ALBERT A. WEBB ASSOCIATES

Initial Study/Mitigated Negative Declaration

Chartwell Warehouse at Rider Street and Redlands Avenue Project

Prepared for the Lead Agency:

CITY of PERRIS INC. 1911

August 2022

www.webbassociates.com

Initial Study/Mitigated Negative Declaration No. 2374

CHARTWELL WAREHOUSE
AT RIDER STREET AND REDLANDS AVENUE
PROJECT
DPR 21-00003

Lead Agency:

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

August 2022

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ACRONYMS LIST

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	American Disabilities Act
AFY	Acre Feet Per Year
AICUZ	Air Installation Compatible Use Zone Study
ALUC	Airport Land Use Commission
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
ASTM	American Society for Testing and Materials
BMP	Best Management Practice
BSA	Biological Study Area
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEAP	Community Energy Action Plan
CEQA	California Environmental Quality Act
City	City of Perris
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CWA	Clean Water Act
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
DPR	Development Plan Review
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	U.S. Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
EV	Electric vehicle
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GP	City of Perris General Plan 2030
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCP	Habitat Conservation Plan

IDSA	International Dark-Sky Association
IPA LUCP	Inland Port Airport Land Use Compatibility Plan
I-215	Interstate 215
IS	Initial Study
JPR	Joint Project Review
LHMP	County of Riverside Multi Jurisdiction Local Hazard Mitigation Plan
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MARB	March Air Reserve Base
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons Carbon Dioxide Equivalent
MWD	The Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PQP	Public/Quasi-Public
PMC	Perris Municipal Code
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCCSP	Perris Valley Commerce Center Specific Plan
PVCCSP EIR	Perris Valley Commerce Center Specific Plan Environmental Impact Report
PVRWRF	Perris Valley Regional Water Reclamation Facility
PVSDC	Perris Valley Storm Drain Channel
RCA	Regional Conservation Authority
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SGMA	Sustainable Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SKR	Stephen's Kangaroo Rat
SLF	Sacred Lands File

SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fees
USACE	U.S. Army Corps of Engineers
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

SECTION 1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

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

If an IS prepared for a proposed project determines that no significant effects on the environment would occur or that potentially significant impacts can be reduced to less than significant levels with implementation of specified mitigation measures or uniformly applicable development policies, then the Lead Agency can prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to the State CEQA Guidelines (14 California Code of Regulations, Sections 15070–15075). An ND or MND is a statement by the Lead Agency attesting that a project would produce less than significant impacts or that all potentially significant impacts can be reduced to less than significant levels with mitigation. If an IS prepared for a proposed project determines it may produce significant effects on the environment and no mitigation measures are identified to reduce the impacts to less than significant levels, an EIR shall be prepared. This further environmental review is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

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

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

PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner. Relevant Standards and Guidelines and applicable PVCCSP EIR mitigation measures that are incorporated into the proposed Project are listed in the introduction to the analysis for each topical issue in Section 5 and are assumed in the analysis presented.

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

1.2 FINDINGS OF THIS INITIAL STUDY

This IS is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines and is based on the Environmental Checklist Form provided in Appendix G to the 2022 State CEQA Guidelines. The Form is found in Section 5.0 of this Initial Study. It contains a series of questions about the proposed Project for each of the listed environmental topics. The Form is used to evaluate whether there are any significant environmental effects associated with implementation of the proposed Project, even with implementation of required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The explanation for each answer is also included in Section 5.0.

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

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

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

1.3 CONTACT PERSON

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

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

SECTION 2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The 7.21-acre (gross) and approximate 6-acre (net) Project site is located at the southwest corner of Rider Street and Redlands Avenue, within the PVCCSP planning area in the City of Perris, Riverside County, California. The Project site is located within Section 17, Township 4 South, Range 3 West, Riverside County, South of West Rider Street and West of Redlands Avenue, 7.5-minute topographical quadrangle map. **Figure 1 – Vicinity Map, Figure 2 – Aerial Map** and **Figure 3 – USGS Topographic Map** depict the regional location and local vicinity of the Project site, respectively.

The Project site is relatively flat and is situated at an elevation approximately 1,450 feet above mean sea level. The Project site is vacant and undeveloped and currently comprised of two assessor parcel numbers (APNs): 300-250-007 and 300-250-008. The Project site (including roadway and off-site drainage/utility improvements along the Project frontage) has a City of Perris General Plan land use designation and zoning designation of PVCCSP – Perris Valley Commerce Center Specific Plan, as shown on **Figure 4 – General Plan Land Use**) and a PVCCSP land use designation of Light Industrial, as shown on **Figure 5 – Specific Plan Land Use**.

The area surrounding the Project site has a Specific Plan land use designation of Light Industrial and is currently redeveloping into light industrial uses. Vacant land and non-conforming single family residential uses are located to the north of the Project Site; vacant and undeveloped lands are located to the south of the Project site; a light industrial warehouse is located to the immediate west of the Project site; and vacant land and legal non-conforming single family residential uses that are part of the First Industrial Warehouse Project (DPR 19-00016), currently undergoing entitlement approvals, are located to the east of the Project site.

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

As further discussed in the Biological Resources section of this Initial Study (*Thresholds 5.4a – 5.4f)*, the Project site is within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mead Valley Area Plan. The Project site contains disturbed vegetation with generally flat undeveloped terrain that receives frequent weed abatement (i.e., chain flail mowing, disking). The Project site is not located within any designated MSHCP "Criteria Area" or "Cell group", and it is not within a "Linkage" area. The Project site does not fall within any Public/Quasi-Public (PQP) or other MSHCP Conserved Lands.

The proposed Project site is located approximately 2.5 miles southeast of the March Air Reserve Base/Inland Port Airport (MARB/IPA) and is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The proposed Project site is within Airport Overlay Zones B2 as shown on **Figure 6 – MARB Compatibility Zones**. The proposed Project site is not located within a MARB/IPA Accident Potential Zone.

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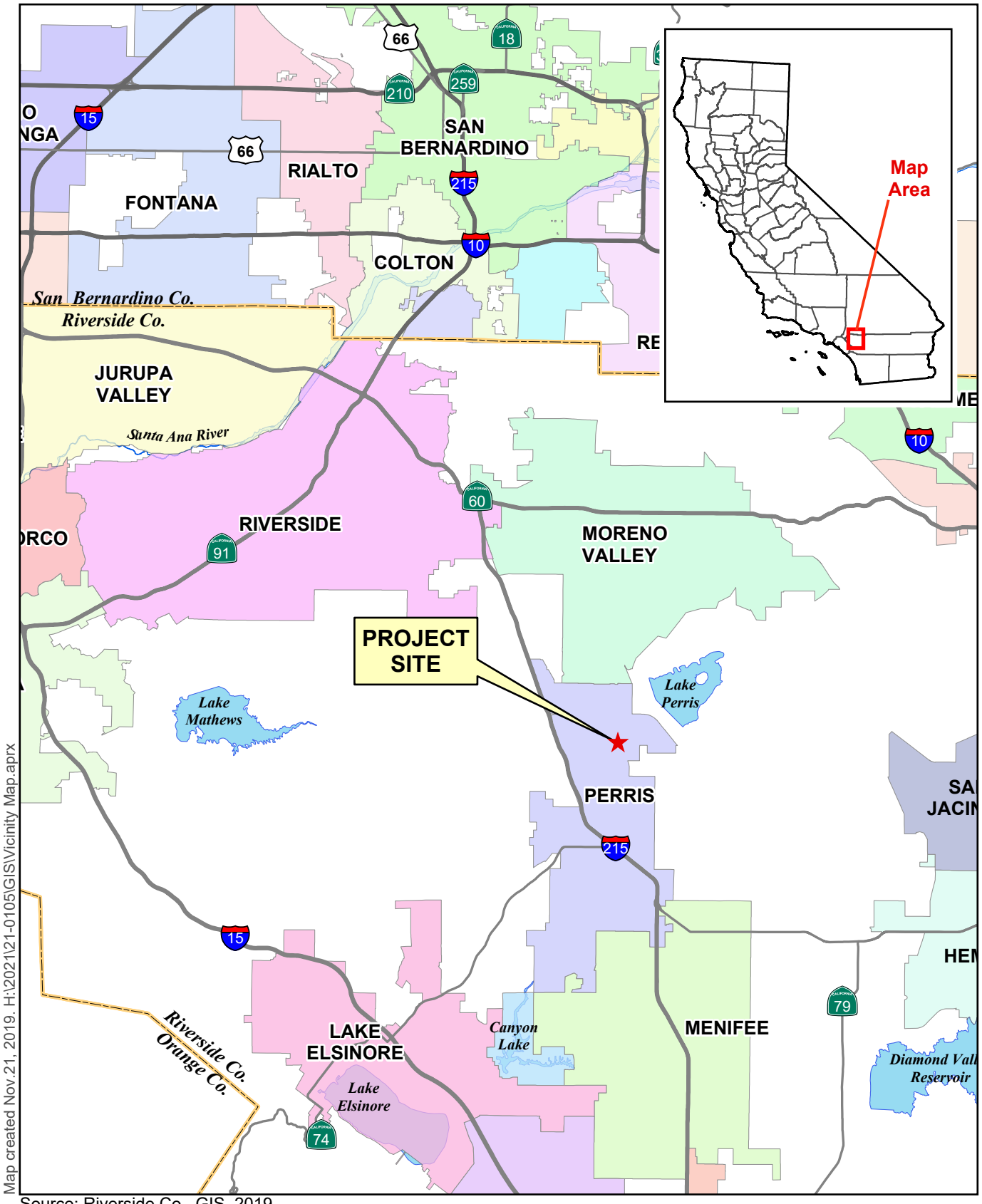

Map created Nov.21, 2019. H:\2021\21-0105\GIS\Vicinity Map.aprx

Source: Riverside Co. GIS, 2019

Figure 1 – Vicinity Map

Chartwell Warehouse

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H:\2021\21-0105\GIS\SensitiveReceptors.aprx; Map created 22 Apr 2022

Sources: Riverside Co. GIS, 2021; RCIT, 2019.

0 250 500 750 Feet

Figure 2 - Aerial Map

Chartwell Warehouse

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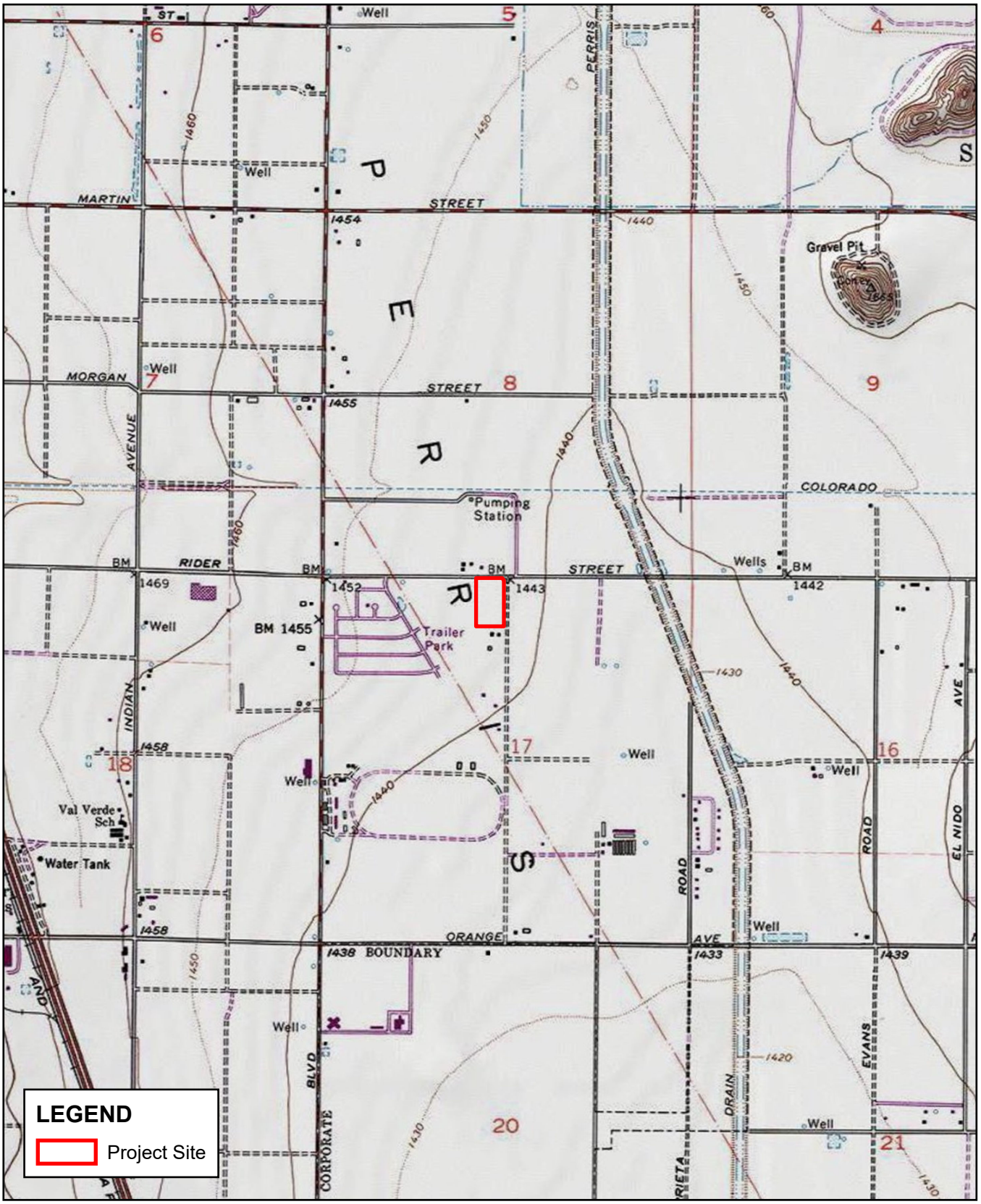

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Sources: ESRI / USGS 7.5min Quad
DRGs: PERRIS / SUNNYMEAD

Figure 3 - USGS Map
Chartwell Warehouse

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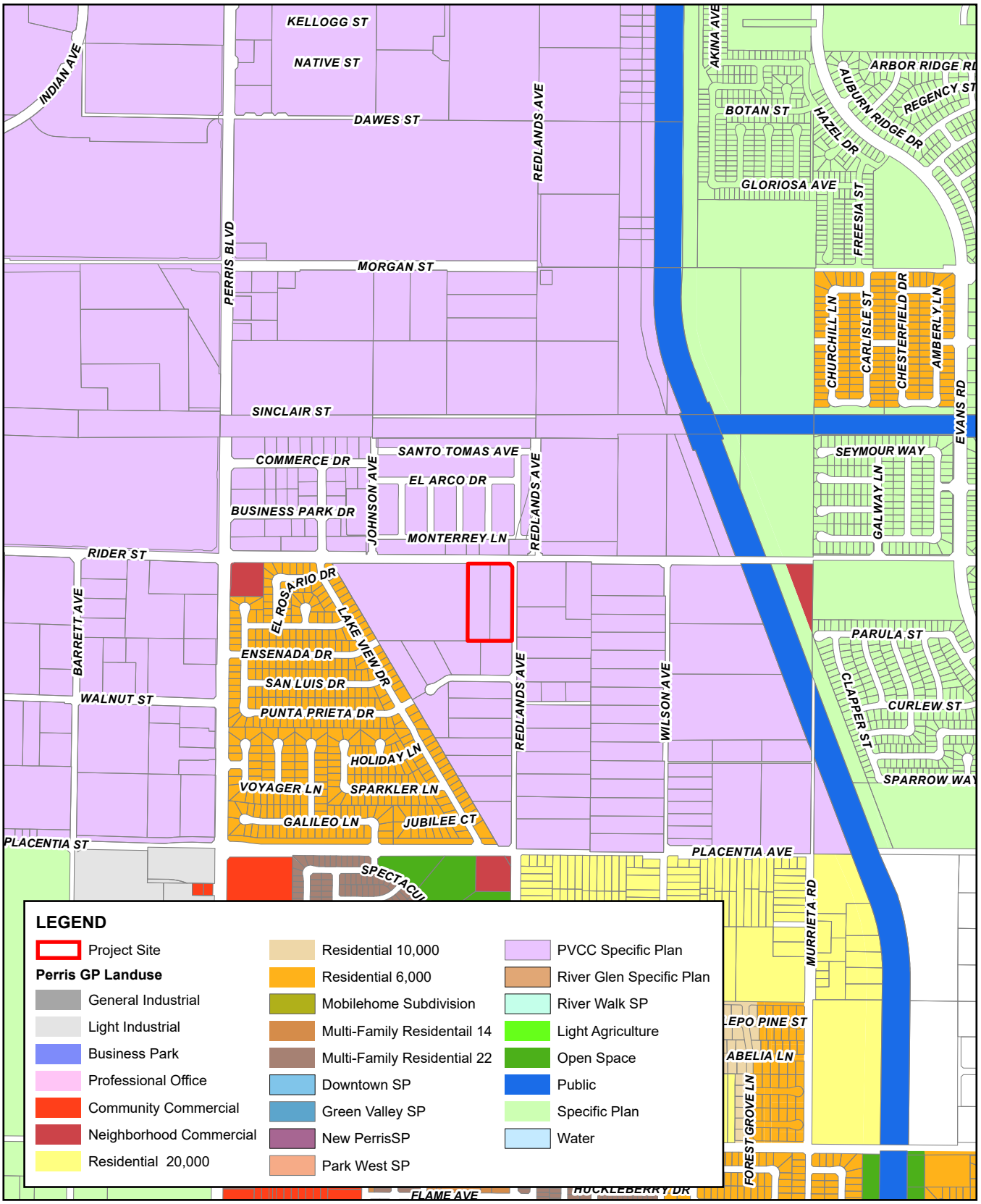

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Sources: Riverside Co. GIS, 2021;
City of Perris GIS, 2018.

0 500 1,000 1,500 Feet

Figure 4 - General Plan Land Use

Chartwell Warehouse

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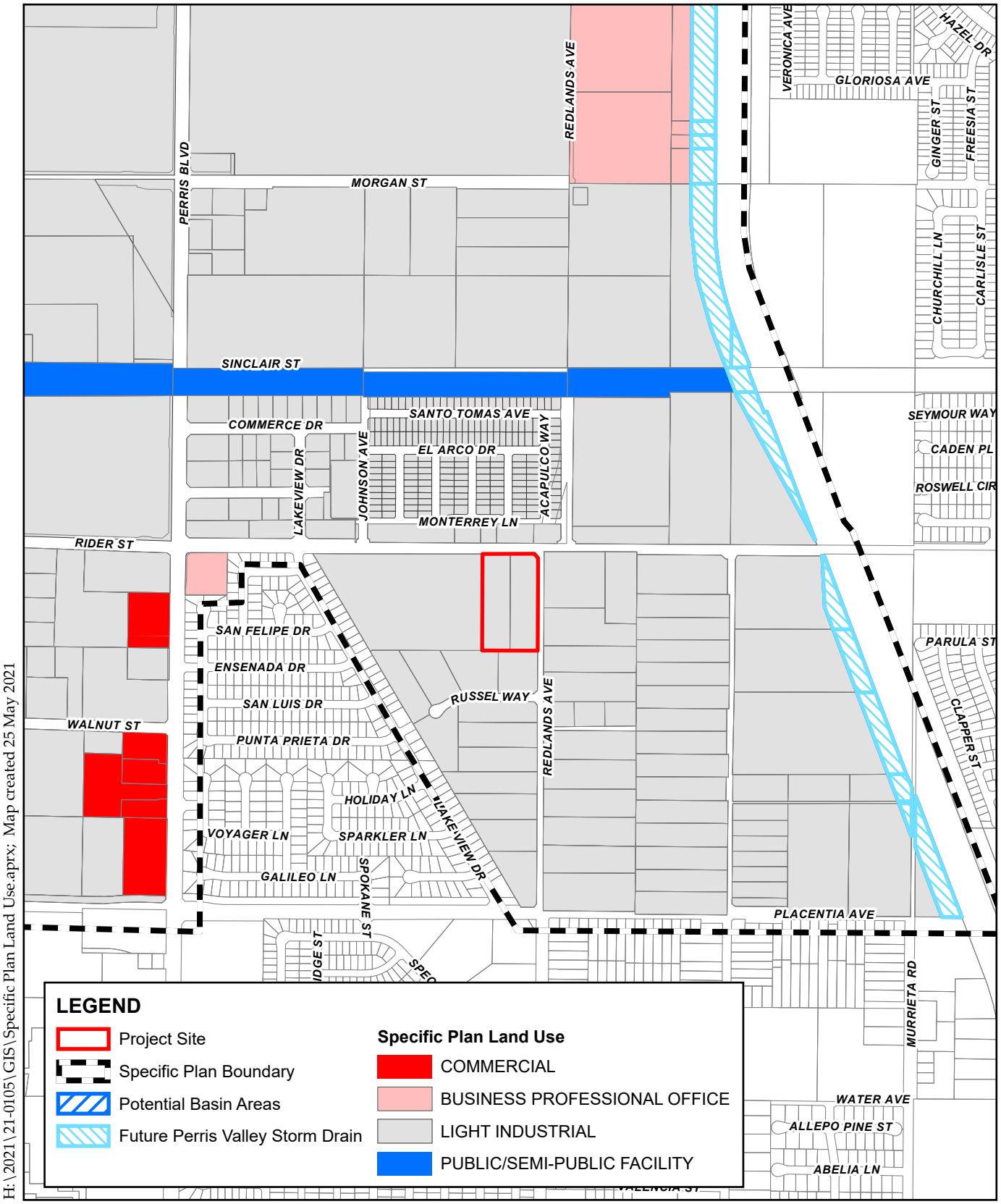

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Sources: Riverside Co. GIS, 2021;
City of Perris GIS, 2018.

