 107 acres. Implementation of the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Additionally, collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Other Public Facilities

Less than Significant Impact. The Proposed Project is not expected to have a significant impact on public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

XVI. RECREATION

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

a) **Less than Significant Impact.** The City of Perris currently operates 22 parks which encompass over 107 acres in area. Implementation of the Proposed Project would not induce residential development and would not significantly increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facilities would result. Additionally, collection of developer impact fees would ensure no significant impacts to parks would occur. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b) **No impact.** The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XVII. TRANSPORATION/TRAFFIC

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b)(1)?	☐	☐☒	☒☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
intersections) or incompatible uses (e.g., farm equipment)?				
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) **Less Than Significant with Mitigation.** A Traffic Analysis dated January 27, 2021 prepared by Urban Crossroads (Appendix F) provides an assessment of traffic trips resulting from the Proposed Project. By preparing and submitting the Traffic Analysis, the Project has complied with PVCCSP EIR mitigation measure Trans 7, which requires project-level traffic impact studies for all development proposals within the boundaries of the PVCC.

The Riverside Transit Agency (RTA) was emailed in May 2021. RTA's review of the Site Plan concluded with no comments, as such the Project has complied with PVCCSP EIR mitigation measure Trans 4, which requires 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.

The Proposed Project is to consist of a 250-parking stall truck yard on 9.52 acres. The Project is anticipated to be constructed in one phase by the year 2021. Access to the Project Site will be provided by a single driveway for ingress and egress at Markham Street. The Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) does not currently have any trip generation rates for a truck yard, and as such, trip generation estimates for the Proposed Project were developed using data collected at another facility with operations similar to those proposed. The Project is estimated to generate 464 two-way trips per day on a typical weekday with approximately 33 AM peak hour trips and 36 PM peak hour trips. Total Project trips in Passenger Car Equivalents (PCE) is calculated to be 810.

The Intersection Operations Analysis conducted as part of the TA resulted in the finding that all study area intersections are anticipated to operate at acceptable Levels of Service during peak hours with the Proposed Project. The Traffic Signal Warrants Analysis showed no traffic signals are warranted at the study area intersections.

Markham Street is designated as a Secondary Arterial on both the City's and PVCC SP circulation plans. Markham Street is currently striped with Class II bike lanes on both the north and south sides of the street. The study area is currently served by the Riverside

Transit Authority (RTA), a public transit agency serving the Riverside County region. RTA currently serves the study area via Route 19, which could potentially serve the Proposed Project. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

Although no significant adverse impacts have been identified or anticipated, the following PVCCSP EIR mitigation measure are applicable to the Proposed Project:

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 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

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

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

PVCCSP MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.

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.

The following Project-specific mitigation measure is also required as a condition of project approval to reduce potential impacts to a less than significant level. With implementation of the stated mitigation measures the Proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities.

Mitigation Measure TT-1: All trailer truck access from Project Site will be directed to Harley Knox Boulevard then to the 215-Interstate Freeway.

b) **Less Than Significant Impact**. The Perris Truck Yard (CUP - #20-05100) Scoping Agreement, City of Perris dated July 7, 2020, prepared by RK Engineering Group, Inc. is included as Appendix G. RK reviewed the Proposed Project with respect to the City's Policy on SB 743 (VMT analysis). The Proposed Project screens out because it is in a low VMT/employee area per the City's Guidelines, and therefore, no further VMT analysis is required. As such, the Proposed Project shall not conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b)(1). Therefore, any Project impacts related to VMT would be less than significant and no mitigation measures are required.