0 500 1,000 1,500 Feet

Figure 5 - Specific Plan Land Use

Chartwell Warehouse

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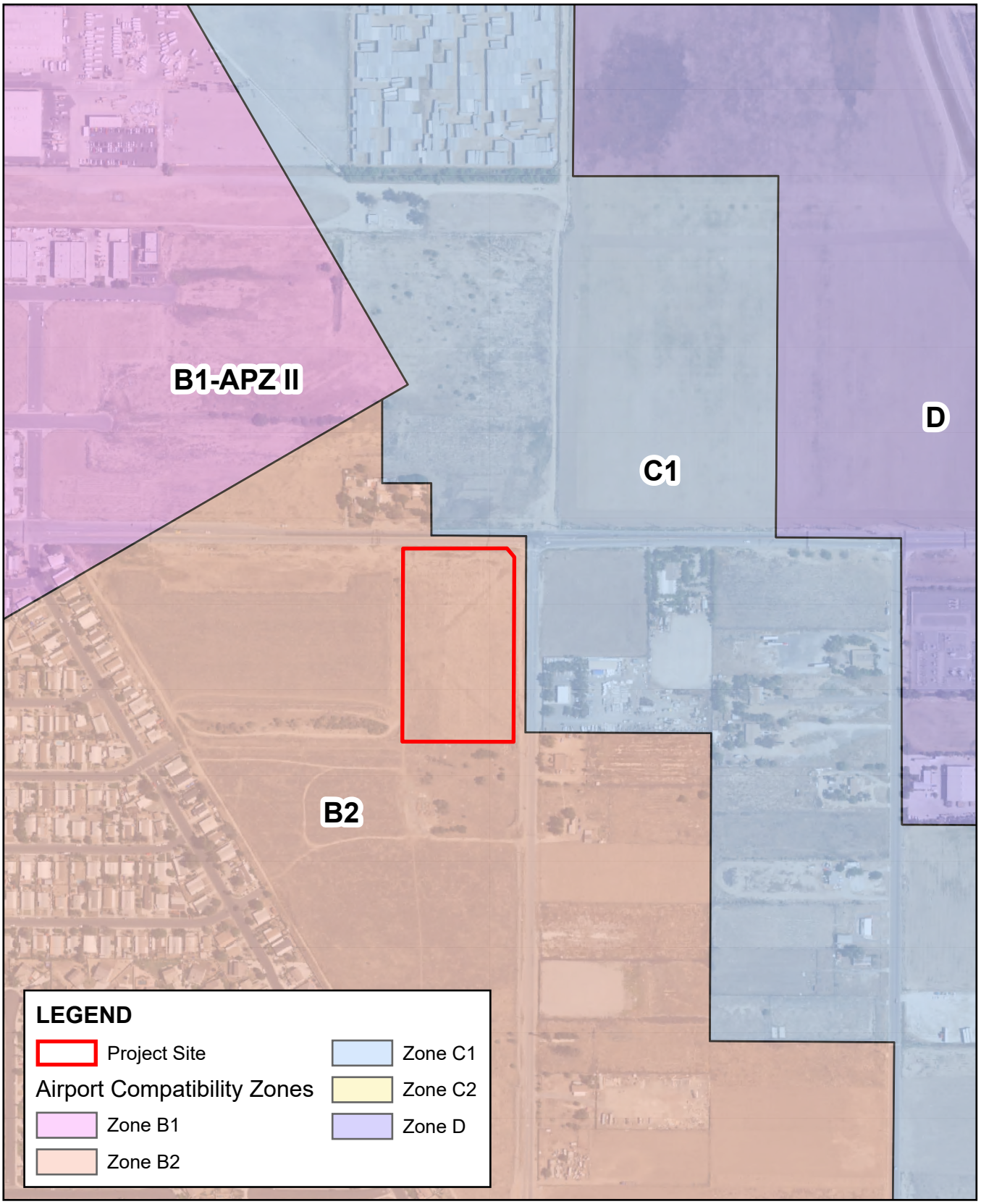

\\elsinore\WO4\2021\21-0105\GIS\MARB Comp Zones.aprx; Map created 15 Jun 2021

Sources: Riverside Co. GIS, 2021;
City of Perris GIS, 2018.

Figure 6 - MARB Compatibility Zones

Chartwell Warehouse

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2.2 PROJECT DESCRIPTION

The proposed Chartwell Warehouse at Rider Street and Redlands Avenue Project and offsite improvement area (herein collectively referred to as proposed Project or Project) involves the construction and operation of an approximately 132,485-square-foot (SF) industrial, non-refrigerated warehouse distribution facility which includes 3,000 SF of office space and 3,000 SF of mezzanine space on the 7.21-acre (gross) site, of which approximately 0.95 acre will be right-of-way (ROW) dedication along Redlands Avenue on the easterly frontage of the Project site, for a net site area of 6.26-acres (see **Figure 7 – Proposed Site Plan**). The speculative warehouse/distribution building is assumed to operate 24 hours a day 7 days a week.

The proposed Project has been designed to comply with the applicable Standards and Guidelines outlined in the PVCCSP, including but not limited to landscape, parkway, setback, lot coverage, Floor Area Ratio (FAR), architectural requirements, and employee amenities requirements as shown on **Figure 8 - Elevations**. The proposed warehouse building will be constructed from concrete tilt-up panes that will be painted according to the approved City's color palette. The warehouse building will consist of few non-reflective glass windows which will include a mixture of glazing and tempered glass to allow for interior natural light. Most of the windows will be placed on the office area. The warehouse building will feature approximately 19 truck dock doors.

Roadways and Access

Access to the Project site will be provided from Redlands Avenue and Rider Street via two driveways. Trucks accessing the Project site would enter via the Redlands Avenue driveway, travel through the dock area located at the west portion of the Project site, and then exit the site using the Rider Street driveway. The Redlands Avenue driveway is a truck entrance only restricted to right-in turn movements. The Redlands Avenue driveway has been designed to prohibit trucks from making a left turn into the driveway. Passenger vehicles are restricted to access the Rider Street driveway only to travel to and from the Project site. Since Rider Street has an existing center divider immediately near the Rider Street driveway, no left turns can be made into the Project site. The Rider Street driveway is restricted to right-in and right-out turn movements for passenger vehicles and right-out only for trucks. Distinct signage shall be posted to restrict truck and auto maneuvers at the shared driveway and shared onsite drive aisles. Both driveways will include decorative concrete near the driveway entrance. As shown in **Figure 7 – Proposed Site Plan**, automobile parking would be provided at the site; the number of parking spaces provided would be consistent with the parking requirements outlined in Perris Municipal Code, Chapter 19.69. Per the City's Municipal Code, Chapter 19.69, no trailer parking stalls are required. A total of 98 auto parking stalls will be provided along the northern portion of the Project site. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), five of the parking spaces will be designated for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, five parking spaces will include equipment for the charging of electric vehicles (EV), this includes chargers on two American with Disabilities Act (ADA) stalls. A total of six ADA stalls will be included. Further, two bicycle parking locations are provided, one in the northwest corner of the building and the other in the southeast corner of the building.

Trucks currently use the PVCCSP-designated truck route on the Harley Knox Boulevard interchange to access the freeway. However, a new freeway interchange is planned to be constructed at Placentia Avenue, which would be closer to the proposed Project site and is anticipated to be open by the time Project construction is complete. Signage shall be posted on-site directing truck drivers to use designated City truck routes to access the Interstate 215 (I-215) freeway. The information on the

signage will be coordinated with City Planning and the City's Traffic Engineer during the plan check process.

The PVCCSP Circulation Element designates Redlands Avenue and Rider Street, which are adjacent to the Project site, as Secondary Arterials. Secondary Arterials within the PVCCSP generally range from 64-feet to 70-feet wide curb-to-curb with 6 feet of sidewalk on both sides depending on the particular design and traffic volumes to be served. In the vicinity of the Project site, Redlands Avenue and Rider Street are designated as 94-feet-wide curb to curb. The Project applicant proposes to construct partial-width improvements on the west side of Redlands Avenue (up to 47 feet) including curb and gutter, sidewalk, and road resurfacing, if required. No improvements are proposed or required on Rider Street. Existing power poles under 66 kilovolts in Redlands Avenue, along the Project's frontage, will be removed and the power lines will be undergrounded. Five streetlights are proposed along the Project's frontage: two along Rider Street and three along Redlands Avenue.

Landscaping and Fencing

Landscaping, screen walls, and fencing will be provided on site as required for screening, privacy, and security as shown on **Figure 8** and **Figure 9 – Landscape Plan**. The Project also includes approximately 37,042 SF of on-site landscaping. The truck loading docks will be located on the western side of the building and will be enclosed by 9-foot-high metal tube steel fence to the west, by the proposed warehouse building to the east, and by two 8-foot metal rolling gates with concrete fence to the north and south. Access to the truck loading docks will be through those rolling metal gates. As noted, the Project site will include onsite landscaping. Landscaping will be provided along the street frontages, along the walls and fencing on the south and west sides of the property, and adjacent to the north, east, and south sides, and a portion of the northwestern side of the proposed building. The southwestern side of the proposed building will include a landscaped employee break area. Vehicle parking located on the west and south sides of the building will be visible from Redlands Avenue and Rider Street.

Storm Drain Facilities

The Project will utilize storm drains, curb and gutter, and catch basins to convey on-site flows to two proposed water quality bio-treatment units known as Modular Wetlands Systems (MWS) and to an underground corrugated metal pipe CMP Detention Basin. Low water flow will enter the MWS and the high flow water will bypass the WMS and go to the underground CMP system for detention. The treated low flows and detained higher flows would combine at a proposed manhole. A proposed 18-inch storm drain (approximately 62 linear feet) will convey the outflow to the existing Perris Valley Master Drainage Plan (PVMDP) storm drain (MDP) Line A-B, located in Rider Street, which drains into the Perris Valley Storm Drain Channel (PVSDC).

In addition to the improvements at the Project site, the Project applicant proposes to construct a new catch basin to each side of Redlands Avenue creating low points on both sides of Redlands Avenue to intercept street flow and allow the removal of the existing cross gutter. Additionally, Lateral AB-10 in Redlands Avenue will be extended to convey the catch basin flow. Potable water and sewer pipelines currently exist in Rider Street and Redlands Avenue and dry utilities are along Rider Street; therefore, the only construction required is connection to the existing pipelines.

Construction Phasing

The proposed Project would be constructed in a single phase, and approximately 6,500 cubic yards of soil would be imported to the Project site. Construction is expected to commence in March 2023 and be completed in 2024.

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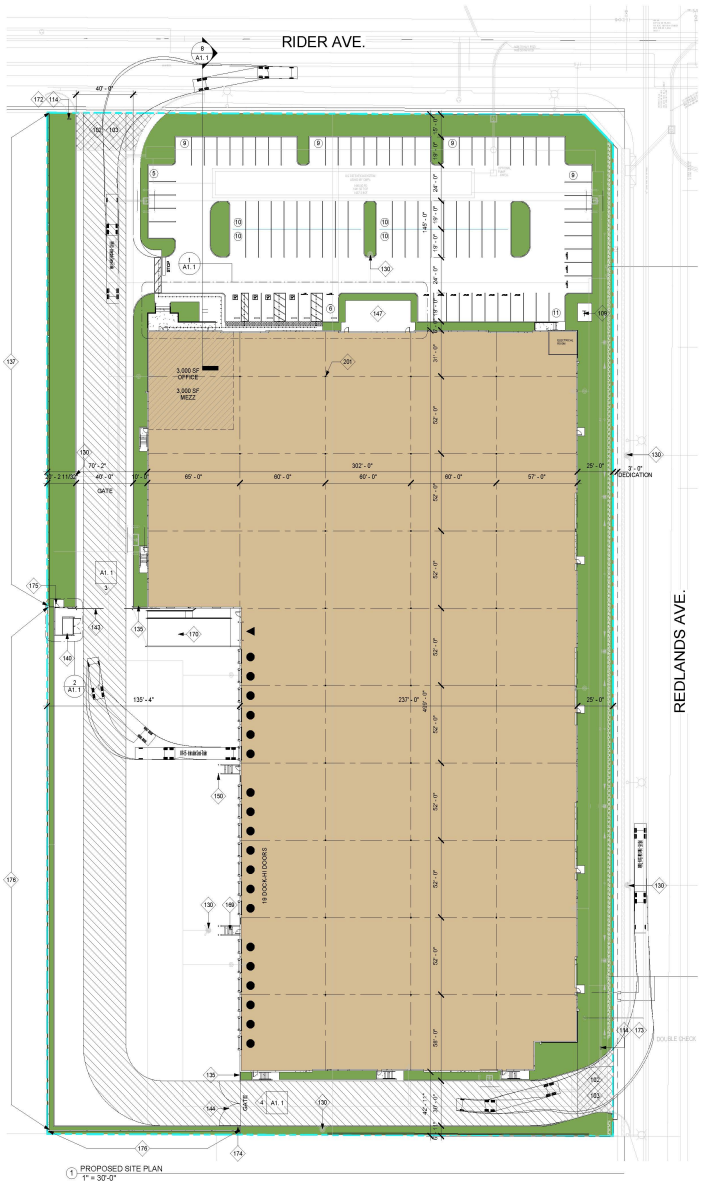

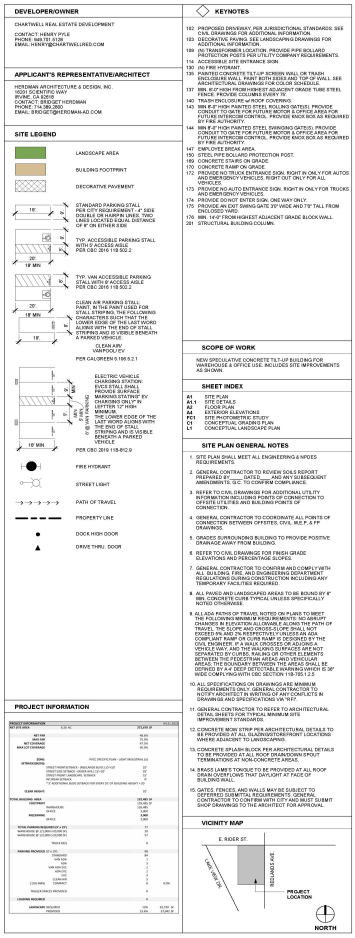

H:\2021\21-0105\GIS\Site Plan\Site Plan.aprx Map created 27 Apr 2022

Source: Herdman, 04-21-22

Figure 7 - Proposed Site Plan

Chartwell Warehouse

Not to Scale

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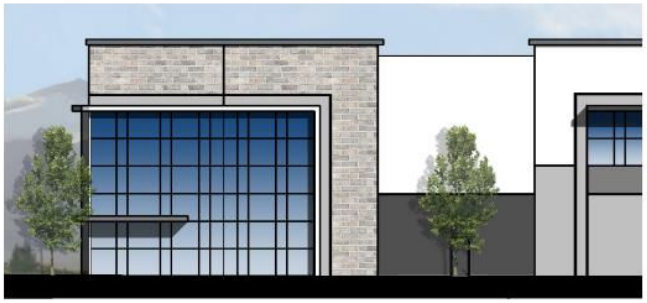
EAST ELEVATION

WEST ELEVATION

NORTH ELEVATION

SOUTH ELEVATION



ENLARGED WEST ELEVATION

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Source: Herdman,10-28-2021

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Figure 8 - Elevations

Chartwell Warehouse

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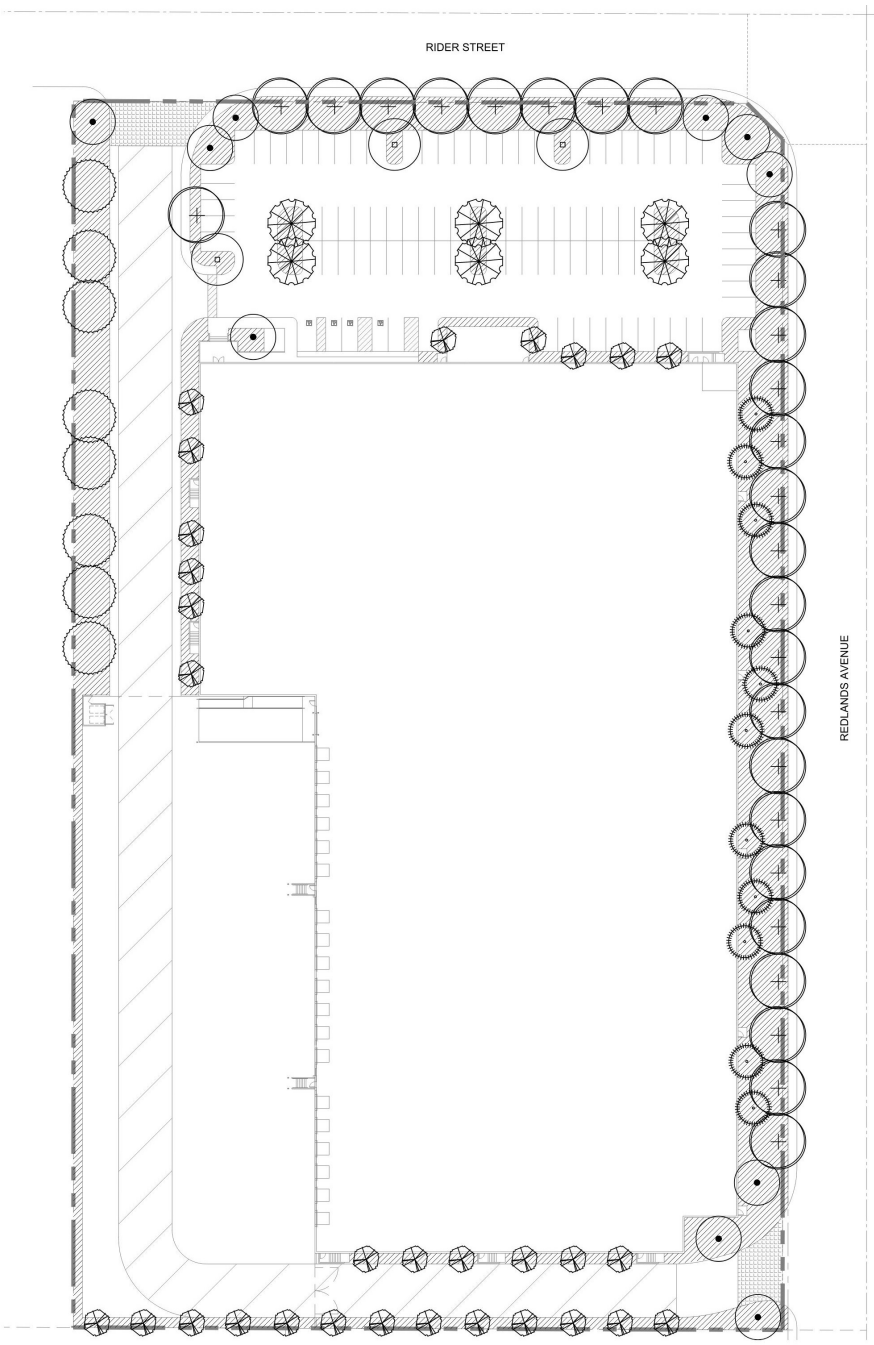

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	10	L	Multi
	Chilopsis linearis Desert Willow	24" Box	9	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	6	L	Standard
	Pinus eldarica Afghan Pine	24" Box	8	L	Standard
	Pistacia chinensis Chinese Pistache	24" Box	16	L	Standard
	Rhus lancea African Sumac	36" Box	3	L	Standard
	Tristania conferta Brisbane Box	15 Gal	30	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Acca sellowiana Pineapple Guava	5 Gal	L	3' OC
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	L	3' OC
	Cistus 'Sunset Pink' Sunset Pink Rockrose	5 Gal	L	3' OC
	Elaeagnus pungens Silverberry	5 Gal	L	4' OC
	Ligustrum j. Texanum Texas Privet	5 Gal	M	3' OC
	Rhaphiolepis i. 'Springtime' Indian Hawthorn	5 Gal	L	3' OC
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	L	3' OC
	Salvia greggii Autumn Sage	5 Gal	L	3' OC
	Salvia leucantha Mexican Sage	5 Gal	L	4' OC
	Westringia fruticosa Coast Rosemary	5 Gal	L	5' OC

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	WUCOLS	SPACING
	Agave 'Blue Flame' Blue Flame Agave	5 Gal	L	3' OC
	Agave 'Blue Glow Blue Glow Agave	5 Gal	L	3' OC
	Agave victoria-reginae Agave	5 Gal	L	3' OC
	Aloe striata Coral Aloe	1 Gal	L	2' OC
	Dasylirion wheeleri Desert Spoon	5 Gal	L	4' OC
	Echeveria 'Ruffles' Ruffles Echeveria	5 Gal	L	1' OC
	Hesperaloe parviflora Red Yucca	5 Gal	L	3' OC

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L
	Muhlenbergia capillaris Pink Muhly	1 Gal	36" O.C.	L
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L
	Sesleria autumnalis Moor Grass	1 Gal	18" O.C.	M
	Trachelospermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M

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Source: Hunter Landscape, 4-28-21

Figure 9 - Landscape Plan

Chartwell Warehouse

Not to Scale

ALBERT A. WEBB ASSOCIATES

2.3 PROJECT APPROVALS

The proposed warehouse distribution facility is a permitted use consistent with the PVCCSP; therefore, no General Plan Amendment, Specific Plan Amendment, or zone change is required.

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

- Adopt Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA;
- Approve Development Plan Review (DPR No. 21-00003) to allow the development of the approximately 6.26-acre (net) site with an approximately 132,485-square-foot warehouse with approximately 3,000 square feet of supporting office space and 3,000 of mezzanine.

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

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Approval of a Preliminary Water Quality Management Plan (PWQMP) to mitigate post-construction runoff flows.

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

- A National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened;
- An encroachment permit from the Riverside County Flood Control and Water Conservation District (RCFC&WCD) for connection to Line A-B and Lateral AB-10; and
- Approval of water and sewer improvement plans by the Eastern Municipal Water District (EMWD).

2.4 DOCUMENTS INCORPORATED BY REFERENCE

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

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP). (Available at https://www.cityofperris.org/departments/development-services/general-plan)
- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR). (Available at City of Perris Planning Department.)
- *Perris Valley Commerce Center Specific Plan Amendment No. 12*, February 2022 (PVCCSP). (Available at https://www.cityofperris.org/Home/ShowDocument?id=2647)

- *Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086*, November 2011, certified January 10, 2012 (PVCCSP EIR). (Available at https://www.cityofperris.org/Home/ShowDocument?id=2645)

These reports/studies are also available for review at:

Public Service Counter
City of Perris Planning Division
135 North "D" Street
Perris, California 92570
(951) 943-5003

Hours: Monday – Friday: 8:00 AM to 6:00 PM

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SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

SECTION 4.0 DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature of Lead Agency Representative — Date: 7/27/22

Alfredo Garcia, Associate Planner — Printed name

City of Perris — Agency

SECTION 5.0 INITIAL STUDY

This section contains the Environmental Checklist Form (Form) for the proposed Project. The Form is marked with findings as to the environmental effects of the Project. An "X" in the column "Potentially Significant Impact" requires preparation of additional environmental analysis in the form of an EIR; none of the analysis indicates that an EIR is needed. All potential impacts can be found to be mitigated to a less than significant level.

This analysis has been undertaken, pursuant to the provisions of CEQA, to provide the City of Perris with the factual basis for determining, based on the information available, the form of environmental documentation the Project warrants. The basis for each of the findings listed in the attached Form is explained in the Explanation of Checklist Responses following the checklist.

ENVIRONMENTAL CHECKLIST FORM

City of Perris **135 North "D" Street, Perris,** **California 92570**	
Project Title	Chartwell Warehouse at Rider Street and Redlands Avenue Project Case No. P21-00003
Lead Agency Name and Address	City of Perris 135 North "D" Street Perris, CA 92570
Contact Person and Phone Number	Alfredo Garcia, Associate Planner (951) 943-5003
Project Location	The proposed Project site is located at the southeast corner of Rider Street and Redlands Avenue, in the City of Perris, California on 6.26 acres (net), as shown on **Figure 1 –Vicinity Map** and **Figure 2 – Aerial Map.** The Project site is comprised of two parcels (APN: 300-250-007 & APN: 300-250-008) located within the north half of Section 17 Township 4 South, Range 3 West, Riverside County, South of West Rider Street and West of Redlands Avenue, identified on the Perris, California USGS 7.5 Quadrangle Map as shown on **Figure 3 – USGS Topographical Map**.
Project Sponsor's Name and Address	Rider Realty Partners LLC Attn: Henry Pyle 151 Innovation Drive Irvine, CA 92617
General Plan Designation	PVCCSP - Perris Valley Commerce Center Specific Plan
Zoning	Perris Valley Commerce Center Specific Plan (PVCCSP)
Specific Plan Designation	Light Industrial (LI)

Description of Project	The proposed Chartwell Warehouse at Rider Street and Redlands Avenue Project (Project) consists of an approximately 132,485-square-foot non-refrigerated warehouse distribution facility with approximately 3,000 square feet of office space and 3,000 square feet of mezzanine (**Figure 7 – Proposed Site Plan**). The Project will provide approximately 84 standard parking stalls, five (5) clean air carpool vanpool stalls, five (5) EV charging stalls and six ADA parking stalls (2 of which are designated for EV charging) for a total of 98 passenger vehicle parking spaces. Clean Air Carpool Vanpool stalls are designated for low-emitting, fuel efficient, and carpool/vanpool vehicles as well as EV charging pursuant to the CalGreen Code (Sections 5.106.5.2 and 5.106.5.3.2, The number of parking spaces provided would be consistent with the Perris Municipal Code, Chapter 19.69 parking requirements. The warehouse building will feature approximately 19 dock doors on the west side of the proposed building. There will be approximately 37,042 square feet of on-site landscaping as well as two water quality bio-treatment units and one underground CMP Detention Basin. The Project will utilize storm drains, curb and gutter, and catch basins to convey on-site flows to two proposed water quality bio-treatment units known as Modular Wetlands (MWS) and to an underground CMP Detention Basin. Low water flow would enter the MWS and high water flow will bypass the WMS and go to the underground CMP system for detention. Treated low flow and higher degree flow would combine at a proposed manhole and would convey through a proposed 18-inch storm drain into the existing Line A-B of the PVMDP located on the northern portion of the Project site which drains into the Perris Valley Storm Master Drain Channel. Currently, trucks use the PVCCSP-designated truck route along Harley Knox Boulevard interchange to access the freeway. However, a new interchange is planned for Placentia Avenue which would be closer to the Project site. This interchange is expected to be constructed and open prior to the completion and operation of the Project site. Thus, signage shall be posted on-site directing truck drivers to use designated City truck routes to access I-215. The PVCCSP Circulation Element designates Redlands Avenue and Rider Street, which are adjacent to the Project site, as a Secondary Arterial. The Project applicant proposes to construct partial-width improvements on west side of Redlands Avenue (up to 47 feet) including curb and gutter, sidewalk and road re-surfing if required. Existing power poles along the Project frontage of Redlands Avenue will be removed and undergrounded. Additionally, the Project applicant proposes to construct a new catch basin to each side of Redlands Avenue to intercept street flow and allow the removal of existing cross gutter. Lateral AB-10 in Redlands Avenue will be extended to convey the catch basin flow.

<table>
<tr><td></td><td>The Project would be constructed in one phase and approximately 6,500 cubic yards of soil would be imported to the Project site. Construction is expected to be initiated in March 2023 and completed in 2024.

The Project's proposed warehouse distribution facility is consistent with the PVCCSP; thus, no General Plan Amendment, Specific Plan Amendment, or zone change is required.</td></tr>
<tr><td>Surrounding Land Uses and Setting
(Refer to Figure 4 – General Plan Land Use and Figure 5 – Specific Plan Land Use)</td><td>
<table>
<tr><th>Boundary</th><th>General Plan Land Use</th><th>Zoning</th><th>Specific Plan Land Use</th><th>Existing Land Use</th></tr>
<tr><td>North</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Warehouse/ Residential non-conforming</td></tr>
<tr><td>East</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Warehouse</td></tr>
<tr><td>South</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Vacant</td></tr>
<tr><td>West</td><td>PVCCSP</td><td>PVCCSP</td><td>Light Industrial</td><td>Warehouse</td></tr>
</table>
</td></tr>
<tr><td>Other public agencies whose approval is required</td><td>• Eastern Municipal Water District (EMWD): Approval of water and sewer facilities to serve the Project.
• Riverside County Flood Control and Water Conservation District (RCFC&WCD): Encroachment permit for connection to Line A-B and Lateral AB-10
• Regional Water Quality Control Board: NPDES Permit</td></tr>
<tr><td>Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?</td><td>Yes. The City's compliance with Assembly Bill (AB 52) is discussed in Threshold 18a(ii) below.</td></tr>
</table>

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

References: GP, GPEIR, IDA, PMC, PVCCSP, PVCCSP EIR, USCB

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for aesthetics included in the PVCCSP EIR.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.1 Perris Valley Commerce Center On-Site Development Standards

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

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

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

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

4.2.2 Site Layout for Commerce Zones

- 4.2.2.1 Building Orientation/Placement: Building Frontages/Entrances; Distinct Visual Link; Create Diversity and Sense of Community; and Utilize Building for Screening.
- 4.2.2.5 Screening: Screen Loading Docks; Screening Methods; Screen Outdoor Storage Areas; Work Areas, etc.
- 4.2.2.6 Outdoor Storage: No Outdoor Storage Permitted Other Than as Specified.
- 4.2.2.7 Water Quality Site Design: Best Management Practice (BMP) Features in "Visibility Zone."

4.2.3 Architecture

- 4.2.3.1 Scale, Massing and Building Relief: Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping; Distinct Visual Link; Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration.
- 4.2.3.2 Architectural Elevations and Details: Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and Building Relief.
- 4.2.3.3 Roofs and Parapets: Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment.
- 4.2.3.5 Color and Materials: Facades; Building Trim and Accent Areas; Metal Siding; and High Quality Natural Materials.

4.2.4. Lighting

- 4.2.4.1 General Lighting: Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting.
- 4.2.4.2 Decorative Lighting Standards: Decorative Lights; Complimentary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down- Lighting; Accent Lighting; and High Intensity Lighting.
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle.

4.2.5 Signage Program

- 4.2.5.1 Sign Program: Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs.

4.2.6 Walls/Fences

- Specific Purpose.
- Materials.
- Avoid Long Expanses of Monotone Fence/Wall Surfaces.
- Most Walls Not Permitted within Street Side Landscaping Setback.
- Height.

- Gates Visible From Public Areas.
- Prohibited Materials.

4.2.8 Residential Buffer Development Standards and Guidelines

- Direct Lighting Away from Residential.
- Screening.
- Other Restrictions May be Required Based on Actual Use.

4.2.9 Visual Overlay Zone Development Standards and Guidelines

- 4.2.9.2 Major Roadway Visual Zones: Quality Architectural Presence; Full Building Articulation and Enhancement; Integrated Screenwall Designs; Enhanced Landscape Setback Areas; Enhanced Entry Treatment; Entry Point; Screening, Loading and Service Areas; Limit or Eliminate Landscaping Along Side or Rear Setbacks; Uplight Trees and Other Landscape; Landscaped Accent Along Building Foundation; Heavily Landscape Parking Lot; and Limited Parking Fields.

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

6.1 On-Site Landscape General Requirements

- Unspecified Uses.
- Perimeter Landscape.
- Street Entries.
- Main Entries, Plaza, Courtyards.
- Maintenance Intensive/Litter Producing Trees Discouraged.
- Avoid Interference with Project Lighting/Utilities/Emergency Apparatus.
- Scale of Landscape.
- Planters and Pots.

6.1.1 On-Site Landscape Screening

- Plant Screening Maturity.
- Screen wall Planting.
- Trash Enclosures.

6.1.2 Landscape in Parking Lots

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

6.1.3 On-Site Plant Palette

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- 8.2.1.1 Orientation/Placement: Industrial Operations.

- 8.2.1.4 Employee Break Areas and Amenities: Outdoor Break Areas.
- 8.2.1.5 Screening: Truck Courts.

8.2.2 Landscape

- No Landscape in Screened Truck Courts.

EXPLANATION OF CHECKLIST ANSWERS

1a. **Less than significant impact.** Scenic vistas are defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: 1) directly diminishing the scenic quality of the vista, or 2) by blocking the view corridors or "vistas" of scenic resources. The proposed Project site is located within the Perris Valley and the terrain is generally flat. As described in the Perris General Plan 2030 (GP) EIR, virtually all building construction consistent with land use development standards will obstruct views of the foothills from at least some vantage points. (GPEIR, p. VI-2.) However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

The proposed Project involves construction and operation of an approximately 132,485-SF warehouse distribution facility (**Figure 7-Proposed Site Plan**), which is consistent with the PVCCSP Light Industrial (LI) land use designation for the site. The proposed Project is also consistent with the land use development standards contained within the Perris GP and the PVCCSP. As the site is not a scenic vista nor will the Project construction block views of a scenic vista, impacts will be less than significant.

1b. **No impact.** According to the Perris GP, no notable stands of native or mature trees exist in the City and no impact is associated with development consistent with the GP. Additionally, the PVCCSP EIR identified no specific scenic resources such as trees, rock outcroppings, or unique features within the Specific Plan area. The closest officially-designated State Scenic Highway is Highway 243, located over 20 miles east of the proposed Project site. Moreover, the proposed project site is undeveloped and does not contain outcroppings. Thus, the proposed Project will not substantially damage scenic resources. Therefore, no impacts would occur.

1c. **Less than significant impact.** The US Census Bureau defines urbanized areas as those with a population of 50,000 or more people. According to the US Census Bureau, in 2019 the City of Perris's population was approximately 79,291(USCB); this qualifies the City as an urbanized area. Visual character describes the aesthetic setting of a Project area. The PVCCSP minimized future conflicts between the residential uses and their neighboring industrial uses along with striking an appropriate balance between industrial, commercial, and residential uses. Since the proposed Project is in an urbanized area and is consistent with the PVCCSP LI land use designation, the proposed Project is consistent with zoning and the planned character of the area. Additionally, the proposed Project will be designed according to requirements outlined in the PVCCSP to address visual character, including but not limited to: Chapter 4.0, On-site Design Standards and Guidelines; Chapter 6.0, Landscape Standards and Guidelines; Chapter 8.0, Industrial Design Standards and Guidelines.

Current land uses surrounding the proposed Project site include a mixture of warehouse, vacant land and non-conforming residential uses. Therefore, although the proposed Project site will be converted from vacant land to a light industrial facility and is in an urbanized area, this

conversion is consistent with existing and planned surrounding land uses. Thus, the Project will not conflict with applicable zoning and other regulations governing scenic quality. Therefore, impacts to will be less than significant.

1d. **Less than significant impact with mitigation incorporated.** Light pollution may result due to introduction of new artificial light sources. The International Dark-Sky Association (IDSA) defines light pollution as any adverse effect of artificial light including sky glow, glare, light trespass, light clutter, decreased visibility at night and energy waste (IDA). Night lighting and glare can affect human vision, navigation, and other activities; however, it can also affect nocturnal wildlife particularly night-hunting or foraging animals, such as owls, rodents, and others. Glare which refers to reflected sunlight or artificial light that interferes with vision or navigation, may also arise from new development; for example, from the use of reflective materials on building exteriors.

Windows are the main source of glare complaints on buildings. The proposed Project will not introduce substantial new daytime glare to the area because the Project site will consist of a concrete tilt-up building with few windows which will be as non-reflective as possible to allow for interior natural light. Most of the windows will be placed on the two office areas (**Figure 8**). The proposed Project will introduce new sources of nighttime light and glare into the area from additional security lighting at the Project site. However, all lighting will be designed pursuant to Perris Municipal Code (PMC) Chapter 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed Project will also comply with the lighting requirements in Section 4.2.4 of the PVCCSP, which contains lighting standards for general, decorative, and parking lot lighting.

The Project Applicant is proposing a spec building that will accommodate rooftop solar panels (i.e., “solar ready rooftop”), pursuant to California Energy Code, Section 110.10 (Title 24 Building Energy Efficiency Standards). Solar panels are not proposed at this time because the tenants and their potential electricity demands are unknown. However, future tenants that choose to install solar panels would be required to implement mitigation measure **MM AES 1** which requires the preparation of a glare study to analyze the proposed solar design and demonstrate that the solar panels will not create hazardous glare for pilots flying into the nearby MARB/IPA. Additionally, the glare study would be required to be reviewed and approved by the Riverside County Airport Land Use Commission (ALUC) and MARB/IPA prior to installation of any solar panels. With the incorporation of **MM AES 1**, any potential glare impacts from the installation of future solar panels would be reduced to less than significant levels.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent residence and motorists on adjacent roadways, such security lights may result in glare to residents and 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 2**.

> **MM AES 1**: Prior to the installation of future solar rooftop panels, the solar panel applicant shall prepare a solar glare study that analyzes the proposed solar design and demonstrate that the solar panels will not create hazardous glare for pilots flying into March Air Reserve Base/Inland Port Airport (MARB/IPA). This study shall be submitted to the Airport Land Use Commission (ALUC) and MARB/IPA for review and acceptance.

MM AES 2: 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.

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

References: FMMP, GPEIR, PVCCSP EIR, COR GP, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines or mitigation measures related to agriculture and forestry resources included in the PVCCSP or its associated PVCCSP EIR.

EXPLANATION OF CHECKLIST ANSWERS

2a. **No impact.** The proposed Project site is classified as Farmland of Local Importance and Other Land by the Farmland Mapping Management Program (FMMP). Per Section 21060.1 of the *State CEQA Guidelines,* Farmland of Local Importance is not considered Farmland. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, there will not be any new significant impacts related to conversion of Farmland. Thus, no impact will occur.

2b. **No impact.** The City's 1991 General Plan eliminated the agricultural land use designation from within City boundaries. Therefore, there are no agricultural zones identified by the City. Additionally, the proposed Project site is not covered under a Williamson Act Contract. The proposed Project site is zoned PVCCSP with a PVCCSP land use designation of LI. Therefore, implementation of the proposed Project will not conflict with an existing zoned agricultural use or a Williamson Act Contract. Thus, no impacts would occur.

2c. **No impact.** The Project site is zoned PVCCSP with a PVCCSP land use designation of LI. There are no existing or proposed zoning of forest land, timber land, or Timberland Production Zones within the City. Accordingly, there is no commercial forestry or timber production industry within the City. Therefore, implementation of the proposed Project would have no impact on forestland, timberland, or a Timberland Production Zone. Thus, no impact would occur.

2d. **No impact.** As discussed in *Threshold 2c*, above, there is no land zoned forest land within the City. Further, there are no existing land use designations explicitly for timber production zones or other commercial timber activities within the larger County of Riverside area (COR GP; Figure OS-3a – Forestry Resources Western Riverside County Parks, Forests and Recreation Areas). Therefore, implementation of the proposed Project will have no impact on land zoned for forest land and will not result in the conversion of forest land to non-forest uses. Thus, no impact would occur.

2e. **No impact.** As discussed in *Thresholds 2a – 2d* above, the Project site is not categorized as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance nor is the site designated as forest land. There is also no Farmland or forestland in the immediate vicinity of the Project site. Therefore, implementation of the Project will not result in the conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. Thus, no impact would occur.

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

References: CARB-A, CARB-B SCAQMD-A, SCAQMD-B, SCAQMD-C, SCAQMD-D, PVCCSP, WEBB-A, WEBB-B, WEBB-D

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standards and Guidelines applicable to the analysis of air quality for the proposed Project.

By preparing this Initial Study analysis, the Project has complied with the following applicable PVCCSP EIR mitigation measures:

> **PVCCSP MM Air 1**: To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.
>
> **PVCCSP MM Air 10**: To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the

operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

PVCCSP MM Air 15: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.

PVCCSP MM Air 18: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

Coordination with RTA as required by PVCCSP EIR mitigation measure **MM Air 18** has been completed. The RTA has determined that no bus stop is required at the Project site.

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

Explanation of Checklist Answers

3a. **Less than significant impact.** The City of Perris is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments (SCAQMD-A). Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

The proposed Project site is zoned PVCCSP and has a PVCCSP land use designation of LI. The Project applicant proposes to operate the building as a non-refrigerated warehouse distribution facility which is a permitted use under the LI land use designation. Therefore, this land use and associated air quality emissions would have been accounted for in the SCAQMD's 2016 AQMP.

Population and employment estimates for the City are compiled by the Southern California Association of Governments (SCAG) in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The proposed Project will increase employment opportunities within the City. The employment projections in the RTP/SCS are based on information gathered from cities within SCAG's jurisdiction. Hence, because the proposed Project is consistent with the land use designation in the PVCCSP and the Perris GP, employment estimates associated with implementation of the proposed Project would have also been accounted for in SCAG's RTP/SCS. Therefore, because the proposed Project is compliant with local and use plans and population projections, the proposed Project would not conflict with or obstruct implementation of the AQMP. Thus, impacts will be less than significant.

3b. **Less than significant impact.** The portion of the Basin within which the proposed Project site is located is designated as a non-attainment area for particulate matter less than 10 microns in diameter (PM-10) under state standards, and for ozone and particulate matter less than 2.5 microns in diameter (PM-2.5) under both state and federal standards (CARB-A). The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD-B). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts occur during site grading and Project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts occur once the Project is in operation.

Construction Activities

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 or more acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of this Project's disturbance area (approximately 7.14 acres), a Fugitive Dust Control Plan or a Large Operation Notification Form would not be required.

An *Air Quality/Greenhouse Gas Analysis for the Chartwell Warehouse at Rider Street and Redlands Avenue* was prepared for the Project by Albert A. Webb Associates dated July 7, 2022 (WEBB-A). Short-term emissions from Project construction were evaluated using the California

Emissions Estimator Model (CalEEMod) version 2020.4.0. The results of this analysis are summarized in **Table A – Unmitigated Estimated Maximum Daily Construction Emissions**.

Table A – Unmitigated Estimated Maximum Daily Construction Emissions

Activity	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Grading-2023	2.65	**30.63**	22.69	0.07	**4.85**	**2.65**
Building Construction-2023	2.21	17.51	22.83	0.05	2.57	1.21
Building Construction-2024	**2.07**	16.47	**22.42**	**0.05**	2.48	1.12
Architectural Coating 2024	**22.53**	1.68	**3.30**	**0.01**	0.37	0.16
Paving 2024	**0.60**	4.85	**7.61**	**0.01**	0.34	0.24
Maximum[1]	**25.20**	**30.63**	**33.33**	**0.07**	**4.85**	**2.65**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 2 (Appendix A).
Notes: [1] Maximum emissions are the greater of either grading, or building construction in 2023 alone or the sum of building construction, paving, and architectural coating in 2024 since these activities overlap. Maximum emissions are shown in bold.

As shown in **Table A** above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants. Therefore, the construction related impacts of the Project would be less than significant.

Although the construction emissions are below the SCAQMD daily construction thresholds, the Project is required to comply with the following PVCCSP EIR mitigation measures:

> **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 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 PuriNO$_x$ 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.

Operational Activities

Long-term operational emissions are evaluated at build-out of a project. The Project is assumed to be operational in 2024. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on the trip generation provided in the Project-specific *Scoping Form for Land Use Projects, SWC Rider-Redlands Warehouse (Chartwell) DPR 21-00003*, (WEBB-D). An average truck trip length of approximately 40 miles was assumed, which is recommended by the City and based on SCAQMD's *Final Staff Report for proposed Rule 2305 and Rule 316*.[1] On-site service equipment (i.e., forklifts) are assumed to be electric and therefore do not have any direct emissions of criteria pollutants. Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod defaults also include the 2019 Title 24 energy efficiency standards. Separate emissions were computed for both the summer and winter and are shown in **Table B – Estimated Unmitigated Daily Project Operation Emissions (Summer)** and **Table C – Estimated Unmitigated Daily Project Operation Emissions (Winter)**, respectively.

[1] South Coast Air Quality Management District, Board Meeting Agenda No. 27, May 7, 2021, Attachment I, Final Staff Report, Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305. (Available at http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10, accessed February 7, 2022.)

Table B – Estimated Unmitigated Daily Project Operation Emissions (Summer)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	3.05	0.00	0.01	0.00	0.00	0.00
Energy	0.01	0.07	0.06	0.00	0.01	0.01
Mobile	1.03	8.42	13.52	0.07	4.67	1.34
Total	**4.09**	**8.49**	**13.59**	**0.07**	**4.68**	**1.35**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 3 (Appendix A).
Notes: Emissions reported as zero are rounded and not necessarily equal to zero.

Table C – Estimated Unmitigated Daily Project Operation Emissions (Winter)

Source	Peak Daily Emissions (lbs/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	3.05	0.00	0.01	0.00	0.00	0.00
Energy	0.01	0.07	0.06	0.00	0.01	0.01
Mobile	0.95	8.91	11.95	0.07	4.67	1.34
Total	**4.01**	**8.98**	**12.02**	**0.07**	**4.68**	**1.35**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 4 (Appendix A).
Notes: Emissions reported as zero are rounded and not necessarily equal to zero

Evaluation of the data presented in **Table B** and **Table C** above indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds for any pollutant during summer or winter. Although these emissions would not exceed the SCAQMD's thresholds of significance, the proposed Project is required to comply with the following PVCCSP EIR mitigation measures:

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.