c,d) **No Impact.** The Proposed Project would not create substantial hazards due to a design feature or incompatible uses. The Site Plan shows access to the Project Site via a 50-foot wide all access driveway on Markham. Discretionary actions for the Proposed Project by the City of Perris includes approval of a Conditional Development Permit. With City approval, the Proposed Project would not substantially increase hazards due to a design feature or incompatible uses and would not result in inadequate emergency access. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) 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?				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
register of historical resources as defined in Public Resources Code section 5020.1(k), or?				
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

a)

i. **Less Than Significant Impact.** McKenna et al. prepared a Phase 1 Cultural Resources Investigation that confirmed that the Project Site does not contain any features or resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The project area is located in an area known to have been occupied and exploited by Native American populations, including Luiseno, Cahuilla, Serrano, and, less likely, Gabrielino. To date, only a single prehistoric archaeological site has been identified within one mile of the current project area. McKenna et al. also contacted the Native American Heritage Commission and requested a Sacred Land Search for identifying sacred or religious sites within or in the vicinity of the current project area. The Commission's response was negative. They had no data on any known sites in the area. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

ii. **Less Than Significant with Mitigation.** California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. The City provided notification to the local Native America Tribal representatives in accordance with AB 52 in June 2020. The City received a response from the Rincon Band of Luiseño Indians on July 28, 2020. They indicated that the identified location is within the Territory of the Luiseño people and within the Band's specific Area of Historic Interest (AHI). As such, Rincon is traditionally

and culturally affiliated to the project area. A letter dated July 28, 2020, the Rincon Band states that they have reviewed the Phase I Cultural Resource Investigation and are in agreement with the mitigation measures as recommended in the Phase I Cultural Resource Investigation, which include archaeological and Luiseño tribal monitoring (Soboba), a monitoring report, and protocols for discovery of cultural material and human remains. The City received an email on August, 18, 2020 from the Rincon Band which states they have reviewed the proposed Mitigation Measures for the project and have no further comments and can conclude consultation.

To ensure less than significant impacts occur, the Proposed Project shall adhere to Mitigation Measures CR-1 and CR-3 as identified in the Cultural Resources section of this Initial Study.

XIX. UTILITIES AND SERVICE SYSTEMS

	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications, 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) **Less Than Significant.** The Eastern Municipal Water District (EMWD) operates and maintains four Publicly Owned Treatment Works (POTWs) located in San Jacinto, Moreno Valley, Temecula and Perris. The Perris Valley Regional Water Reclamation Facility provides service area of the Project Site. The plant treats approximately 13.8 Million Gallons Per Day (MGD) and has a maximum of capacity of 100 MGD after expansion The Proposed Project will connect to an existing sewer line along Auld Road to provide for sewer collection service from the guard shack.

Development of the Proposed Project would result in new impervious surfaces on-site. However, the Proposed Project include four (4) bioretention basins with a combined retention volume of 17,229 cubic feet (CF), which are located within the southeastern corner, southwestern corner, eastern frontage and western frontage of the Project Site. As such, direct infiltration of storm water from impervious surfaces would be captured and would allow for groundwater recharge.

Southern California Edison (SCE) provides electrical service to the project area. The Proposed Project will receive electrical power by connecting to SCE's existing power lines along Markham Street, south of the Project Site. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. The increase in electricity demand from the project would represent an insignificant percent of the overall demand in SCE's service area. The Proposed Project would not require the expansion or construction of new electrical facilities.

Southern California Gas Company (SoCalGas) provides natural gas service to the vicinity and the Project Site. Therefore, the Proposed Project will receive natural gas from SoCalGas by connecting to the existing line along Markham Street, south of the Project Site. The existing SoCalGas facilities are expected to sufficiently serve the increased demand of natural gas. The commercial demand of natural gas is anticipated to decrease from approximately 81 billion cubic feet (bcf) to 65 bcf between the years 2015 to 2035. Therefore, the natural gas demand from the Proposed Project would represent an insignificant percentage to the overall demand in SoCalGas' service area.