As discussed above, the Project's construction emissions would not exceed the SCAQMD thresholds of significance. As shown in **Table B** and **Table C**, above, the Project's operational emissions would not exceed the applicable SCAQMD thresholds of significance. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment and no additional mitigation is required beyond those required by PVCCSP EIR mitigation measures listed above. Therefore, cumulative air quality impacts are less than significant.

In addition, on May 7, 2021, the Governing Board of the SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule. Under this rule, the owners and operators of warehouses greater than 100,000 square feet are required to directly reduce NOx and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The warehouse rule is a menu-based points system requiring warehouse operators to annually earn a specified number of points. These points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. The SCAQMD expects this rule to reduce emissions from warehouse uses by 10-15 percent. When developed, the proposed warehouse would be subject to this rule, thus further reducing the emissions of the proposed Project.

3c. **Less than significant impact.** For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities (SCAQMD-C). Staff at the SCAQMD have developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). Additional analyses were conducted to evaluate impacts to sensitive receptors regarding Carbon Monoxide (CO) hot spots and health risk from mobile sources.

Localized Significance Threshold (LST)

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at the SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The Project site is located in SRA 24.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with vendor and worker trips are mobile source emissions that occur off site. The emissions analyzed under the LST methodology are NO2, CO, PM-10, and PM-2.5. The SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. Although the Project site disturbs more than five acres, it is anticipated that a smaller area will be disturbed per day. The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project's equipment list during grading (WEBB-A, p. 6), the Project will disturb approximately 3.5 acres per day during grading. Therefore, the two-acre LST was used to compare the on-site emissions estimated by CalEEMod to provide a conservative analysis.

The construction LST is estimated using the maximum daily disturbed area (in acres) and the distance of the Project site to the nearest sensitive receptors (in meters). The closest sensitive receptor to the Project site is the existing non-conforming residential properties north of the Project site along Rider Street, approximately 95 feet (29 meters), and are designated for Light Industrial uses in the PVCCSP. The closest receptor distance on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized below. In **Table D – LST Results for Daily Construction Emissions**, below.

Table D – LST Results for Daily Construction Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO_X	CO	PM-10	PM-2.5
LST for 2-acre at 25 meters[1]	**170**	**883**	**7**	**4**
Grading 2023	**26.22**	20.89	**3.88**	**2.35**
Building Construction 2023	15.44	17.31	0.75	0.70
Building Construction 2024	14.42	**17.23**	0.66	0.62
Paving 2024	1.63	**2.41**	0.08	0.08
Architectural Coatings 2024	4.76	**7.31**	0.23	0.22
Maximum[1]	**26.22**	**26.95**	**3.88**	**2.35**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 5 (Appendix A).

Notes: [1]Maximum emissions are the greater of either grading or building construction alone in 2023, or the sum of building construction, paving and architectural coating in 2024 since these activities overlap. Maximum emissions are shown in bold

As shown in **Table D**, emissions from construction of the Project will be below the LST established by the SCAQMD for the Project.

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. Therefore, because the proposed Project will operate as a warehouse distribution facility and has the potential to attract mobile sources that can reasonably be assumed to idle at the site, a long-term LST analysis was prepared for this Project. Although the Project site exceeds five acres, per SCAQMD, the LST lookup tables can be used as a screening tool to determine if dispersion modeling would be necessary. Therefore, the Project's on-site emissions from CalEEMod and LST Look-Up Tables for the 5-acre site were utilized as a screening-level analysis.

CalEEMod version 2020.4.0 was utilized to estimate the Project's emissions from trucks traveling on the Project site. An on-site distance of 0.20 miles was conservatively assumed to be traveled for each one of the Project's truck trips identified in the *City of Perris Scoping Form for Land Use Projects, SWC Rider-Redlands Warehouse (Chartwell) DPR 21-00003* (WEBB-D). The output is attached to the *Air Quality/Greenhouse Gas Analysis* prepared for this Project (included as Appendix A) and summarized below. Idling emissions from trucks at loading docks is not available in CalEEMod; therefore, PM-10 and PM-2.5 idling emissions were calculated separately. Although **PVCCSP MM Air 11** limits onsite idling to 5 minutes per truck per day, the analysis assumes an unmitigated scenario where each truck trip idles for 15-minutes per day, which conservatively overestimates idling emissions. The results were added to the total PM-10 and PM-2.5 emissions from CalEEMod and presented in the table below. The closest sensitive receptor to the Project operations is the existing residential property fronting Rider Street, north of the Project site. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results are summarized in **Table E – LST Results for Daily Operational Emissions**, below.

Table E – LST Results for Daily Operational Emissions

Pollutant	Peak Daily Emissions (lbs/day)			
	NO_X	CO	PM-10[1]	PM-2.5[1]
LST for 5-acre at 25 meters	**270**	**1,577**	**4**	**2**
On-Site Emissions	1.28	1.09	0.02	0.01
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: WEBB-A, Table 6 (Appendix A).

Notes: The greater of summer or winter emissions from CalEEMod is shown.

[1]Idling emissions added to CalEEMod output emissions

As indicated in **Table E**, Project-related long-term operational emissions will not exceed any SCAQMD operational LST. (WEBB-A, pp. 6-7.)

CO Hotspots

A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles.

Based on the information presented below, a CO "hot spot" analysis is not needed to determine whether the addition of Project related traffic will contribute to an exceedance of either the state or federal AAQS for CO emissions in the Project area.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans. (WEBB-A, p. 7.)

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (2003 AQMP Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the LOS in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic. This hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion and did not predict any violation of CO standards. Considering that Project-related traffic would result in an increase of 227 daily trips on local roadways (WEBB-D), it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason

unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. (WEBB-A, pp. 7-8.) Thus, the Project would not result in CO hot spots.

Health Risk Assessment (HRA)

A *Health Risk Assessment* (HRA) was prepared for the Project by Albert A. Webb Associates dated April 27, 2022 (WEBB-B) and included as Appendix B. HRAs are commonly used to estimate the health risks to the surrounding community from projects that significantly increase the number of diesel vehicles and hence increase the amount of diesel particulate matter (DPM) in the area. The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health risks from small projects (such as this) would not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form. (SCAQMD-D, pp. 9-15.) Notwithstanding, the analysis herein includes an HRA and a localized impact analysis, discussed above, for the immediate vicinity that is based on the potential to exceed the most stringent ambient air quality standards developed for the most sensitive individuals.

The proposed Project is a single warehouse distribution facility building, which will result in an increase in the number of diesel trucks in the Project vicinity. The estimation of health risks (both cancer and non-cancer) from DPM was performed following the guidelines established by the SCAQMD for health risk assessments from known DPM. Specifically, cancer risks are a calculated probability of the number of people who will develop cancer after exposure to DPM at the same concentration, 24 hours a day, 350 days a year for a lifetime of 70 years.

Eleven (11) separate discrete receptors located at sensitive receptors (Receptor 1 – Receptor 9) and off-site worker receptors (Receptor 10 – Receptor 11) within the Project vicinity were modeled (**Figure 9**). All receptor locations were modeled at the nearest property boundary to provide a conservative analysis. Receptor 1, is the closest residential use, located across the street from the Project site, along the northern portion of Rider Street. Receptor 2 and Receptor 3 are residential uses along Redlands Avenue between Ramona Expressway and Morgan Street, north of the Project site. Receptor 3 and Receptor 4 are residential uses along Harley Knox Boulevard between Redlands Avenue and Perris Boulevard, north of the Project site. Receptor 6 through Receptor 8 are residential uses along Indian Avenue between Rider Street and Placentia Avenue, west of the Project site. Receptor 9 is located at the Val Verde Elementary School on Indian Avenue, south of Placentia Avenue, southwest of the Project site. Receptor 10 and Receptor 11 are industrial warehouse uses west and north of the Project site, along Rider Street and Redlands Avenue. Receptor 1 through Receptor 9 are existing, non-conforming residential uses or commercial uses containing a residential structure that are designated for Light Industrial, Commercial, or Business Professional uses in the PVCCSP. (WEBB-B, p. 14.)

As shown in **Table F – Project-Generated Cancer Risk,** each of the modeled receptor locations are exposed to cancer risks from DPM on the modeled roadways that exceed the SCAQMD threshold of 10 in one million. The highest cancer risk at modeled receptor locations is 1.5 per million, located at Receptor 1, a sensitive receptor. The highest cancer risk modeled at the nearest school is 0.0 in one million, located at Receptor 9, Val Verde Elementary School. The highest cancer risk at modeled off-site worker receptors is 0.1 per million, located at Receptors 10 and 11. (WEBB-B, p. 17.) Therefore, the Project's DPM emissions will not result in cancer

risks of greater than 10 in one million to the mapped sensitive receptors in the vicinity of the Project site.

Table F – Project-Generated Cancer Risk

Receptor	Cancer Risk (per million)
Sensitive Receptors	
1	1.5
2	0.3
3	0.2
4	0.2
5	0.2
6	0.3
7	0.4
8	0.4
School Child Receptor	
9	0.0
Off-site Worker Receptors	
10	0.1
11	0.1

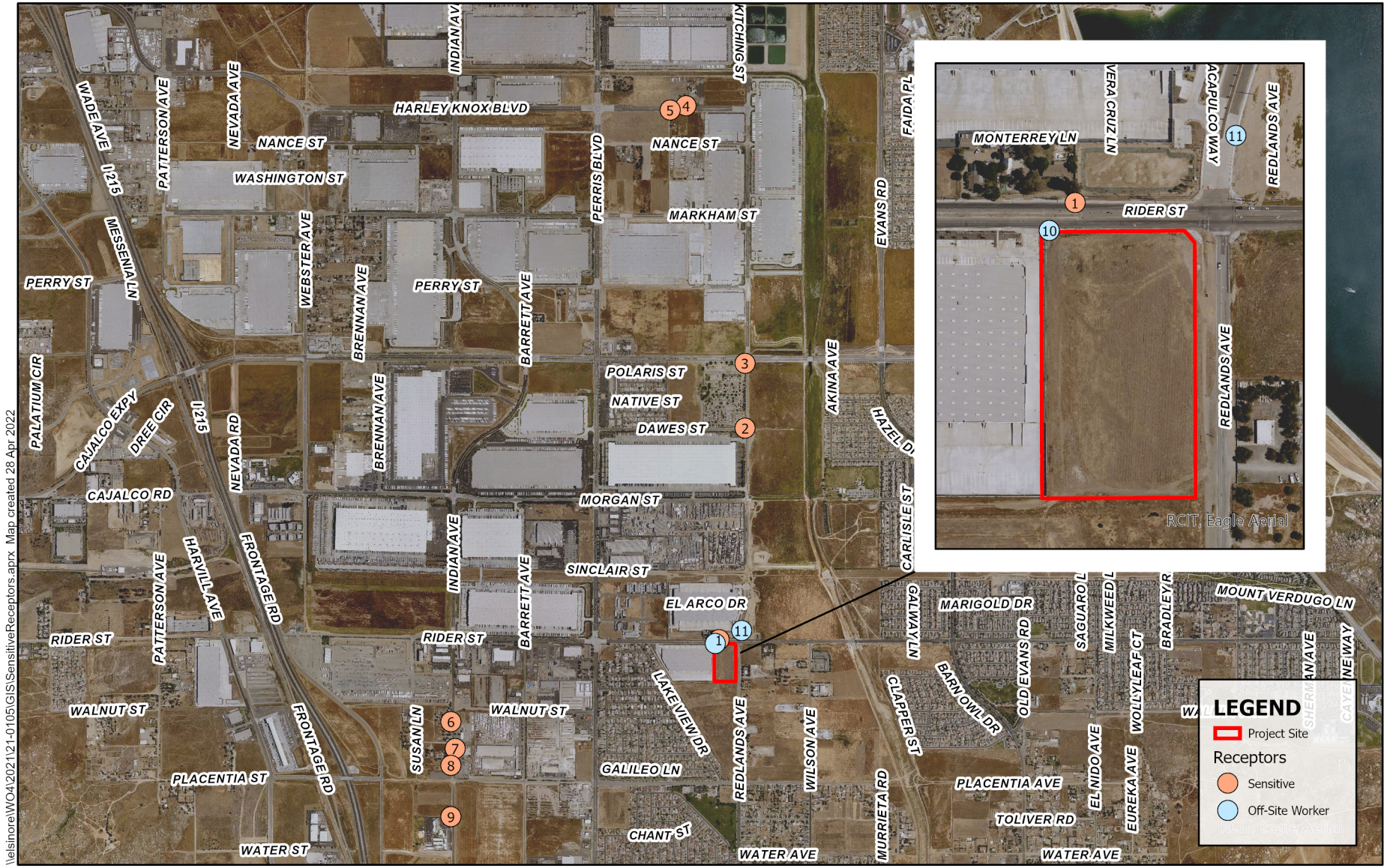
Source: WEBB-B, Table 4 (Appendix B).

In terms of non-cancer risks, the Office of Environmental Health Hazard Assessment (OEHHA) has developed acute and chronic reference exposure levels (REL) for determining the non-cancer health impacts of toxic substances. The maximum DPM concentration results in a hazard index of 0.00621 which is less than one percent of the allowed threshold of 1.0. (WEBB-B, p. 18).

Based on the discussion above, the Project will not result in localized criteria pollutant impacts during construction or operation, will not generate a CO hot spot, and will not exceed SCAQMD cancer and non-cancer risk thresholds of significance. Therefore, impacts will be less than significant and no mitigation is required.

3d. **Less than significant impact.** The proposed Project presents the potential to result in other emissions, such as those leading to odors in the form of diesel exhaust during construction in the immediate vicinity of the proposed Project site. The closest sensitive receptors to the Project construction site are the existing residential properties on Wilson Avenue, adjacent to and east of the Project Site. However, odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area.

Additionally, the California Air Resources Board (CARB) has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries (CARB-B). The Project applicant proposes to operate the building as a non-refrigerated warehouse distribution facility, which is not included on the CARB's list of facilities that are known to be prone to generate odors. Therefore, impacts are less than significant.



\elsinore\WO4\2021\21-0105\GIS\SensitiveReceptors.aprx Map created 28 Apr 2022

Source: Riverside County 2019

Figure 3 - Discrete Receptor Locations

Chartwell Warehouse

0 1,000 2,000 4,000 Feet

ALBERT A. WEBB ASSOCIATES

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

References: CADRE, GP, ORD 1123, PVCCSP EIR, RCA, CDFW-TE

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standards and Guidelines applicable to the analysis of biological resources for the proposed Project. The PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

EXPLANATION OF CHECKLIST ANSWERS

4a. Less than significant impact. *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Biological Resources Compliance Analysis for the 6.26-Acre Chartwell Rider & Redlands Warehouse Project Site, City of Perris, Western Riverside County, California* dated May 18, 2021 (included as Appendix C), was prepared by Cadre Environmental to document the existing biological resources at the site. A pedestrian-based biological survey was conducted on May 12, 2021 of the Biological Study Area (BSA) that is approximately 7.61 acres, which includes the Project site, 6.26 acres, plus a 1.35 acre offsite impact area. The BSA is characterized as having existing surrounding single-family residential housing, industrial use, and disturbed vegetation with generally flat undeveloped terrain that receives frequent weed abatement (i.e. chain flail mowing, disking). The surrounding land use consists of industrial development, disturbed open areas, and residential development. (CADRE, pp. 9, 11.) Prior to the pedestrian survey, a literature review was conducted to determine the locations and types of biological resources having the potential to exist within the region. The following sources were reviewed: U.S. Fish and Wildlife Services' (USFWS) Critical Habitat Mapper and File Data; California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) database were queried for records of occurrences of special-statues species and habitats within the Perris quadrangle. The MSHCP Regional Conservation Authority (RCA) Geographic Information Services (GIS) Database and Riverside County Integrated Plan Conservation Summary Report Generator were also reviewed. (CADRE, p. 5)

In addition to utilizing on-line databases and mapping tools, the United States Geological Survey (USGS) topographic map was reviewed to determine the locations of any potential special aquatic resource areas (e.g., wetlands or other Waters of the United States or Waters of the State) under regulatory jurisdiction of the US Army Corps of Engineers (USACE), CDFW, and Regional Water Quality Control Board (RWQCB), and Riparian/Riverine habitats prior to beginning field surveys of the BSA. Additionally, the Soil Survey of Western Riverside Area were reviewed to determine the types and percent cover of soils within the BSA. (CADRE, p. 9.)

The results of the literature review and pedestrian survey indicate that the BSA is actively dominated by non-native grassland/ruderal (6.26 acres). The Project off-site is characterized by, developed (0.35 acres), disturbed vegetation (0.61 acres), and non-native grassland /ruderal (0.39 acres). No native plant species were located within the BSA.

The plant community of the non-native grassland habitat in the BSA is dominated by ripgut grass (*Bromus diandrus*), foxtail barley (*Hordeum murinum*), foxtail chess (*Bromus madritensis ssp. rubens*), wild oat (*Avena fatua*), stinknet (*Oncosiphon piluliferum*), black mustard (*Brassica nigra*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), London rocket (*Sisymbrium irio*), cheeseweed (*Malva parviflora*), Russian thistle (*Salsola tragus*), puncture vine (*Tribulus terrestris*), tocalote (*Centaurea melitensis*), prickly lettuce (*Lactuca serriola*), and tumbling pigweed (*Amaranthus albus*). (CADRE, p. 9.)

According to the literature review, thirteen endemic and criteria area sensitive plant species have been reported to occur within the BSA. Nine species are designated are designated MSHCP criteria area plant species, including Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*), Davidson's saltscale (*Atriplex serenana var. davidsonii*), little mousetail (*Myosurus minimus ssp. apus*), mud nama (*Nama stenocarpum*), Parish's brittlescale (*Atriplex parishii*), round-leaved

filaree (*Erodium macrophyllum*), San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), smooth tarplant (*Centromadia pungens ssp. laevis*), and thread-leaved brodiaea (*Brodiaea filifolia*). Four species are designated MSHCP narrow endemic plant species, including San Diego ambrosia (*Ambrosia pumila*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii var. wrightii*). None of the thirteen sensitive plant species were present on the Project site and no suitable soils, vegetation, or site conditions were document onsite. As such, no further surveys are necessary to determine presence or absence of those species. (CADRE, pp. 16-20.)

Five special status wildlife species have been reported to occur with the BSA. Four species, Stephens' kangaroo rat (*Dipodomys stephensi*) and least Bell's vireo (*Vireo belli pusillus*) southwestern willow flycatcher (*Empidonax traillii extimus*), and the western yellow-billed cuckoo (*Coccyzus americanus*) are listed as federally and/or state threatened or endangered (CDFW-TE; USFW-ECOS). None of the five special-status wildlife species were present on the Project site and no further surveys are necessary to determine presence or absence of these species. (CADRE, pp. 20-21.)

The BSA is comprised of disturbed, developed, and non-native grassland/ruderal vegetation communities. The Project site appears to be annually disked and the disturbed/developed areas are devoid of vegetation or scattered with ruderal vegetation (CADRE, pp. 8-10.). The literature review and field assessment data confirm that no special-status species currently utilize the BSA. The BSA lacks suitable habitat that would typically support special-status species or receive state or federal Endangered Species Act (ESA) protections.

To comply with the Migratory Bird Treaty Act and relevant sections of California Fish and Wildlife, formerly known as California Fish and Game Code (e.g., Sections 3503, 3503.4, 3544, 3505, et seq.), construction outside nesting season (i.e., September 16th -January 31st), do not require pre-removal nest bird surveys. If construction is proposed between February 1st and September 15th, a qualified biologist must conduct a nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project Site. (CADRE, p. 27.) This requirement is addressed in PVCCSP EIR mitigation measure **MM Bio 1**.

The BSA is also located within the Western Riverside MSHCP burrowing owl survey area, which requires a pre-construction survey and MSHCP protocol surveys for burrowing owl. The burrowing owl is considered a CDFW Species of Special Concern (SSC). A burrowing owl habitat assessment (protocol surveys) was conducted on May 12, 2021, for the Project according to the 2006 Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan Area (CADRE, p. 7.). No suitable habitat for burrowing owl was present within or adjacent to the BSA and no direct observations or burrowing owl signs (feathers, pellets, fecal material, prey remains, etc.) were made during the site assessment. Typically, the Burrowing Owl uses burrows created by fossorial mammals such as ground squirrels or badgers. No potentially suitable burrows were present onsite. The Project site does represent potential foraging habitat; however, the BSA and the adjacent undeveloped open space extending south are not currently occupied by the burrowing owl. (CADRE, p. 24.) Nonetheless, as required by the MSHCP and PVCCSP EIR mitigation measure **MM Bio 2**, a 30-day pre-construction burrowing owl survey shall be conducted immediately prior to the initiation of construction to confirm that the species is not present at the Project site at that time. Implementation of PVCCSP EIR mitigation measure **MM Bio 2** requiring a pre-construction

survey prior to initiation of construction activities to ensure protection for this species. If burrowing owls are detected on-site during the pre-construction survey, the burrowing owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval of the Regional Conservation Authority (RCA), CDFW, and U.S. Fish and Wildlife Service.

Therefore, with implementation of PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2**, the proposed Project will not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive or special status species. No additional Project-level mitigation measures are required. Thus, impacts will be less than significant.

> **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 pre-construction 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 pre-construction 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 non-breeding 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 CDFG. 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 CDFG 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.

4b. **Less than significant impact.** No MSHCP riparian/riverine lands which contain habitat dominated by trees, shrubs, are found on or adjacent to the BSA site. (CADRE, p. 23.) Although two depressions were seen on site, they do not meet the minimum standards as being classified by Section 6.1.2 vernal pools. As they do not provide long-term conservation value, because of the lack of native and natural conditions on site. (CADRE, p. 22.) Therefore, vernal pools, vernal swales, alkali scalds or flats, or other seasonal wet habitats were not identified within the BSA during field surveys conducted. The two man-made depressions could be occupied by the common versatile fairy shrimp (*Branchinecta Lindahli*) however they are not expected to be occupied by the Riverside fairy shrimp (*Streptocephalus woottoni*) since the Riverside fairy shrimp occur within deep long-lived season pools in association with soil types that are not found on BSA site. (CADRE, p. 22.) Therefore, the proposed Project will not have a substantial adverse effect on a riparian habitat or other sensitive natural community including fairy shrimp. Thus, impacts will be less than significant and no additional mitigation is required.

4c. **No impact.** The BSA did not contain special aquatic resource areas such as wetlands or other Waters of the United States or Waters of the State under regulatory jurisdiction of the US Army Corps of Engineers (USACE), CDFW, and Regional Water Quality Control Board (RWQCB). (CADRE, p. 23.) As such, no regulatory permits will need to be acquired for the Project. Therefore, no impacts would occur.

4d. **Less than significant impact.** The BSA is not located within any MSHCP designated Criteria Cells or Cell Groups (CADRE, p. 1). The Project site does not fall within in any PQP or other MSHCP Conserved Lands (core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area) (CADRE, p. 11). Because the land uses surrounding the Project site consists of industrial development, disturbed open areas, and residential development, the Project site is not located adjacent to extensive native open space habitats and does not represent a wildlife corridor between large open space habitats. Impacts are considered to be less than significant, and no mitigation is required.

4e. **Less than significant impact.** The City of Perris adopted Ordinance No. 1123 to establish a local development mitigation fee for funding the preservation of natural ecosystems in accordance with the MSHCP. The City has also adopted the following General Plan policies for the protection of biological resources (GP Conservation Element, pp. 46-47):

Goal II	Preservation of areas with significant biotic communities.
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.
Measure II.A.2	Public and private projects, located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.
Measure II.A.3	For those public and private projects that are also subject to federal or State approval with respect to impacts to Water of the U.S. and/or Streambeds require evidence of completion of the applicable federal permit process prior to the issuance of a grading permit.
Goal III	Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).
Policy III.A	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

The Project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Through compliance with the MSHCP and this ordinance, development within the PVCCSP area will not conflict with any local policies or ordinances protecting biological resources (PVCCSP EIR, p 4.3-28). Therefore, because the Project will be required to comply with these policies, impacts are considered less than significant, and no mitigation is required.

4f. Less than significant impact. The Project site is located within the Mead Valley Area Plan area of the Western Riverside MSHCP; however, the Project site is not within a MSHCP Criteria Cell or Conservation Area. The MSHCP is a comprehensive multi-jurisdictional plan that includes western Riverside County and multiple cities, including the City of Perris. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the USFWS and/or CDFW. The MSHCP was adopted on June 17, 2003 by the

Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004. Because this property is in the City of Perris, the City is the lead agency/permittee.

The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

Consistency with MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS)

The Project site is located within the MSHCP Mead Valley Area Plan but are not located within any MSHCP designated Criteria Areas, group, or linkage area. (CADRE, p. 1.) Therefore, a Habitat Evaluation and Acquisition Negation Strategy (HANS) and Joint Project Review (JPR) will not be required. Further, the Project footprint does not fall within PQP or other MSHCP Conserved Lands. The Project is located approximately two miles west of the San Jacinto Wildlife Area and Lake Perris; both of which are PQP lands. Therefore, the proposed Project is consistent with Section 6.1.1 of the MSHCP.

Consistency with MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Volume I, Section 6.1.2 of the MSHCP requires that projects develop avoidance alternatives, if feasible, that would allow for full or partial avoidance of riparian/riverine areas. Section 6.1.2 of the MSHCP defines Riparian/Riverine areas as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year." The Project site does not support riparian, riverine, or vernal pool habitats and no species associated with these habitat types were observed on the Project site. (CADRE, p. 26). As such, no focused surveys are required nor a MSHCP DBESP report is necessary. Thus, the proposed Project does not conflict with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas (NEPSSA), site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project site is located within a predetermined survey area for the following MSHCP narrow endemic plant species: San Diego ambrosia, spreading navarretia, California Orcutt grass, and Wright's trichocoronis (RCA). No special status plant species were found onsite and because of no suitable soils, vegetation, or site conditions were documented the potential for occurrence is none and no further survey is necessary (CADRE, p. 16). Thus, the proposed Project is consistent with MSHCP Section 6.1.3.

Consistency with MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlife Interface)

Section 6.1.4 outlines the minimization of indirect effects associated with locating development in proximity to a MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. (CADRE, p. 26.) Thus, the Project is consistent with Section 6.1.4 of the MSHCP.

Consistency with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

The MSHCP requires additional surveys for certain species if a project is located within criteria areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area) and Figure 6-5 (Mammal Species Survey Areas with Criteria Area) of the MSHCP.

The Project site does not occur within any Amphibian Species Survey Area or Mammal Species Survey Area as identified by the MSHCP. As such, no further surveys related to amphibians, or mammals are required.

The Project site is located within the MSHCP Burrowing Owl and Criteria Area Species. The Criteria Area Species include: San Jacinto Valley crownscale, Parish's brittlescale, Davidson's saltscale, Thread-leaved brodiaea, Round-leaved filaree, Smooth tarplant, Coulter's goldfields, Little mousetail, Mud nama (RCA). The Project's biological assessment determined that no special-status plant species were present onsite and there is no potential for these species to occur on the Project site due to no suitable soils, vegetation, or site conditions (CADRE, p. 23).

The results of the burrowing owl habitat assessment conducted for the Project site indicate no suitable habitat for burrowing owl was present within the BSA and no direct observations or burrowing owl sign (feathers, pellets, fecal material, prey remains, etc.) were made during the site assessment. No potentially suitable burrows were present on site or on adjacent to the Project site (CADRE, p. 21.)

Regardless, a 30-day burrowing owl pre-construction survey will be required immediately prior to the initiation of construction to confirm that the species is not currently present at the Project site to comply with the applicable laws and to comply with the conservation goals as outlined in the MSHCP. As discussed in *Threshold 4a* above, implementation of PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2** will reduce impacts related to potential MSHCP passerine avian species to less than significant. Thus, with implementation of PVCCSP EIR mitigation, Project implementation is consistent with Section 6.3.2 of the MSHCP.

MSHCP Appendix C (Standard Best Management Practices) and Section 7.5.3 (Construction Guidelines)

The MSHCP lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Project applicant is required to implement measures from Appendix C and Section 7.5.3 of the MSHCP. Implementation of PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2** will address

potential construction impacts to nesting birds and burrowing owl. Thus, with mitigation the proposed Project is compliant with Appendix C and Section 7.5.3 of the MSHCP.

Additionally, the proposed Project site is within a Stephen's Kangaroo Rat (SKR) Fee Area as outlined in the SKR Habitat Conservation Plan. Payment of the applicable SKR fee will ensure that impacts to SKR are reduced to less than significant. Further, as described in *Threshold 4e* above, the Project applicant will be required to pay applicable MSHCP fees pursuant to Ordinance No. 1123. Therefore, the implementation of the proposed Project will not conflict with the provisions of an adopted conservation plan and impacts will be less than significant.

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5.5 CULTURAL RESOURCES	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**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?	☐	☒	☐	☐

References: AE-A, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. By preparing this Initial Study analysis, the Project has complied with the following applicable PVCCSP EIR mitigation measure:

> **PVCCSP MM Cultural 1**: Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:
>
> 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
> 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
> 3. Field survey of the implementing development or infrastructure project site.
>
> The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site.

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

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

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

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

EXPLANATION OF CHECKLIST ANSWERS

5a. Less than significant impact. As required by PVCCSP EIR mitigation measure **MM Cultural 1,** a *Phase I Cultural Resources Assessment* dated June 2022 was prepared by Applied EarthWorks, Inc. (AE-A) and is included as Appendix D of this IS. Prior to conducting the cultural resources investigation, an archeological records search was conducted at the Eastern Information Center (EIC), at the University of California Riverside, Riverside, CA. The records search included a review of recorded historic properties (prehistoric and historic archaeological sites, historic buildings, structures, objects or districts) within the Project site and a half -mile radius around the Project site, referred to as the Study Area, and are on file at the EIC.

According to records search results on file with the EIC, there has been 20 cultural resource studies conducted within the Study Area. Two of these studies includes portions of the Project site. Approximately 100 percent of the Project site was surveyed during the previous investigations. (AE-A, p. 9) These studies identified two historical archaeological sites and four built environment resources; however, none of these resources are within the Project site. (AE-A, p. 10.)

As part of the cultural resources investigation a series of historical maps were consulted to assess land use and development in the Study Area. Maps consulted included USGS topographic quadrangle maps: Elsinore 1:250,000 (1901), Santa Ana 1:250,000 (1947 and 1949), and Perris 1:24,000 (1953 and 1967). No structures, roads, or other features of interest are shown within, or in the vicinity of, the Project site on any of the historical maps. (AE-A, p. 11.) Archival research conducted as part of the Project's Phase I Environmental Site Assessment (Enviroassessors, Inc. 2020:3) indicates that no building structures have ever been constructed on the Project site. Ownership of the two parcels within the Project site is unknown, but the Project site was never developed and has remained vacant of any buildings or structures. Information obtained from the historical topographic maps confirms this finding.

An intensive reconnaissance survey was conducted. At the time of the survey, the Project site was vacant with scattered vegetation (Russian thistle, prairie sunflowers, and common barley) present throughout Project site. Ground visibility was moderate to good. Visible soils are a light brown loam with small fragments of granite and quartzite less than three (3) centimeters in size. Soil appeared fairly sorted, and rock fragments are likely a result of plowing/tilling activity. The land exhibits obvious signs of former agricultural activity and no areas of native, undisturbed soil were observed during the pedestrian survey. (AE-A, p. 14.)

Other areas of noted disturbance include dirt road segments along the southern edge of the Project site, shoulder clearing along the eastern edge of Project, vehicle tracks in various areas of the Project site, concrete debris with road posts/blocks on the northern side of the Project site and modern refuse throughout the Project site. No cultural resources were observed during the survey of the Project site. (AE-A, p. 15.)

As concluded by the cultural resources investigation, no historical resources were identified within the Project site or were identified during the pedestrian survey. Therefore, there are no impacts to historic resources.

5b. **Less than significant impact with mitigation.** As discussed in *Threshold 5a* above, a total of six cultural resources were recorded within half-mile of the Project site; however, none were recorded inside the Project site. As part as the cultural resources investigation, a records search of the Sacred Lands File (SLF) was requested on May 12, 2021 from of the Native American Heritage Commission (NAHC). Through this request the NAHC reviews the SLF to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity) are present within or adjacent to the Project site. The NAHC responded on May 25, 2021, stating the SLF search was completed with negative results. (AE-A, p. 12.)

The NAHC requested that Applied EarthWorks contact Native American individuals and organizations to elicit information regarding cultural resource issues related to the proposed Project, if any. In accordance with the recommendations of the NAHC, Applied EarthWorks contacted all Native American representatives listed in the NAHC response letter and received five responses. (AE-A, p. 12.) The Agua Caliente Band of Cahuilla Indians requested copies of any cultural resource documentation generated in connection with the Project. The Augustine Band of Cahuilla Indians is unaware of any cultural resources that would be affected by the Project but request to be contacted if any resources are discovered during development of the Project. The Rincon Band of Luiseño Indians noted that the Project is situated within the Traditional Use Area of the Luiseño people and within the Rincon Band's specific Area of

Historic Interest. The Tribe has no knowledge of recorded Tribal Cultural Resources (TCRs) within the Project area. However, the Tribe believes the area is culturally sensitive and potentially within a larger Traditional Cultural Property (TCP). The Tribe recommends working closely with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians as they are located closer to the Project area and may have pertinent information. The Quechan Tribe of the Fort Yuma Reservation does not have any comments regarding the Project and wishes to defer consultation to more local tribes. The Cahuilla Band of Indians stated that the Tribe does not have knowledge of any cultural resources within or near the Project area. However, the Project area is located within the Cahuilla Traditional Use Area. Therefore, the Tribe has an interest in this Project and believes that cultural resources may be unearthed during construction. The Tribe requested a tribal monitor to be present during all ground-disturbing activities and to be notified of all updates when the Project moves forward. (AE-A, pp. 12-13.) The Assembly Bill 52 (AB 52) consultation efforts by the City and discussion about the AB 52 consultation is addressed under Section 5.18 – Tribal Cultural Resources of this Initial Study.

The intensive pedestrian survey conducted did not identify any significant cultural resources. Nonetheless, there is always the potential that previously unidentified archaeological resources may be discovered during ground disturbance. In the unlikely event that an archaeological resource is discovered, Project-specific mitigation measure **MM CR-1**[2] shall be implemented to reduce impacts related to archaeological resources to a less than significant level and will fulfill the Cahuilla Band of Indian's request for tribal monitoring.

> **MM CR-1:** Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City.
>
> The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.
>
> 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

[2] Project-specific mitigation measure **MM CR 1** replaces PVCCSP EIR mitigation measures **MM Cultural 2, MM Cultural 3,** and **MM Cultural 4**.

shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

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

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

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

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

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

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted,

monitoring activities can be discontinued following notification to the City of Perris Planning Division.

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

5c. Less than significant impact with mitigation. The proposed Project site has been historically used for agriculture. No known cemetery has occurred at this site so it is not expected to contain human remains, including those interred outside of formal cemeteries. However, the potential exists for previously unknown human remains to be discovered at the site during Project construction activities. Mitigation measure **MM CR 2**[3] will be implemented to ensure that any human remains that might be discovered at the site are treated appropriately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code (CHSC). With adherence to existing laws and regulations, and implementation of mitigation measure **MM CR 2**, impacts with regard to the disturbance of human remains will be less than significant.

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). 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 the 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

[3] Project-specific mitigation measure **MM CR 2** replaces PVCCSP EIR mitigation measure **MM Cultural 6**.

archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the EIC.

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

References: CAL-A, CAP, CARB-B, CEC-A, CEC-B, GP, GPEIR, PVCCSP EIR, WEBB-A, WEBB-C

APPLICABLE STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The Perris GP sets forth objectives and policies to promote minimizing the use of energy and instead generating electricity from renewable resources to ensure plentiful future supply and reducing the negative impacts on the environment. Specifically, the Conservation and Healthy Community Element focus on conserving, among other items, energy resources. The relevant Perris GP goals, policies, and implementation measures, which are intended to conserve energy in the City, are discussed below:

Conservation Element

Goal VIII	Create a vision for energy and resource conservation and the use of green building design for the City which provides for the protection of the environment while improving the quality of life and promoting sustainability.
Policy VIII.A	Adopt and maintain development regulations, which encourage water and resource conservation.
Measure VIII.A.2	Use indigenous and/or drought-resistant planting and efficient irrigation systems with smart controls in all new and refurbished commercial and industrial development projects. Also, restrict use of turf to 25% or less of the landscaped areas.
Measure VIII.A.4	Use gray water, and water-conserving appliances and fixtures within all new commercial and industrial developments.
Policy VIII.C	Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).
Measure VIII.C.3	Encourage the design and construction of durable buildings that are efficient and economical to own and operate.

Measure VIII.C.4	Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.
Measure VIII.C.5	Encourage green building density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new developments.
Goal IX	Encourage project designs that support the use of alternative transportation facilities.
Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
Measure IX.A.1	Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.
Measure IX.A.2	Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
Measure IX.A.4	Encourage building and site designs that facilitate pedestrian activity, such as locating buildings close to the street and providing direct connections to public walkways and neighboring land uses.
Measure IX.A.5	The City shall require all new public and private development to include bike and walking paths wherever feasible.
Goal X	Encourage improved energy performance standards above and beyond the California Title 24 requirements.
Policy X.A	Establish density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who exceed current Title 24 requirements for new development.
Policy X.B	Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.
Policy X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.
Measure X.C.1	Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade, and topography during the site plan process.
Measure X.C.2	When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.

Healthy Community Element

Policy HC 6.1:	Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.
Policy HC 6.2:	Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.

Implementation and Administrative Process (from Chapter 13.0 of the PVCCSP)

13.3.5 LEED Certification Eligibility

- LEED Certification Eligibility is based on LEED New Construction and the California Green Building Code (part 11 of Title 24). LEED has four levels of certification: Certified, Silver, Gold, and Platinum. The Project proponent must indicate a commitment to reach a particular level of LEED certification prior to project approval. At a minimum, the City will mandate that any new entitlement shall attempt to achieve a "Certified" status. For each level of LEED Certification that the project proponent intends to meet in excess of "certified" status, the City shall reward a corresponding level of incentive.

There are no specific policies related to energy conservation identified within the PVCCSP. However, the PVCCSP EIR includes various mitigation measures to ensure that projects located within the PVCCSP planning area identify air quality impacts from construction and operation and mitigate any potential impacts appropriately. Project-specific and relevant mitigation measures from the PVCCSP EIR which address both potential regional and local air quality impacts are included under Section 5.3 Air Quality, of this study.

EXPLANATION OF CHECKLIST ANSWERS

6a. Less than significant impact. The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the *State* CEQA Guidelines and utilizes the assumptions from the *Air Quality/Greenhouse Gas Analysis for the Chartwell Warehouse at Rider Street and Redlands Avenue Project* (WEBB-A). Because the California Emissions Estimator Model (CalEEMod) used in this technical report does not display the amount and fuel type for construction-related sources, additional calculations were conducted (WEBB-C) and are summarized below. These calculations are contained in Appendix M of this IS.

Appendix F of the *State CEQA Guidelines* provides for assessing potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy wisely and efficiently. Pursuant to impact possibilities listed in *State CEQA Guidelines* Appendix F, an impact with regard to energy consumption and conservation will occur if implementation of the proposed Project will:

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:

    1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
    2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
    3. The effects of the project on peak and base period demands for electricity and other forms of energy;
    4. The degree to which the project complies with existing energy standards;
    5. The effects of the project on energy resources;

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the CEQA Guidelines

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

Construction

Project construction would require the use of construction equipment for grading and building activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source (see **Table G– Construction Energy Use[a])**.

Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the *Air Quality/Greenhouse Gas Analysis* included in Appendix A of this IS. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the SCAQMD CEQA Air Quality Handbook. Fuel consumption from construction worker and vendor/delivery trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding county-specific miles per gallon factor using the California Air Resources Board's (CARB-B) EMFAC 2017 model. EMFAC provides the total annual VMT and fuel consumed for each vehicle type. Consistent with CalEEMod, construction worker trips were assumed to include 50 percent light duty gasoline auto and 50 percent light duty gasoline trucks. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks. Please refer to Appendix M of the IS for detailed calculations.

As shown below **Table G**, a total of approximately 35,560 gallons of diesel fuel and approximately 11,653 gallons of gasoline are estimated to be consumed during Project construction.

Table G– Construction Energy Use[a]

Fuel	Fuel Consumption
Diesel	
On-Road Construction Trips[b]	8,754 Gallons
Off-Road Construction Equipment[c]	26,807 Gallons
Diesel Total	**35,560 Gallons**
Gasoline	
On-Road Construction Trips[b]	11,653 Gallons
Off-Road Construction Equipment[d]	-- Gallons
Gasoline Total	**11,653 Gallons**

Notes:
[a] Source: Table 1 – Total Construction-Related Fuel Consumption, Appendix M of the IS.
[b] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod for construction in 2023 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web based data for Riverside County. See Table 2 – On Road Construction Trip Estimates, Appendix M of the IS for calculation details.
[c] Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.
[d] All emissions from off-road construction equipment were assumed to be diesel.

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (13 CCR § 2449(d)(3)), which is included in PVCCSP EIR mitigation measure **MM Air 4**, as described in Section 5.3 of this IS. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 13.0 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2021, which is the most recent published data (CAL-A). Thus, the fuel usage during Project construction would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen). The Project also reduces vehicle fuel usage due to compliance with regulatory programs and Project design features that reduce VMT. AB 1493 ("the Pavley Standard") requires reduction in greenhouse gas (GHG) emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and after. Executive Order S-01-07 went into effect in 2010 and requires a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. The Executive Order imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025.

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. The Project's electrical

consumption was estimated to be approximately 1,208,262 kilowatt-hours (kWh) of electricity per year[4], this is the sum of the building electricity (371,561 kWh/year) the electricity demand for the five (5) EV charging stations (821,250 kWh/year), and electricity related to the Project's water consumption (15,451 kWh/year). The electricity usage from the future EV charging stations serving the Project site's designated EV charging spaces were estimated outside CalEEMod. Electricity demand was estimated using data from SCAQMD for EV charging station usage and the CalEEMod default SCE carbon intensity data. Therefore, it was assumed that each designated EV charging space would contain one charger and, based on SCAQMD[5] data, that each charger would be a 50 kW charger used approximately 10 hours per day or five separate two-hour charging events. Based on these assumptions, each EV charger would use approximately 450 kWh of electricity per day. Additionally, the Project's natural gas consumption was estimated to be approximately 266,964 kilo-British thermal units (kBTUs) or approximately 2,669 therms. [6]

In comparison to the Project, Southern California Edison (SCE) one of the nation's largest electric utilities, provides service to the City, including the Project site, as reported by the California Energy Commission (CEC), SCE consumed approximately 83.5 billion kilowatt-hours (kWh) in 2020 (CEC-A). The Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.2 billion therms in 2020 (CEC-B). At full build-out, the Project site's electricity demand would be a negligible amount of the existing electricity and the natural gas demand would be a negligible percent of the existing natural gas use in SCG's service area.

Energy impacts associated with transportation during operation were also assessed using the traffic data contained in the greenhouse gas analysis included in Section 5.8, Greenhouse Gas Emissions, of this IS. Based on the annual VMT, gasoline and diesel consumption rates were calculated using the Riverside County-specific miles per gallon in EMFAC2017. As shown below in **Table H – Annual Fuel Consumption**, a total of approximately 41,117 gallons of gasoline fuel and approximately 78,127 gallons of diesel fuel is estimated to be consumed each year. As stated above, the State of California consumed approximately 13.0 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2021. Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in California.

Table H – Annual Fuel Consumption

Fuel Type[b]	Fuel Consumption (gallons/year)
Gasoline	41,117
Diesel	78,127

Notes:

[a] Source: Table 3 - Annual Energy Consumption from Operation, Appendix M of the IS.

[b] Mobile source fuel use based on annual vehicle miles traveled (VMT) from CalEEMod output (Appendix A) for operational year 2024 and fleet-average fuel consumption in gallons per mile from EMFAC2017 data in Riverside County.

[4] Per Table 3 – Annual Energy Consumption from Operation, Appendix M of the IS.

[5] SCAQMD's Final Staff Report for Proposed Rule 2305 and Proposed Rule 316, May 2021. Available at http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10.

Regulations previously identified related to energy conservation and fuel efficiency include, but are not limited to, Title 24 requirements for windows, roof systems, and electrical systems, and Pavley standards and Advanced Clean Cars Program. Additionally, mitigation measures identified in Section 5.3, Air Quality, also serve to reduce energy and fuel consumption. Specifically, PVCCSP EIR mitigation measures **MM Air 11** and **MM Air 12** reduce fuel usage by limiting truck idling times to five minutes on the site, requiring electrical hook-ups a loading docks, and requiring on-site service equipment such as forklifts to be electric or natural gas powered, respectively. PVCCSP EIR mitigation measures **MM Air 14** and **MM Air 18** also promote the use of efficient transportation choices such as carpool/vanpool and buses.