The Proposed Project would be serviced by Spectrum and Frontier. Telecommunication services to the area will be via above ground connections from existing telephone lines and therefore the Proposed Project will connect to existing telecommunication infrastructure along Markham Street, south of the Project Site. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Proposed Project could also be serviced by Spectrum and Frontier for any landline or internet requirements. Telecommunication services to the area will be via above ground connections from existing telephone lines and therefore the Proposed Project would connect to existing telecommunication infrastructure along Markham Street, south of the

Project Site. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The operation of the Proposed Project will not generate more employees and commercial truck trips. With approval of the Specific Plan Amendment, the Proposed Project would be an acceptable use within the Light Industrial land use category. Therefore, the Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b) **Less than Significant Impact.** As stated in the Urban Water Management Plan (UWMP), Eastern Municipal Water District (EMWD) utilizes water from imported water. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District (MWD) from the State Water Project (SWP) and the Colorado River Aqueduct (CRA). Imported water is delivered to the EMWD either as potable water treated by the MWD, or as raw water that the EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use. The EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. The EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout the EMWD's service area that are all connected through the recycled water system.

According to the UWMP, during a multiple dry-year period, the EMWD's total water supply is projected to be 198,600 acre-feet (AF) by 2040, while the total water demand is projected to be 198,600 AF in the same year, resulting in neither surplus or deficit. Therefore, EMWD's supplies are sufficient to meet demand within the district's service area. Upon approval of the Specific Plan Amendment, the Proposed Project would change from higher water demand land use category (BPO) to a lesser water demand land use category (IL). Additionally, the EMWD has provided a will serve letter dated July 17, 2020 for the Project Site (Appendix D-1). Therefore, the Proposed Project will not require or result in the relocation or construction of new or expansion of water treatment facilities.

c) **Less Than Significant Impact.** The EMWD operates and maintains four Publicly Owned Treatment Works (POTWs) located in San Jacinto, Moreno Valley, Temecula and Perris. The Perris Valley Regional Water Reclamation Facility provides service area of the Project Site. The plant treats approximately 13.8 MGD and has a maximum of capacity of 100 MGD after expansion The Proposed Project will connect to an existing sewer line along Auld Road. Additionally, EMWD has provided a will serve letter dated July 17, 2020

for the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** CR&R provide solid waste and recycling to the project area. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road Perris, California 92570, approximately 6.0 miles south of the Project Site. The temporary generation of construction debris would not permanently affect the long-term landfill capacity. The Proposed Project will not generate additional waste during operation. The Proposed Project is anticipated to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e) **Less than Significant Impact.** The Proposed Project will be required to comply with the City of Perris waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed of in landfills. CR&R provides waste services to the project area. The City of Perris precipitates with local collection programs for recyclables, such as paper, plastics, glass and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and Recycling Act of 1991. The Proposed Project shall adhere the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 requires all counties to prepare a County Integrated Waste Management Plan (CIWMP). The County of Riverside adopted its CIWMP in 1998. The CIWMP includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each city in Riverside County. Additionally, operation of the truck and trailer storage facility would not generate waste. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

XX. WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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 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-d) **No Impact.** The Project Site is not located in or near a state responsibility area for wildfire hazards and the Safety Element of the City of Perris General Plan shows that the Project Site is not located within a Wildfire Hazard Area. Therefore, no wildfire impacts are identified or are anticipated, and no mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
a) Does the project have the potential to 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)?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) **Less than Significant Impact**. A General Biological Resources Assessment (BRA) dated July 3, 2020 was prepared for the Proposed Project by Natural resources Assessment, Inc. The assessment was completed under the requirements of the Western Riverside County's Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is intended to balance the growth of western Riverside County with the need to preserve open space and protect species of plants and animals that are threatened with extinction. The MSHCP requires an assessment of the Project Site for Narrow Endemic Plant Species, presence of burrowing owl habitat, presence of Stephens Kangaroo Rat habitat, riverine and riparian habitats, and for vernal pools and fairy shrimp habitat. The Project Site shows signs of disturbance; however, ruderal plant vegetation on-site may potentially provide suitable habitat for nesting birds. At the time of the survey, the Project Site had suitable nesting habitat for ground nesting bird species.