Collectively, compliance with regulatory programs and implementation of these mitigation measures and design features would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, impacts to energy resources during construction or operation will be less than significant and no additional mitigation is required beyond those required by PVCCSP EIR mitigation measures listed above.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

As addressed above, the Project's anticipated electricity consumption is minimal in comparison to SCE's supply. The Project will comply with applicable state, SCE, and Perris GP goals and policies that require energy conservation within the Project site. As discussed above, SCE's total electricity consumption was approximately 83.5 billion kilowatt-hours (kWh) in 2020. The Project demand would be a negligible amount of SCE's existing electricity use. As such, there will be adequate capacity to serve the proposed Project.

The Project's natural gas consumption, as addressed above, was estimated to be approximately 266,964 kBTUs (or approximately 2,669 therms per year). The Project will comply with applicable California Public Utilities Commission (CPUC), state, SCG, and Perris GP goals and policies that require energy conservation within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is comparatively insignificant to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

As described above, SCE produced approximately 83.5 billion kilowatt-hours (kWh) in 2020, and the Project is expected to have a negligible impact to SCE's total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 regulatory standards for windows, roof systems, and electrical systems. The Project will install efficient lighting and lighting control systems. Solar or light-emitting diodes (LEDs) will be installed for outdoor lighting. The site and buildings will be designed to take advantage of daylight, such that use of daylight is an integral part of the lighting systems in buildings. Lighting will incorporate motion sensors that turn them off when not in use. Trees and landscaping will be used to reduce energy use. Light colored "cool' roofs over office area spaces and cool pavements will be installed. With regards to peak hour

demands, purveyors of energy resources, including SCE, have established long standing energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project supports these efforts through implementation of PVCCSP EIR mitigation measures **MM Air 19** and **MM Air 20** and Perris GP policies identified above that will not only reduce energy consumption during peak hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

4. The degree to which the project complies with existing energy standards.

The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. The proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances, installation of light colored “cool” roofs over office spaces, installation of cool pavements, and installation of barriers between conditioned and unconditioned spaces. The Project would comply fully with existing energy standards.

In addition, the Project will be consistent with applicable goals and polices within the Perris GP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5. The effects of the project on energy resources.

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CalGreen Standards, Renewable Portfolio Standards (RPS), Pavley standards and the Advanced Clean Cars Program.

Additionally, the PVCCSP EIR mitigation measure **MM Air 20** will reduce electricity consumption.

6. The project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and Perris GP policies and implementation of design features and mitigation measures. Regarding efficient transportation alternatives, the Project will provide alternative transportation choices because the Project area is near transit

agency Riverside Transit Agency (RTA) Route 41 located on Rider Street, near the Rider Street and Redlands Avenue intersection. Additionally, the Project will comply with CalGreen requirements and, pursuant to PVCCSP EIR mitigation measures **MM Trans 5** and **MM Air 14**, provide bike racks, and carpool/vanpool and EV parking stalls.

6b. **Less than significant impact.** The proposed Project would be required to comply with City, state and federal energy conservation measures related to construction and operations, as noted above. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT and increasing use of alternative fuels. The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. Further, the proposed Project will comply with Title 24. This would be accomplished through, among other things, implementation of energy reduction measures, such as energy efficient lighting and lighting control systems, appliances, installation of light colored "cool" roofs over office spaces, installation of cool pavements, installation of barriers between conditioned and unconditioned spaces, and providing carpool /vanpool/EV parking stalls.

In addition, the Project will be consistent with applicable goals and polices within the Perris GP and the City's Climate Action Plan and the Perris Community Energy Action Plan (CEAP). The CEAP was adopted in 2014 to improve the energy efficiency of the City. As such through compliance with Perris GP energy objectives and policies noted above, the proposed Project will meet and/or exceed these regulatory requirements. Therefore, impacts to obstructing a state or local plan for renewable energy or energy efficiency during construction or operation will be less than significant.

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5.7. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

References: AE-B, GP, NCE, PVCCSP, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. By preparing this Initial Study analysis, which includes the *Geotechnical Engineering Investigation Proposed Industrial Warehouse Development,* (included as Appendix E), the Project has complied with the following applicable PVCCSP EIR mitigation measure:

> **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.

EXPLANATION OF CHECKLIST ANSWERS

7a(i). **Less than significant impact.** Surface rupture presents a primary or direct potential hazard to structures built across an active fault trace**.** According to the *Geotechnical Engineering Investigation Proposed Industrial Warehouse Development, City of Perris, Riverside County, California,* dated September 21, 2020, prepared by NorCal Engineering (NCE) (included as Appendix E), the proposed Project site is approximately 8.07 miles (13 kilometers) from the San Jacinto Fault, the closest known active regional fault. (NCE, p. 5.) Therefore, although seismic activity is known to exist throughout Southern California, there are no known faults through or near the Project site or off-site improvement area that would result in substantial effects. Further, the Project will be designed to meet or exceed the seismic standards in the current California Building Code (CBC). Therefore, impacts related to earthquake faults are considered to be less than significant and no mitigation is required.

7a(ii). **Less than significant impact.** The San Jacinto fault zone, mentioned above, is capable of producing a magnitude 6.9 earthquake. Ground shaking originating from earthquakes along other active faults in the region can occur, however seismic ground shaking risk is low due to distance between other faults and lower horizontal accelerations due to smaller anticipated earthquakes. (NCE, p. 5.) Since ground shaking and earthquake activity is typical of the Southern California area, then the proposed Project will be designed according to the current CBC, which require structures to be designed to meet or exceed the seismic safety standards set forth therein. Therefore, ground-shaking impacts will be less than significant and no mitigation is required.

7a(iii). **Less than significant impact.** Liquefaction occurs when shallow, fine to medium-grained sediments saturated with water are subjected to strong seismic ground shaking. It generally occurs when the underlying water table is 50 feet or less below the surface. (GP, p. SE-9.) Pursuant to PVCCSP EIR mitigation measure **MM Geo 1**, a Project-specific geotechnical engineering investigation was conducted by NCE to assess soil stability and determine the methodology used to implement the Project's design. The results of this investigation determined that potential for liquefaction is very low due to the density of the subsurface soils. In addition to the depth of greater than 50 feet in groundwater documented by the State of California Department of Water Resources based on nearby water wells (NCE, p. 5.) Moreover,

the proposed Project will be designed according to the current CBC, which require structures to be designed to meet or exceed the seismic safety standards. Therefore, based on the subsurface conditions encountered and the depth of the groundwater at the Project site and adherence to the required CBC during Project design, potential impacts due to liquefaction are less than significant. No mitigation is required.

7a(iv). No impact. A combination of geologic conditions leads to landslide vulnerability. These include deep-seated landslides or shallow earth flows, slumps, slides, or rockfall. The General Plan *Safety Element Exhibit S-4 Slope Instability* map indicates that the Project site is not in area susceptible to seismically induced landslides. (GP, p. 12) Since the Project site is flat and far from steep or mountain slopes, then earthquake-induced landslides are highly unlikely. Therefore, no impacts will occur. No mitigation is required.

7b. Less than significant impact. Once construction of the proposed Project is complete, most of the Project site will be paved and developed with a warehouse/distribution facility and water quality detention basins; therefore, no soil erosion is anticipated from long-term operation of the Project.

Construction activities have the potential to result in soil erosion or the loss of topsoil. However, erosion will be addressed through the implementation of existing State and Federal requirements and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit, which requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The SWPPP will identify BMPs to be implemented to address soil erosion. Through compliance with these standard regulatory requirements, the construction of the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, impacts are less than significant. No mitigation is required.

7c. Less than significant impact. As discussed above in *Threshold 7a(iii)* above, the proposed Project site is located in an area that has been previously determined to have a low potential for liquefaction. (NCE, p. 5.) Likewise, as discussed above in *Threshold 7a(iv)*, landslides do not pose a significant risk at the Project site. (GP, p. 12.)

Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. According to the *Geotechnical Engineering Investigation Proposed Industrial Warehouse Development Project*, there is low potential for liquefaction to occur within the Project site. (NCE, p. 5.) Accordingly, liquefaction related ground deformation such as lateral spreading would also be ruled out. Moreover, the Project would be designed in conformance with the required CBC standards. Therefore, impacts would be less than significant.

Seismic ground subsidence (not related to liquefaction induced settlements) occurs when strong earthquake shaking results in the densification of loose to medium density sandy soils above groundwater. The *Geotechnical Engineering Investigation* indicated that the in-place density test revealed that soil shrinkage will be less than 5 to 15 percent due to excavation and compaction using fill that is compacted to American Society for Testing and Materials (ASTM) standards. (NCE, pp. 9-10.) With said standard construction activities, subsidence should fall 0.2 feet. Adherence to the measures identified in the California Building Code, applicable standards of

the City's Grading Ordinance, and the recommendations in the *Geotechnical Engineering Investigation* will reduce impacts resulting from unstable soil conditions to less than significant and no mitigation is required.

7d. **Less than significant impact.** The expansion soil test conducted as part of the *Geotechnical Engineering Investigation Proposed Industrial Warehouse Development Project* indicates that the soils within the Project site fall into the very low expansion soil category and recommends design parameters for floor slab design to accommodate proposed uses. (NCE, pp. 18-21; Appendix B Table II.) The Project applicant will be required to prepare and submit detailed grading plans and building plans for the proposed Project prior to issuance of grading permits, which must be prepared in conformance with applicable standards of the City's Grading Ordinance and the recommendations in either the *Geotechnical Engineering Investigation* or a subsequent geotechnical report. Development of the Project site consistent with the recommendations included in the *Geotechnical Engineering Investigation* (or a subsequent geotechnical report) will reduce potential impacts from expansive soils to a less than significant level and no mitigation is required.

7e. **No impact.** The proposed Project will connect to the existing sewer system and will not require use of a septic tank. There would be no impacts associated with the use of septic tanks or alternative wastewater disposal systems.

7f. **Less than significant impact with mitigation.** A *Paleontological Technical Memorandum* dated October 2021 was prepared by Applied EarthWorks, Inc. (AE-B) (included as Appendix J). The paleontological assessment used the City's (2008) sensitivity criteria to determine the paleontological potential of the Project area. When placed over the City's (2008) paleontological sensitivity map, the Project area is mapped in Area #4 (Low to High Sensitivity) near the boundary of Area #1 (High Sensitivity). However, while it is mapped in Area #4, Applied EarthWorks's desktop efforts and the museum and online records searches show the paleontological sensitivity of the Project area is more like that of nearby Area #1, as early to middle Pleistocene-age old alluvial-fan deposits are mapped across the entire ground surface. Such deposits are known to preserve scientifically significant fossils, potentially at all depths. (AE-B, p. 6.)

The maximum depth of proposed ground disturbance for the proposed Project is 11 feet below ground surface (bgs). Construction-related ground disturbance has a high likelihood of encountering fossil resources in previously undisturbed early to middle Pleistocene-age alluvial sediments. As such, the since the Project site's paleontological sensitivity is considered to be more like Area #1 and ground disturbance will be up to 11 feet bgs, then paleontological monitoring is recommended during all ground disturbance in accordance with the City's (2008) Implementation Measure IV.A.4. Worker Environmental Awareness Program (WEAP) training for construction workers prior to ground disturbance in accordance with industrywide best practices will also be required. The WEAP training is a low-cost, proven tool to augment the number of on-site monitors while helping to ensure that nonrenewable paleontological resources are identified and treated properly during construction. (AE-B, p. 6.) WEAP training is conducted as part of the part of a Paleontological Resource Impact Mitigation Monitoring Program, that is further discussed below.

Because of the high paleontological sensitivity assigned to the Project site the depth of potential ground disturbance, in conformance with GP implementation measures IV.A.4 which requires

paleontological monitoring of all projects once subsurface excavation reach five feet in depth, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) shall be prepared and approved, as set forth in Project-specific mitigation measure **MM GEO 1.**[7] The *Paleontological Technical Memorandum* also recommends Worker Environmental Awareness Program (WEAP) training for construction workers prior to ground disturbance in accordance with industrywide best practices. This recommendation is incorporated as mitigation measure **MM GEO 2**. Thus, with implementation of mitigation measures **MM GEO 1** and **MM GEO 2**, impacts with regard to directly or indirectly destroying a unique paleontological resource or site or unique geologic feature would be reduced to less than significant.

> **MM GEO 1**: Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.
>
> Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.
>
> Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.
>
> A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.
>
> **MM GEO 2**: Prior to the start of construction, a paleontological resources Worker Environmental Awareness Program (WEAP) training program shall be presented to all earthmoving personnel to inform them of the possibility for buried resources and the procedures to follow in the event of fossil discoveries.

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

5.8. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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 purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

References: CARB-C, CAP, WEBB-A

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP Standard and Guidelines related to greenhouse gas emissions included in the PVCCSP or its associated PVCCSP EIR.

Explanation of Checklist Answers

8a. **Less than significant impact.** The City does not have an adopted threshold of significance for GHG emissions. For CEQA purposes, the City has discretion to select an appropriate significance criterion, based on substantial evidence. The SCAQMD's adopted numerical threshold of 10,000 metric tons carbon dioxide equivalent ($MTCO_2e$) per year for industrial stationary source emissions is selected as the significance criterion. The SCAQMD-adopted industrial threshold was selected by the City because the proposed Project is more analogous to an industrial use than any other land use such as commercial or residential in terms of its expected operating characteristics. The *Air Quality/Greenhouse Gas Analysis for the Chartwell Warehouse at Rider Street and Redlands Avenue Project* prepared by Albert A. Webb Associates, dated July 7, 2022 (WEBB-A) (included as Appendix A), estimated greenhouse gas (GHG) emissions from construction (inclusive of all road and off-site improvements), area sources, energy (includes estimated electricity usage from EV chargers), mobile sources, solid waste and water-related energy usage. Evaluation of the data presented in **Table I – Total Project-Related Equipment GHG Emissions**, below indicates that the total GHG emissions generated from the Project is approximately 1,481.94 $MTCO_2e$/yr which includes construction-related emissions amortized over a typical project life of 30 years.

Table I – Total Project-Related Equipment GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Amortized Construction	--	--	--	15.53
Area	0.00	0.00	0.00	0.00
Energy	80.14	0.01	0.00	226.96
Mobile	1,157.02	0.03	0.13	1,196.08
Solid Waste	15.97	0.94	0.00	39.56
Water	2.99	0.03	0.00	3.81
Total	**1,256.12**	**1.01**	**0.13**	**1,481.94**

Source: WEBB-A, Table 9 (Appendix A).

Note: Emissions reported as zero are rounded and not necessarily equal to zero.

The total GHG emissions from the Project is below the SCAQMD recommended screening level of 10,000 $MTCO_2e$/yr for industrial projects. Therefore, the proposed Project will not generate GHG emissions, directly or indirectly, that have a significant effect on the environment. Although not considered to be significant, implementation of the applicable air quality mitigation measures **MM Air 2, MM Air 4** through **MM Air 7, MM Air 11** through **MM Air 14, MM Air 18,** and **MM Air 20** from the PVCCSP EIR, as discussed in the Air Quality section of this Initial Study, would further reduce the GHG emissions associated with the proposed Project.

8b. **Less than significant impact.** CEQA allows lead agencies to consider whether regulatory programs are adequate to reduce a project's potentially significant environmental effects. Under Assembly Bill 32 (AB 32), the State's emission inventory must be reduced to 1990 levels by 2020. Most of the reductions required to reach AB 32's 2020 reduction target will be achieved by regulations that apply to both existing and new development, including the Renewable Portfolio Standard (RPS), Pavley standards, Low Carbon Fuel Standards (LCFS), landfill regulations, regulations and programs on high global warming potential (GWP) gases, initiatives on water conservation (such as SB X7-7), and the indirect influence of the Cap and Trade system on electricity and transportation fuel prices. These regulations are sufficient to achieve AB 32's goal to reduce statewide GHG emissions to 1990 levels by 2020. The CARB 2017 Scoping Plan includes a regulatory strategy that will result in the State achieving the SB 32 target by 2030. (CARB-C.)

Additionally, the City of Perris adopted a Climate Action Plan (CAP) in 2016. The CAP includes local measures that achieve the GHG reduction targets of AB 32 for target year 2020 for the City. Local measures in the CAP include creation of an energy action plan to reduce citywide energy consumption; transportation measures that encourage alternative modes of transportation and reduced vehicle use; and solid waste measures that reduce landfilled solid waste in the City.

The Project would comply with the CAP through compliance with the PVCCSP EIR mitigation measures identified previously in Section 5.3 of this Initial Study, which would lessen the Project's contribution of GHG emissions from both construction and operation. The Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP. As described in *Threshold 8a* above, the proposed Project will not generate a significant amount of GHG emissions. Therefore, the proposed Project does not conflict with and would not obstruct implementation any regulation adopted for the purpose of reducing the GHG emissions and any impacts are considered less than significant.

5.9. HAZARDS/HAZARDOUS MATERIALS	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**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 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 or 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?	☐	☐	☐	☒

References: EAI, ALUC, CEPA, CCR, PVCCSP EIR, PVCCSP, PVCCSP IS

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to development within the Airport Influence Zones I and II. The Standards and Guidelines summarized below are incorporated as part of the proposed Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

12.1 Prohibited Uses in Airport Overlay Zones. This section identifies restrictions within the Clear Zone (CZ), Accident Potential Zone I (APZ-1), and Accident Potential Zone II (APZ-II) which are located within the PVCCSP area.

12.1.1 Compatibility with March Air Reserve Base

The PVCC is located in MARB Airport Influence Zones I and II; therefore, all development within the plan shall comply with the following measures:

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Clear Zone (Surface B)
- Approach/Departure Clearance Surface (Surface C)
- Inner Horizontal Surface (Surface E)
- Conical Surface
- Form 7460 (Notice of Proposed Construction or Alteration)

Section 4.2.1, General On-site Project Development Standards and Guidelines, of the PVCCSP, also prohibits uses that could affect MARB, avigation easements, APZs, consistent with Section 12.

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

EXPLANATION OF CHECKLIST ANSWERS

9a. **Less than significant impact.** According to the PVCCSP EIR, all new development within the PVCCSP area will be required to comply with the regulations, standards, and guidelines established by the Environmental Protection Agency (EPA), the State, and City related to storage, use, and disposal of hazardous materials and the risk of the public's potential exposure to hazardous substances is considered less than significant. (PVCCSP EIR, p. 4.6-11.)

The portion of the proposed Project site that will be developed with the warehouse/distribution facility has a PVCCSP land use designation of Light Industrial, which allows for assembly of non-hazardous products and materials. Because the exact tenants of the proposed building are unknown at this time, there is the potential that hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products may be stored and transported from the proposed facility. However, these hazardous materials would not be manufactured at the Project site and would only be stored short-term before transport.

A number of federal and state agencies prescribe strict regulations for the safe transportation of hazardous materials. Hazardous material transport, storage and response to upsets or accidents are primarily subject to federal regulation by the United States Department of Transportation (DOT) Office of Hazardous Materials Safety in accordance with Title 49 of the Code of Federal

Regulations. California regulations applicable to Hazardous material transport, storage and response to upsets or accidents are codified in Title 13 (Motor Vehicles), Title 8 (Cal/OSHA), Title 22 (Management of Hazardous Waste), Title 26 (Toxics) of the California Code of Regulations (CCR), and the Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory), which describes strict regulations for the safe transportation and storage of hazardous materials.

As the proposed Project will be required to comply with all applicable federal and state laws related to the transportation, use, storage and response to upsets or accidents that may involve hazardous materials would reduce the likelihood and severity of upsets and accidents during transit and storage, it is not expected to result in the use of large amounts of hazardous materials that would create a hazard to the public or environment. Therefore, impacts are less than significant.

9b. Less than significant impact. The *Phase 1 Environmental Site Assessment, 195 East Rider Street Perris, California 92571,* dated October 19, 2020 (hereinafter the *Phase I ESA*) was prepared for the Project site by EnviroAssessors, Inc (EAI) and is included as Appendix F of this IS. The *Phase I ESA* was prepared in accordance with the ASTM E 1527-13 Standard Practice for environmental site assessments (ESAs) to evaluate the Project site for potential recognized environmental conditions. The Phase I identified recognized environmental conditions (RECs), controlled recognized environmental conditions (CRECs), and historical recognized environmental conditions (HCRECs). As part of the Phase I assessment, an on-site inspection was conducted on October 2, 2020, pertinent public regulatory agencies were contacted to access and review available public agency files relating to the project site, and accessed relevant records and databases maintained by the city, county, and or/ state agencies, and reviewed the government database report provided by Environmental Data Resources, Inc (EDR) about the Project site and the immediate vicinity. physical research of environmental database and a site assessment was conducted. The following summarizes the Phase 1 report.

The Phase I indicates that the Project site was a fallow or agricultural farmland in 1966 and 1967 and then fallow or vacant from the late 1970s to the present. No buildings have been constructed on the Project site. The historical research indicates prior uses on the Project site would not likely generate potential environmental contamination. (EAI, p. 15.)

The Project site was vacant during the on-site visit conducted by on October 2, 2020. No manufacturing or industrial operations were observed on the Project site. Wastewater treatment devises were not observed. No evidence of ponding, wells, or ground monitoring wells were observed on the Project site. The Project site did not contain littered trash and no potentially hazardous waste was observed. Additionally, no visibly stained soil or underground storage tanks (USTs) for the storage of hazardous materials were observed. found on the premise. No observed pesticide use, Polychlorinated biphenyl (PCB)- containing electrical devices, or asbestos-containing materials were encountered onsite. (EAI, p. 15.) Therefore, ground disturbance during Project construction is not anticipated to create a significant hazard to the public or environment.

As part of the Phase I, the regulatory agency database report, generated by EDR, which includes Federal, State, and local environmental databases was reviewed. This regulatory record review evaluates whether the Project site and the surrounding area within one-mile radius have experienced unauthorized releases of hazardous substances or other events with potentially

adverse environmental effects. The result of the investigation indicates that the Project site is not listed in any of the databases and is not within a quarter mile of sites that are listed in the database. (EAI, pp. 14-15.) Therefore, ground disturbance during Project construction is not anticipated to create a significant hazard to the public or environment.

Historical maps from EDR for the Project site and the immediate vicinity were reviewed to identify previous land uses. These maps describe construction material so buildings and their fire resistance characteristics. The Project site was not in any historical maps. A search for historical aerial photographs of the Project site and the immediate vicinity were reviewed. Aerial photographs taken from 1966 through 2016 were analyzed and no obvious potential environment concern was identified. The historical use of the Project site may have included agricultural uses that involved the use of pesticides and herbicides; however any residual levels of these chemicals are of no regulatory concern due to passing of time (EAI, p. 17.) As such, based on review of historical uses at the Project site, the Project site is not considered a recognized environmental condition. Therefore, ground disturbance during Project construction is not anticipated to create a significant hazard to the public or environment.

As discussed in *Threshold 9a* above, there is a potential for hazardous materials and chemicals to be stored at the site for short periods of time prior to transport and distribution which could cause a release. However, the storage and transport of these products would be regulated by Federal, State, and local policies regarding storage and transportation of hazardous waste. Therefore, because the Project site has been screened for any hazardous waste-related activities at the Project site, and since any hazardous waste-related activities for any future users at the Project site will be required to comply with all existing hazardous waste regulations, impacts would be less than significant and no mitigation is required.

9c. **No impact.** The proposed Project site is not located within one-quarter mile of an existing or proposed school. The closest school is Triple Crown Elementary School which is approximately 1.2 miles south of the proposed Project site. Thus, the proposed Project will not emit hazardous emissions or handling hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts are anticipated.

9d. **Less than significant impact.** According to the California Environmental Protection Agency‘s (CEPA) Cortese list, compiled pursuant to Government Code Section 65962.5, no hazardous materials sites are located at or adjacent to the Project site. The environmental database resources consulted as part of the *Phase I ESA* did not identify any sites within 0.25 miles of the Project site. (AEC, p. 15.) Three potential listings were identified within one-quarter mile to one mile of the Project site: Perris West End Middle School, Triple Crown Elementary School and Morgan Street Elementary School. The Perris West End Middle School, located on the intersection of Placentia Avenue and Wilson Avenue, is listed as an inactive/withdrawn school investigation. Triple Crown Elementary School, located on the intersection of Orange Avenue and Valencia Street, is listed as “No Further Action” site and Morgan Street Elementary, located on the on the northwest corner of Evans Road, is listed as “No Further Action.” (AEC, Appendix 8.3, pp. 7-8.)

The *Phase I ESA* concluded that the above listings were not considered to be significant environmental concerns to the Project site. (AEC, p. 21.) Based on the above discussion, impacts with regard to posing a significant hazard to the public or the environment due to being located on a hazardous materials site are considered to be less than significant and no mitigation is required.

9e. **Less than significant impact with mitigation.** The proposed Project site is located approximately 2.5 miles southeast of the March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP) area. The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA LUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. As previously illustrated in **Figure 6**, the proposed Project site is within Zone B2. According to MARB/IPA LUCP, Zone B2 is adjacent to the final approach and initial departure flight corridor or adjacent to the runway and the risk level from flight operations is moderate. The Project is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA LUCP,[8] and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed.

The Project Applicant is proposing a spec building that will accommodate rooftop solar panels (i.e., "solar ready rooftop"), pursuant to California Energy Code, Section 110.10 (Title 24 Building Energy Efficiency Standards), Solar panels are not proposed at this time because the tenants and their potential electricity demands are unknown. However, future tenants that choose to install solar panels would be required to implement Project-specific mitigation measure **MM AES 1** which requires the preparation of a glare study to analyze the proposed solar design and demonstrate that the solar panels will not create hazardous glare for pilots flying into the nearby MARB/IPA. Additionally, the glare study would be reviewed and approved by the Riverside County Airport Land Use Commission (ALUC) and MARB/IPA. With the incorporation of **MM AES 1**, any potential glare impacts from the installation of future solar panels would be reduced to less than significant levels.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, places of worship, in portions of the airport environ that are exposed to significant levels of aircraft noise. The proposed Project site is within the 65 CNEL aircraft noise contour. (ENTECH, p. 21.) Since the proposed Project use is not a noise-sensitive land use, the proposed Project would not expose people working in the Project area to excessive noise levels from airport operations.

According to the MARB/IPA Basic Compatibility Criteria, Zone B2, in the primary approach/departure zone has a density requirement of an average of 100 people/acre or 250 people/single acre and has no open land requirements. The entirety of the proposed Project site (6.26 net acres) lies within Zone B2, which includes approximately 129,485 square feet of

[8] On July 14, 2016, The Riverside County Airport Land Use Commission determined that the City's Airport Overlay Zone is consistent with the current MARB/IPA ALUCP.

warehouse use or 3.04 acres and approximately 6,000 square feet of office and mezzanine use. The following analyzes how the proposed Project complies with the density/intensity requirements of the MARB/IPA ALUCP.

Pursuant to the *Airport Land Use Compatibility Plan Policy Document – Appendix C – Methods for Determining Concentrations of People*, the following usage intensity parameters were used to calculate the occupancy for the proposed Project:

- Warehouse –1 person/500 square feet,[9]
- Office – 50% of the usage intensity from 1/person/100 square feet,[10]

Based on the above usage intensity parameters, the warehouse and office portions of the building in Zones B2 will be occupied by a total of 289 people.[11] As noted above, Zone B2 allows an average of 100 people per acre; therefore, based on the approximately 6.26 net acre Project site, the Project would have an average of 96 people per acre in Zone B2.[12] The Project's 96 average people per acre is consistent with the Compatibility Zone B2 average people per acre intensity criterion of 100.

Another measurement required by the MARB/IPA ALUCP, is a single-acre intensity limit. For Compatibility Zone B2, the MARP/IPA ALUCP limits the maximum single-acre intensity to 250 people per acre. In order to determine if the Project fits within the 250 people per single acre limit, it was assumed in a worst-case calculation that in a single-acre (43,560 square feet), all the total office and mezzanine space (6,000 square feet) is within the single-acre and the remainder of the acre is warehouse (37,560 square feet of warehouse). This would equate to a total occupancy of 106 people (6,000 square feet of office / 100 square x 50% usage intensity plus 37,560 square feet of warehouse / 500 square feet), which is consistent with the Compatibility Zone B2 single-acre intensity criterion of 250. Thus, the proposed Project would comply with the MARB/IPA ALUCP density requirements.

According to Exhibit MA-5 in the *Background Data: March Air Reserve Base / Inland Port Airport and Environs,* the Project site is within the FAR Part 77 Military Outer Horizontal Surface Limits; therefore, an obstruction evaluation is required and is implemented by PVCCSP EIR mitigation measure **MM Haz 6**.

Zone B2 hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations are prohibited. According to the Perris Municipal Code Chapter 19.51 March ARB/IP Airport Overlay Zone, the proposed Project will not be required to obtain ALUCs approval, since the Project will comply with the airport influence area requirements.

Impacts associated with aircraft activities would be less than significant with implementation of Project-specific mitigation measure **MM AES 1.** Additionally, the proposed Project is required to comply with the following mitigation measures identified in the PVCCSP EIR, **MM Haz 2** through

[9] Per Table C1 Occupancy Levels-California Building Code; Appendix C Methods for Determining Concentrations of People

[10] Appendix C Methods for Determining Concentrations of People.

[11] Based on the rates noted above for warehouse and office uses, approximately 129,485 square feet of warehouse space would equate to 259 people (129,485 square feet/500 square feet/person) and approximately 6,000 square feet of office and mezzanine space would equate to 30 people (6,000 square feet/100 square fee/person x 50% usage intensity) within the Project site in Zone B2.

[12] 289 people/3.04 acres = 96 people/acre in Zone B2.

MM Haz 6, to reduce impacts associated with MARB/IPA operations. Therefore, the proposed Project will not result in a safety hazard to people working in the Project area and impacts will be less than significant:

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

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

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

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

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

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

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

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

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

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

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

surrounding the MARB. If it is determined that there would be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division would work with FAA to resolve any adverse effects on aeronautical operations.

9f. **Less than significant impact.** The City of Perris participates in the *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan* (LHMP) which outlines requirements for emergency access and standards for emergency responses. The PVCCSP IS determined that because emergency access will be maintained and improved throughout the PVCCSP area in accordance with the LHMP, development within the PVCCSP area will not interfere with adopted emergency response plans. (PVCCSP IS, p 15.)

Once the Project is constructed, emergency access to the Project site will be maintained via the driveways on Redlands Avenue and Rider Street, consistent with requirements outlined in the LHMP. Additionally, the proposed Project is consistent with the requirements outlined in the PVCCSP; therefore, the proposed Project will have a less than significant impact on implementation of the adopted emergency response plan.

9g. **No impact.** Pursuant to the findings of the PVCCSP IS, the proposed Project site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the Perris GP Safety Element does not designate this area to be at risk from wildland fires. (PVCCSP IS, p. 15.) Moreover, the Project proposes to develop the current vacant lot with a warehouse and associated parking, which would not likely aid the spread of wildfire. Therefore, no direct or indirect impacts due to wildland fire would occur.

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5.10. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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 sustainable groundwater management of the basin)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

References: DWR, FEMA, GPEIR, PVCCSP EIR, SWRCB, HUITT-A, HUITT-B

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to water quality and hydrology. These Standards and Guidelines are summarized below, are incorporated as part of the proposed Project, and are assumed in the analysis presented in this section. The PVCCSP EIR mitigation measures that are applicable to the proposed Project are incorporated into the following analysis.

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2 On-Site Standards and Guidelines

4.2.2 Site Layout for Commerce Zones

4.2.2.7 Water Quality Site Design

General Standards. Refer to NPDES Permit Board Order R8-2010-0033 for complete and current information on water quality management standards.

Water Quality Management Plan. Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County MS4 NPDES Permit. The MS4 Permit requires that applicable new development and redevelopment projects implement the following:

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

Low Impact Design. According to the State Water Resources Control Board, Low Impact Design (LID) is "a sustainable practice that benefits water supply and contributes to water quality protection. The goal of LID is to mimic a site's predevelopment hydrology. The seven mandatory BMP types to be implemented on project sites:

- Infiltration Basins
- Infiltration Trenches
- Permeable Pavement
- Harvest and Reuse
- Bioretention Facilities
- Extended Detention Basins
- Sand Filter Basins

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

- Optimize the Site Layout
- Preserve existing drainage patterns
- Protection of existing vegetation and sensitive areas
- Preserve natural infiltration capacity

Minimize impervious area

- Disperse runoff to adjacent pervious areas
- Delineate drainage management areas
- Classify and Tabulate DMAs and determine runoff factors for
    - Self-treating areas
    - Self-retaining areas
    - Areas draining to self-retaining areas
    - Areas draining to BMPs

Source Control. Source control features are also required to be implemented for each project as part of the Final WQMP. Source control features include permanent (structural) or operational and are those measures which can be taken to eliminate the presence of pollutants through prevention. Steps to selecting Source Control BMPs include:

- Specify source control BMPs
- Identify pollutant sources
- Note locations on project specific WQMP exhibit
- Prepare a table and narrative
- Identify operational source control BMPs

BMP Features in “Visibility Zone”. Treatment control BMPs adjacent to the public right-of-way must drain properly to adequate storm drain facilities. If no storm drain is available, alternative drainage shall be proposed for approval by City Engineer. Treatment control BMPs are not to be placed within public right-of-way.

Open Jointed Surfaces for Sidewalks. Interlocking pavers, porous pavement and pervious concrete or other surfaces.

Open Jointed Surfaces in Low Traffic Areas. Open jointed surfaces or porous concrete in low-traffic areas of parking lots and for patios and sidewalks.

Filter Strips. Vegetated areas consisting of grass turf or other low lying, thick vegetation intended to treat sheet flow from adjacent impervious areas shall be considered for use adjacent to parking lots, sidewalks, and roads.

Filter Strip Adjoining Impervious Surfaces. Filter strips should adjoin impervious surfaces where feasible.

Roof Runoff Discharge into Landscape Area. Discharge to landscaped areas adjacent to the buildings.

Second Treatment of Roof Water. If roof runoff cannot be conveyed without mixing with on-site untreated runoff, the roof runoff will require a second treatment.

Covered Trash Enclosures. Trash enclosures covers must be provided.

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

8.2.1.8 Water Quality Site Design

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

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

EXPLANATION OF CHECKLIST ANSWERS

10a. Less than significant impact. The Santa Ana Regional Water Quality Control Board (SARWQCB) sets water quality standards for all ground and surface waters within the Santa Ana River Watershed, which includes the City of Perris. Water quality standards are defined under the federal Clean Water Act (CWA) to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives).

The proposed Project site is located within the Santa Ana River Watershed and San Jacinto River Sub-Watershed, and within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). Runoff from the PVCCSP area discharges into the PVSDC, which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore. Canyon Lake is currently listed as an impaired waterbody on the CWA Section 303(d) List because it exceeds water quality objectives for nutrients and pathogens. Lake Elsinore is listed as an impaired waterbody due to nutrients, organic enrichment/low dissolved oxygen, PCBs, sediment toxicity, and unknown toxicity.

Activities associated with the construction of the proposed Project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and sediment off-site which could impact downstream water quality. To address this, the Project developer is required to obtain coverage under the statewide Construction General Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects. Compliance with this permit requires the applicant to prepare an effective SWPPP, which will reduce potential construction-related water quality impacts to a less than significant level.

Development of the proposed Project would add impervious surfaces to the site through the warehouse building and associated parking, loading areas, and drive aisles. By increasing the percentage of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas and streets would collect dust, soil and other impurities that would then be assimilated into surface runoff during rainfall events. Operation of the Project has the potential to release pollutants resulting from replacing vacant land with roadways, walkways, and parking lots. These improvements may potentially impact water quality.

According to the *Preliminary Project-Specific Water Quality Management Plan* (WQMP), dated October 2021, prepared by Huitt-Zollar (HUITT-A) and included as Appendix H to this IS, impervious area was minimized given the proposed site usage, required materials, and the

landscaping pervious cover. Once constructed, the proposed Project site will include approximately 37,042 square feet of landscaping, which constitutes approximately 13.6 percent of the total Project site (6.26 acres), which meets the City's 12 percent landscaping requirement. Typical pollutants from commercial/industrial sites include bacteria, metals, nutrients, sediment, trash, oil/grease, toxic organics, and pesticides (HUITT-A, p. 19). Therefore, the methods of stormwater treatment used onsite should target these pollutants, which includes the method of bioretention.

In addition, according to *Preliminary Hydrology Report,* dated October 2021, prepared by Huitt-Zollars, Inc. (HUITT-B) and included as Appendix G to this IS, the Project site was designed to generally drain in the same direction as the existing undeveloped condition The Project site is within the Perris Valley Master Drainage Plan (MDP) area and will discharge into the existing MDP Line A-B in Rider Street. The onsite flows will be treated by two water quality bio-treatment units known as Modular Wetlands Systems (MWS). Low flow runoff will be allowed to pass through a filter media that will provide the biotreatment. Higher flows will bypass the MWS and discharge directly into the underground detention system. The underground detention system has been sized to capture the storm water while providing peak storm mitigation by slowing down and reducing the storm water discharge rate during the 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour durations to help mimic the existing undeveloped conditions. The treated low flows and the detained higher flows will combine at a proposed manhole. A proposed 18-inch line will covey the outflow to the existing MDP Line A-B located in Rider Street. The Project site is within a mapped Hydrologic Conditions of Concern (HCOC) Exemption area as presented in the Riverside Flood Control and Water Conservation District HCOC (HUITT-B; Appendix 7), therefore stormwater treatment methods are sized to handle and treat just the water quality design volume.

The detention basin on the Project has been designed to drain within 24 hours, pursuant to PVCCSP EIR mitigation measure **MM Haz 5** (see *Threshold 5.9e*, above), that requires draining within 48 hours after a rainfall event. The Preliminary WQMP and Drainage Study have been submitted to the City Public Works Department for review. Prior to issuance of a grading permit, a final WQMP and Drainage Study will be required for the Project.

The proposed Project will also implement source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers, maintaining landscaping using minimal or no pesticides, utilizing covered and leak proof trash dumpsters, sweeping and litter control of loading areas, and collecting wash water containing any cleaning agent or degreaser in order to prevent pollutants from entering runoff.

The proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff generated onsite. Thus, through BMPs combined with compliance with existing regulations, the proposed Project will not violate water quality standards, waste discharge requirements, or otherwise degrade surface or ground water quality. Therefore, impacts are less than significant.

10b. **Less than significant impact.** The proposed Project site overlies the bounds of the San Jacinto Groundwater Basin 8-005 and the Perris North Groundwater Management Zone (GMZ). The Eastern Municipal Water District (EMWD) manages groundwater resources in this area by implementing the *West San Jacinto Groundwater Management Plan.* In addition, the EMWD has led the development of a Groundwater Sustainability Agency (GSA) that will prepare a

Groundwater Sustainability Plan (GSP) by 2022 pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA).

As described in the Project WQMP, infiltration tests were conducted onsite and the results indicate that onsite soils have very poor rates of infiltration (HUITT-A, p 8); therefore, the Project site would not be expected to contribute significantly to the underlying groundwater basin. While the proposed Project will increase the amount of impervious surfaces in the area, the impervious area on the Project site was minimized given the proposed site usage and required materials. Pursuant to the Perris Municipal Code, the minimum landscaping pervious cover of 10 percent was achieved. Due to the proposed Project's small size in relationship to the total size of the groundwater basin and implementation of BMPs as described in *Threshold 10a* above, there will not be a substantial effect upon sustainable groundwater management of the basin. Further, the Project is a part of the PVCCSP, for which the EMWD prepared a Water Supply Assessment (WSA) pursuant to SB 610. The WSA determined that EMWD has sufficient water supplies to meet the future demand from buildout of the PVCCSP and that the Project site's land use type has been accounted for in the water supply and water demand projections in EMWD's Urban Water Management Plan (UWMP) (see further discussion in Section 5.19 Utilities and Service Systems). Therefore, the Project will not substantially decrease groundwater supplies, and impacts will be less than significant.

10c(i). Less than significant impact. There are no streams or rivers currently mapped at the Project site, and the Project site is not impacted by off-site flows. Further, the Project site is relatively flat and currently slopes at approximately one percent to the north. (HUITT-B). The existing drainage pattern for the site and the general area is characterized by sheet flows across the site from south to north towards Rider Street and ultimately to the PVSDC. Development of the proposed Project will maintain the existing drainage pattern by conveying runoff utilizing curb and gutter, catch basins, onsite subsurface storm drains, and offsite regional storm drains, which connect to the PVSDC. (HUITT-B) Because the drainage pattern is not adversely impacted and water quality treatment mechanisms are being included in the Project, substantial erosion, or siltation on- or offsite are not anticipated.

Therefore, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite. Thus, impacts will be less than significant.

10c (ii). Less than significant impact. According to the Project Drainage Study, the rational method was used to determine peak flow rates (i.e. 10-Year and 100-Year storm events) in order to adequately size the proposed subsurface storm drain conveying flow through the site and into existing MDP Line A-B (HUITT-B). The two MWS have been sized according to the 100-Year peak flow rates. Further, MDP Line A-B has excess capacity that can handle all of the flood flows from the Project site. Therefore, the analysis in the Project Drainage Study shows the proposed Project will not cause flooding on- or off-site. Thus, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in onsite or offsite flooding. Impacts will be less than significant.

10c (iii). **Less than significant impact.** As described in the response to *Threshold 10a*, on-site flows generated by the proposed Project will be collected and conveyed using a combination of surface flows, gutters, catch basins, and subsurface storm drains to convey flows to the proposed drainage systems located to the north of the Project site. A proposed 18-inch storm drain (approximately 62 linear feet) will convey the outflow to the existing MDP Line A-B located in Rider Street, which drains into the Perris Valley Storm Drain Channel (PVSDC). The PVSDC is an earthen flood control channel and an MDP facility designed to accommodate flows from the Perris Valley watershed in a 100-year storm event after development of the watershed, including development within the PVCCSP.

The proposed Project's on-site subsurface storm drain systems will adequately convey flows to the underground storage chambers and provide flood protection for the 100-year storm event. The Project's runoff will convey from on-site flows into the PVSDC which drains into the San Jacinto River before finally reaching Canyon Lake and Lake Elsinore. Therefore, the proposed Project will not impact flooding conditions to upstream or downstream properties. As such, impacts related to the Project's runoff will be less than significant.

10c(iv). **Less than significant impact.** As shown on Federal Emergency Management Agency (FEMA) Panel No.06065C1430H, the Project site is in an area with minimal flood risk. The proposed Project's drainage improvements will adequately convey flows to the basins and provide flood protection for the 100-year storm event (HUITT-B). Thus, the proposed Project will not impede or redirect flood flows and impacts are less than significant.

10d. **Less than significant impact.** According to the Perris GP EIR (GPEIR) Figure S-4, the proposed Project site is within the Dam Inundation Area for the Lake Perris Dam. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for run-off from other sources (GPEIR, p. 26). The California Department of Water Resources (DWR) identified potential seismic safety risks in a section of the foundation of the Perris Dam. In April 2018, DWR completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. (DWR 2018.) For these reasons, impacts related to the release of pollutants due to inundation are considered less than significant.

10e. **Less than significant impact.** Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the statewide construction general permit (CGP) (i.e. SWPPP) and the Municipal Separate Storm Water Sewer System (MS4) Permit (i.e. WQMP). The Project will be conditioned to comply with these regulations as described in Threshold 10a above. Through compliance with said regulations, the Project will be consistent with the SARWQCB Water Quality Control Plan (Basin Plan). Because the Project is a planned component of an approved Specific Plan, underlain by soils with poor infiltration, and it will be accounted for in the forthcoming GSP, the Project will not conflict with or obstruct a sustainable groundwater management plan. Thus, in regard to conflicting or obstructing a water quality control plan, or sustainable groundwater management plan, impacts will be less than significant.

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

References: ALUC, GP, PVCCSP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

PVCCSP Standards and Guidelines applicable to individual environmental topics (e.g., air quality, cultural, and paleontological resources) have been identified in each individual section of the PVCCSP EIR. The PVCCSP and PVCCSP EIR do not include Standards and Guidelines or mitigation measures specifically related to land use and planning.

EXPLANATION OF CHECKLIST ANSWERS

11a. **No impact.** The proposed Project site is partially developed with commercial and residential land uses and bordered by nonconforming residential use to the north and industrial warehouse use to the west, and vacant lots to the south and to the east. The planned land uses in the vicinity of the proposed Project site have PVCCSP land use designations of Light Industrial. Rather than dividing a community, the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. (PVCCSP, pp. 1.0-1–1.0-2.) Therefore, the proposed Project is consistent with the surrounding land uses and no impacts would occur with regard to the division of an established community.