A Phase I Cultural Resources Study was prepared for the Project Site dated April 24, 2020 by Mckenna et al. A search of various cultural resource listings (e.g. National Register of Historic Resources, California Register of Historical Resources, California Landmarks, California Points of Historical Interest, and/or locally listed resources) located at the University of California, Riverside, Eastern Information Center was completed on March 4,2020 by Jeanette A. McKenna. Research identified a minimum of sixty-two (62) cultural resources investigations within a one-mile radius of the project area. A minimum of seven (7) cultural resources have been recorded within one mile of the project area. However, none of the cultural resources recorded were located within to the Project Site boundaries. McKenna concluded that the project area is considered not historically significant, highly sensitive for paleontological resources and moderately sensitive for prehistoric archaeological resources. No prehistoric archaeological resources were identified within the project area, but there is always a potential for buried resources within the younger Quaternary alluvial deposits. Additionally, during the field survey conducted by Mckenna, no human remains were encountered. The discovery of human remains is always a possibility during ground-disturbing activities.

Implementation of Mitigation Measures BIO-1 through BIO-3 and CR1 and CR-2 as provided in this Initial Study, would ensure impacts to biological and cultural resources are less than significant. Therefore, no significant adverse impacts are identified or anticipated, and no additional mitigation measures are required.

b) **Less than Significant Impact.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to

the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. As demonstrated by the analysis in this Initial Study, the Proposed Project would not result in any unavoidable significant project-specific environmental impacts. CEQA Guidelines Section 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." The Guidelines further state:

a. The individual effects may be changes resulting from a single project or a number of separate projects.

b. The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Potential development of the properties within the PVCCSP planning area was evaluated at a programmatic level in the PVCCSP EIR. The PVCCSP EIR found that implementation of the PVCCSP could potentially result in cumulatively considerable impacts related to exceedance of SCAQMD air quality emission thresholds due to the potential for the entire PVCCSP area and individual projects to exceed applicable SCAQMD thresholds. Similarly, the PVCCSP EIR found that impacts related to noise would be cumulatively considerable. Potential impacts to I-215 would be significant and unavoidable and cumulatively significant. Therefore, the City of Perris adopted Overriding Considerations for unavoidable adverse cumulative impacts in the areas of air quality, noise, and traffic. However, no other impacts were considered cumulatively considerable.
As discussed in this Initial Study, the Project's construction-related and operational air quality emissions do not exceed established thresholds of significance. Additionally, 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 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.

Although cumulative impacts are always possible, by incorporating all mitigation measures outlined herein, including those adopted for buildout of the PVCCSP, as part of approving the Proposed Project, would reduce the Project's contribution to any such cumulative impacts to levels that are not 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) **Less the Significant Impact**. The development of the Project as proposed would not cause adverse impacts on humans, either directly or indirectly. The Project Site is not located in an area that is susceptible to geologic hazards. Adherence to PVCCSP Sound Wall Development Standards and Guidelines, and implementation of Mitigation Measures N-1 through N-3 would ensure that potential impacts from the construction/operation noise. Implementation of Mitigation Measures HAZ-1 through HAZ-6 would ensure that potential impacts from any unanticipated encounter with contaminated soils and to potential aircraft traffic would be reduced to a less than significant level. The Project is estimated to generate 464 two-way trips per day on a typical weekday with approximately 33 AM peak hour trips and 36 PM peak hour trips. Furthermore, the Proposed Project screens out because it is in a low VMT/employee area per the City's Guidelines, and therefore, no further VMT analysis is required. Although no significant adverse impacts have been identified or anticipated, the PVCCSP EIR Mitigation Measure Trans 1 through 8 and Mitigation Measure TT-1, will ensure all trailer truck access from Project Site will be directed to Harley Knox Boulevard then to the 215-Interstate Freeway.

Therefore, implementation of the Proposed Project would not have environmental effects that would cause substantial adverse effects on human beings. At a minimum, the Project will be required to meet the conditions of approval for the Project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by demolition/construction activities, and current or future land uses authorized by the Project approval. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

SECTION 4
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