11b. **Less than significant impact.** The proposed Project site is located within the City and within the PVCCSP area. Thus, land use is guided by both the Perris GP and the PVCCSP. The proposed Project includes a warehouse/distribution facility, which is consistent with the PVCCSP Light Industrial (LI) land use designations. As evaluated in **Table J – General Plan Consistency**, the proposed Project is also consistent with all applicable policies from the Perris GP that were adopted to avoid or mitigate environmental effects of new development projects.

Since the proposed Project's planned use is consistent with the Perris GP, the proposed Project is also consistent with the Southern California Associated Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as discussed in *Threshold 3a* above. The proposed Project site also lies within multiple zones of the Riverside County Airport Land Use Commissions (ALUC) March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP), including Zone B2. As discussed in *Threshold 9e* above, the proposed Project is consistent with the 2014 MARB/IPA LUCP.

Table J – General Plan Consistency

Policy No.	Policy	Statement of Consistency
Circulation Element		
Policy I.B:	*Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.*	Bike racks will be installed at the Project site to encourage employees to bike to work and the Project developer will be responsible for constructing sidewalk improvements on the frontage of Rider Street and Redlands Avenue. The Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options. Therefore, the Project is **consistent** with Perris GP Policy I.B.
Policy II.B:	*Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.*	The proposed Project will not significantly impact the existing transportation network, even considering existing plus ambient growth plus cumulative plus Project (2022) traffic conditions. Additionally, the Project will be responsible for constructing sidewalk improvements on Project's frontage on Redlands Avenue. Further, installation of sidewalks and bike racks at the Project site will support development of alternative travel modes and the Project is **consistent** with Perris GP Policy II.B.
Policy III.A:	*Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.*	The proposed Project is consistent with the land use designation in the Perris GP and PVCCSP, and traffic associated with development of the site as a warehouse can be accommodated by the City's planned transportation system. Additionally, The Project applicant will also pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options. Therefore, the Project is **consistent** with the Perris GP Policy III.A.
Policy V.A:	*Provide for safe movement of goods along the street and highway system.*	The proposed Project has been designed to ensure that adequate sight distance is provided at each Project access point and that adequate signing and striping is provided. All Project trucks will be restricted to access City/PVCCSP designated truck routes to access I-215. Because the Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project will not introduce incompatible uses to the Project area, the proposed Project is **consistent** with Perris GP Policy V.A.
Policy VII.A	*Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.*	Implementation of the City's Transportation System and consistency of this System with Federal, State, and local environmental quality standards and regulations is the responsibility of the City. The proposed warehouse/distribution

Policy No.	Policy	Statement of Consistency
		facility is consistent with the land use designation of the proposed Project site in the Perris GP and PVCCSP. The Project includes roadway and sidewalk improvements along the Project site frontage on the Rider Street and Redlands Avenue. These improvements will be required to be constructed in accordance with City standards. As roadways in the Project vicinity have been planned to accommodate Project-generated traffic and comply with all applicable Federal, State, and local standards, the Project is **consistent** with Perris GP Policy VII.A.
Noise Element		
Policy I.A	*The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.*	Noise levels of up to 70 dBA CNEL are identified in the Perris GP as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. The *Noise and Vibration Study, Chartwell Warehouse at Rider Street and Redlands Avenue, City of Perris* prepared for the proposed Project identified a buildout roadway noise level of up to 68.4 dBA CNEL in proximity to the Project site. (ENTECH, p. 29) In addition, the MARB/IPA LUCP identifies the Project site as being in an area within the 65 CNEL aircraft noise contour. Therefore, the Project is **consistent** with Perris GP Policy I.A.
Policy V.A	*New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria*	The nearest sensitive receptor to the Project site is a nonconforming residential site north of the Project site, along Rider Street. The *Noise and Vibration Study, Chartwell Warehouse at Rider Street and Redlands Avenue, City of Perris.* Project generated operational noise at the nearest sensitive receptors (the nonconforming residential site) is not predicted to exceed 52 dBA CNEL, which is below the "normally acceptable" noise level of 60 dBA CNEL for residential uses. For these reasons, the Project is **consistent** with Perris GP Policy V.A.
Conservation Element		
Policy II.A:	*Comply with state and federal regulations to ensure protection and preservation of significant biological resources.*	The proposed Project is consistent with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and will pay applicable fees pursuant to City Ordinance No. 1123 to offset incremental impacts to biological resources from Project construction and operation. Appropriate mitigation has been identified in the Initial Study prepared for the proposed Project to ensure compliance with the Federal Migratory Bird Treaty Act (MBTA) and relevant sections of the California Fish and Game

Policy No.	Policy	Statement of Consistency
		Code; therefore, the Project is **consistent** with Perris GP Policy II.A.
Policy III.A:	*Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.*	The proposed Project is located within the jurisdiction of the MSHCP Mead Valley Area Plan and appropriate mitigation has been identified in the Initial Study for the Project so that the Project is consistent with the MSHCP; therefore, the proposed Project is also consistent with Perris GP Policy III.A.
Policy IV.A:	*Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.*	There are no significant historic properties identified within the Project area, and appropriate mitigation has been identified in the Cultural and Tribal Cultural Resources sections for the Project to ensure that impacts to archaeological and paleontological resources will be less than significant; therefore, the Project is **consistent** with Perris GP Policy IV.A.
Policy V.A:	*Coordinate land-planning efforts with local water purveyors.*	Land planning efforts are the responsibility of the City's Planning Department, not the responsibility of the Project applicant. Nonetheless, the water provider for the Project site, the Eastern Municipal Water District (EMWD), issued a will-serve letter for the Project May 5, 2021 indicating that the agency has sufficient supply to meet the water needs of the Project. Therefore, the Project is **consistent** with Perris GP Policy V.A.
Policy VI.A:	*Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	The Project developer is required to prepare a SWPPP pursuant to the statewide General Construction Permit (NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, adopted September 2, 2009 and effective as of July 2, 2010) issued by the State Water Resources Control Board (SWRCB) for construction projects that will reduce any potential construction-related water quality impacts to a less than significant level. Therefore, the Project is **consistent** with Perris GP Policy VI.A.
Land Use Element		
Policy II.A:	*Require new development to pay its full, fair-share of infrastructure costs.*	The Project applicant will pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities to support new development. Thus, the Project is **consistent** with Perris GP Policy II.A.
Policy II.B:	*Require new development to include school facilities or pay school impact fees, where appropriate.*	The Project applicant will pay applicable school facilities fees as required by local and state laws. Thus, the Project is **consistent** with Perris GP Policy II.B
Policy III.A:	*Accommodate diversity in the local economy.*	The proposed Project is consistent with the LI land use designation for the site within the PVCCSP, which was adopted by the City to ensure quality,

Policy No.	Policy	Statement of Consistency
		organized development within the Project site vicinity. Therefore, the proposed Project is **consistent** with Perris GP Policy III.A.
Policy V.A:	*Restrict development in areas at risk of damage due to disasters.*	The proposed Project site is not located within an area of significant risk due to human or natural disasters; therefore, although it would be the responsibility of the City to determine whether development restrictions should be in place, the Project is **consistent** with Perris GP Policy V.A.
Safety Element		
Policy S-2.1:	*Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.*	The Project applicant proposes to construct partial-width improvements on the west side of Redlands Avenue (up to 47 feet) including curb and gutter, sidewalk, and road resurfacing, if required. No improvements are proposed or required on Rider Street. Therefore, the proposed Project is **consistent** with Perris GP Policy S-2.1.
Policy S-2.2:	*Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.*	The Project applicant proposes to connect to the existing infrastructure (wet and dry utilities) on Redlands Avenue and Rider Street. A discussed in *Section 5.19 Utilities*, the proposed Project will not require to construct new infrastructure. Therefore, the proposed Project is **consistent** with Perris GP Policy S-2.1.
Policy S-2.5:	*Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.*	The proposed Project site is designed to accommodate emergency ingress and egress by emergency vehicles. As discussed in *Section 17 Transportation*, the Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire codes which includes site access. Therefore, the proposed Project is **consistent** with Perris GP Policy S-2.5.
Policy S-4.1:	*Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.*	The Project site is not located within a high flood hazard area (see GP Figure S-3 FEMA Flood Hazard Zone). The Project site is outside of FEMA's 100-Year Flood Zone and 500-year Flood Zone. Therefore, the proposed Project is **consistent** with Perris GP Policy S-4.1.
Policy S-4.3:	*Require new development projects and major remodels to control stormwater runoff on site.*	The Project applicant is required to control stormwater runoff on site. As described in *Section 5.10 Hydrology and Water Quality*, the proposed Project incorporates site design, source control and treatment control BMPs to address storm water runoff generated onsite. Therefore, the Project is **consistent** with Policy S-4.3.
Policy S-4.4:	*Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).*	A flood mitigation plan is not required. The Project site is not located within a high flood hazard area (see GP Figure S-3 FEMA Flood Hazard Zone). The Project site is outside of FEMA's 100-Year Flood Zone and 500-year Flood Zone. Therefore,

Policy No.	Policy	Statement of Consistency
		the proposed Project is **consistent** with Perris GP Policy S-4.4.
Policy S-4.5:	*Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.*	This is a City-level policy that requires awareness and education to the community within the inundation area. In a seismic event emergency, the City, in conjunction with California Department of Water Resources (DWR), will implement inundation notification protocols consistent with the Emergency Action Plan (EAP). The Project site is within the Perris Dam Inundation Zone (see GP Figure S-4 – Dam Inundation Zones). The Project would not conflict with inundation notification protocols. As discussed above, the proposed Project site is designed to accommodate emergency ingress and egress by emergency vehicles and the Project would not obstruct emergency evacuation. Therefore, the Project is **consistent** with Policy S-4.5.
Policy S-5.3:	*Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.*	The Project applicant would develop a warehouse in an area that is currently vacant and undeveloped. As discussed in *Section 5.20 Wildfire*, the Project site is outside of the Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, the Project is **consistent** with Policy S-5.3.
Policy S-5.6:	*All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.*	Access to the Project site will be provided from Redlands Avenue and Rider Street via two driveways. Therefore, the Project is **consistent** with Policy S-5.6.
Policy S-5.10:	*Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.*	As discussed in *Section 5.19 Utilities and Service Systems* and *Section 5.20 Wildfire,* the Project will have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements. Therefore, the Project is **consistent** with Policy S-5.10.
Policy S-6.1:	*Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.*	The Project is the development of a warehouse, an allowable use, within the PVCCSP area of the City. As discussed in *Section 5.9 Hazards and Hazards Materials,* the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base/Inland Port Airport. Therefore, the Project is **consistent** with Policy S-6.1.
Policy S-6.2:	*Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.*	As discussed in *Section 5.9 Hazards and Hazardous Materials,* the Project does was designed to minimize aircraft hazards and the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base. Therefore, the Project is **consistent** with Policy S-6.2.

Policy No.	Policy	Statement of Consistency
Policy S-6.3:	*Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.*	As discussed in *Section 5.9 Hazards and Hazardous Materials,* the Project was designed to minimize aircraft hazards and the Project is consistent with the requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base/Inland Port Airport. Therefore, the Project is **consistent** with Policy S-6.3.
Policy S-7.1:	*Require all development to provide adequate protection from damage associated with seismic incidents.*	As discussed in *Section 5.7 Geology and Soils,* the Project is designed to meet or exceed the seismic standards in the current California Building Code (CBC) to reduce seismic impacts. Therefore, the Project is **consistent** with Policy S-7.1.
Policy S-7.2:	*Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.*	As discussed in *Section 5.7 Geology and Soils, a geotechnical investigation included in Appendix E, was conducted by State-licensed professionals.* Therefore, the Project is **consistent** with Policy S-7.2.
Healthy Community Element		
Policy HC 1.3:	*Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*	As discussed in Project Description and *Section 5.1 Aesthetics*, lighting will be designed pursuant to Perris Municipal Code (PMC) Chapter 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed Project will also comply with the lighting requirements in Section 4.2.4 of the PVCCSP, which contains lighting standards for general, decorative, and parking lot lighting. Therefore, the Project is **consistent** with Policy HC 1.3.
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*	As discussed in *Section 5.3 Air Quality,* the proposed Project's construction and operational activities will result in air quality impacts below SCAQMD thresholds with implementation of PVCCSP EIR mitigation measures that reduce emissions. Therefore, the Project is **consistent** with Policy HC 6.3.

Policy No.	Policy	Statement of 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*	
Environmental Justice Element		
Goal 3.1 Policy:	*Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.*	The area surrounding the Project site has a Specific Plan land use designation of Light Industrial and is currently redeveloping into light industrial uses. The Project area is dominantly comprised of other warehouses or approved warehouse projects with the exception of one legal non-conforming single-family residence across Rider Street (see **Figure 2 – Aerial Map)**. As such, the Project is compatible with surrounding uses. Therefore, the Project is **consistent** with Goal 3.1 Policy.
Goal 3.1 Policy:	*Support identification, clean-up and remediation of local toxic sites through the development review process.*	As discussed in *Section 5.9 Hazards and Hazardous Materials,* the Project site is not in or adjacent to a toxic site. Therefore, the Project is **consistent** with Policy S-6.3.
Goal 3.1 Policy:	*As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."*	The Project site is not located near sensitive uses - homes, churches, parks, day-care centers, schools, and nursing homes- except for the one non-conforming residential property across the street from the Project site, on the northwest corner of Rider Street and Redlands Avenue. As described throughout the IS, the air, noise, lighting, and transportation impacts associated with the construction and operation of the Project are less then significant. Therefore, the Project is **consistent** with Goal 3.1 Policy.
Goal 5.1 Policy:	*Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.*	Bike racks will be installed at the Project site to encourage employees to bike to work and the Project developer will be responsible for constructing sidewalk improvements on the frontage of Rider Street and Redlands Avenue. Therefore, the Project is **consistent** with Perris GP Policy I.B.

The Project's consistency with the MARB/IPA ALUCP is discussed in *Threshold 5.9e.* Therefore, the proposed Project is consistent with applicable land use plan, policy, and regulations and impacts are less than significant.

5.12. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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?	☐	☐	☐	☒

References: GPEIR, COR-GP

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

12a. **No impact.** The GPEIR notes that lands within City are either designated Mineral Resource Zone Three (MRZ-3) or Mineral Resource Zone Four (MRZ-4), as defined by the California Department of Conservation. (GPEIR, p. VI-28.) The County of Riverside General Plan identifies the proposed Project site within MRZ-3 (COR GP; Figure OS-6). Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of the deposit is unknown. (GPEIR, p. VI-28.) Due to the existing warehouses and other developments surrounding the majority of the Project site, it is unlikely that a mining operation could feasibly function if significant resources were discovered in the future. Therefore, because there are no known mineral resources within the Project site, no impacts are anticipated.

12b. **No impact.** No sites have been designated as locally-important mineral resource recovery sites on any local plan (GPEIR, p. VI-28). Therefore, no impact to the availability of a locally-important mineral resource recovery site will occur.

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

References: ALUC, ENTECH, GP, PVCCSP EIR, PMC

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

The PVCCSP includes Standards and Guidelines relevant to the analysis of noise impacts. These are presented below, are incorporated as part of the proposed Project, and are assumed in the analysis presented in this section.

Airport Overlay Zone (from Chapter 12.0 of the PVCCSP)

- All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to insure appropriate sound levels.

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

EXPLANATION OF CHECKLIST ANSWERS

13a. Less than significant impact with mitigation. Noise impacts are evaluated from two perspectives – impacts to the Project and impacts from the Project. Noise impacts to a project may occur as a result of excessive off-site noise sources. Noise impacts from a project may occur as a result of on-site activities or project-related traffic. To evaluate these impacts a *Noise & Vibration Study, Chartwell Warehouse at Rider Street and Redlands Avenue, City of Perris* was prepared for the Project by Entech Consulting dated June 2022. This study is included as Appendix I to the IS.

Existing Ambient Conditions

One (1) long term 24-hour measurement was taken from March 9 through March 10, 2022, to determine the existing ambient noise near the Project site. Noise monitoring measurements were

taken at the property boundary of a non-conforming residential property, Site 1, north of the Project site, across Rider Street, as shown on Figure 6 – Noise Monitoring Location in the *Noise & Vibration Study, Chartwell Warehouse at Rider Street and Redlands Avenue, City of Perris* (Appendix I). The noise level measurement collected shows an overall 24-hour average noise level at 73 CNEL as shown in **Table K – Existing (Ambient) 24-hour Noise Level Measurements** The existing CNEL noise levels exceed the Perris GP's normally acceptable noise standards of up to 70 CNEL for industrial land uses and 60 CNEL for residential uses.

Table K – Existing (Ambient) 24-hour Noise Level Measurements

Noise Monitoring Location ID	Address	Hourly Noise Levels (1 hr- L_{eq})				24-Hour CNEL Noise Level
		Daytime Minimum	Daytime Maximum	Nighttime Minimum	Nighttime Maximum	
Site 1	North of Project Site on Rider Street	51.8	59.0	59.0	70.2	**73**

Source: ENTECH, Table 5-1 (Appendix I)

Construction Noise – Temporary

It was assumed that each construction activity would occur center of the Project to the nearest residential receiver, located north of the Project site. This receptor may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the Project site, ground clearing, excavation, grading, and building activities. Construction noise is considered a short-term impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the Perris Municipal Code Section 7.34.060 and/or if they cause noise levels to exceed 80 A-Weighted Decibels (dBA) L_{max} in residential zones. The surrounding land use does not contain residential zones, however there is a residential property north of the Project site, along Rider Street, therefore this 80 dBA standard would apply.

Construction activities would occur during the permissible hours pursuant to the Perris Municipal Code 7.34.060. Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the Project vicinity. The Project's highest construction noise levels are anticipated to be 81 dBA L_{max} at the nearest sensitive receptors The loudest activity associated with site grading activity, which exceeds the City's standards of 80 dBA. The Project is subject to all applicable mitigation measures from the PVCCSP EIR. Therefore, with implementation of applicable PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4**, potential construction-related noise impacts would be less than significant for short term noise from construction activities.

> **PVCCSP MM Noise 1**: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. The construction contractors shall place all stationary construction equipment, so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.
>
> **PVCCSP MM Noise 2**: During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.

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.

Project-Generated Traffic Noise Impacts

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the PVCC SP EIR significance criteria. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60, and 55 CNEL dBA noise levels.

A potential noise impact would occur in locations where noise sensitive land uses exist adjacent to an identified roadway segment that Project traffic would increase noise levels 3 dBA CNEL or greater when the resulting noise levels exceed 60 dBA CNEL (PVCCSP EIR, p. 4.9-20.)

The expected roadway noise level increases from vehicular traffic were calculated using the Federal Highway Administration (FHWA)-RD-77-108 Highway Noise Prediction Model (FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). The national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels in California. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major, or arterial), the active roadway width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. (ENTECH, p. 26.) Four study area roadway segments were modeled to assess noise impacts for the following scenarios: Existing and Existing plus Project. Noise levels were modeled at centerline of the subject roadway to calculate Project generated increases in ambient noise levels. The results are presented in **Table L – Project Traffic Noise Levels**

Table L – Project Traffic Noise Levels

Roadway[b]	Segment	CNEL at 60ft (dBA)[b,c]			Potential Signifiant Impact
		Existing without Project	Existing with Project	Change in Noise Levels	
Redlands Avenue	South of Rider Street	65.7	65.7	0.0	No
Redlands Avenue	North of Rider Sreet	64.3	64.4	0.1	No
Rider Street	East of Redlands Avenue	68.4	68.4	0.0	No
Rider Street	West of Redlands Avenue	67.2	67.3	0.1	No

Source: ENTECH, Table 7-1, Table 7-2, and Table 7-3 (Appendix I)

Notes:

a Exterior noise levels calculated at 5 feet above ground level.

b Noise levels were calculated from the centerline of the subject roadway.

c Noise levels do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels.

As shown above in **Table L,** noise levels for the Redlands Avenue, south of Rider Street, and Rider Street, east of Redlands Avenue, segments remain unchanged under the without Project condition and with Project condition. Noise levels for the Redlands Avenue, north of Rider Street, and Rider Street, west of Redlands Avenue, segments changed by 0.1 dBA under the without Project condition and with Project condition. CNEL noise levels will remain below the significance threshold of 3 dBA CNEL when the without Project noise levels is above 60 dBA CNEL. Therefore, traffic noise generated by the Project is considered a less than significant.

Operational Noise

Stationary-related noise impacts associated with rooftop HVAC equipment, on-site parking lot circulation, and the proposed 19-bay loading dock (including back-up beeps) were evaluated based on the maximum noise levels identified below in **Table M – Reference Noise Levels**.

Table M – Reference Noise Levels

Noise Source[a]	Source Type	Reference Distance from the Source (in feet)	No of Units	Reference Noise Level	
				L_{eq} (dBA)	L_{max} (dBA)
Idling Semi Truck	Point Source	10	19	73.8	74.9
Back Up Alarm	Point Source	3	19	77.9	92.7
HVAC	Point Source	3	9	67.7	68.6
Parking	Area (SP Parking Tool)	1 car per hour	101	-	-

Source: ENTECH, Table 6-2 (Appendix I)

Notes:

a Reference noise levels were obtained from the Sound Plan library.

b Based on the throughput of 3 cars per hour.

The reference noise levels for the operational noise sources in **Table M** were utilized to calculate the predicted operational source noise levels at receiver R1. As shown below in **Table N – Project Only Operational Noise Levels (dBA L_{max}),** the project operational noise level at

receivers R1 is 52 dBA L_{max}. The expected CNEL noise level is shown in **Table O – Project Only Operational Noise levels (dBA_{Leq}) & CNEL.**

Table N – Project Only Operational Noise Levels (dBA L_{max})

Receiver Location[a]	Distance from the Project site to receiving property line (ft)	Combined Project Only Operational Noise Level (dBA L_{max})	Daytime Standard 80 dBA L_{max} Exceeded	Nighttime Standard 60 dBA L_{max} Exceeded?
R1	145	52	No	No

Source: ENTECH, Table 8-1 (Appendix I)

Notes:
a Receiver location as shown on Figure 6 in Appendix I

Table O – Project Only Operational Noise levels (dBA_{Leq}) & CNEL

Receiver Location[a]	Distance from the Project site to receiving property line (ft)	Combined Project Only Operational Noise Level (dBA L_{max})	CNEL	60 CNELStandard Exceeded?
R1	145	39	42	No

Source: ENTECH, Table 8-2 (Appendix I)

Notes:
a Receiver location as shown on Figure 6 in Appendix I

Therefore, operational noise levels associated with the Project will satisfy the Perris Municipal Code exterior noise level standards of 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime and the General Plan Standard of 60 CNEL. (ENTECH, p. 30-31.) Therefore, impacts associated with the generation of ambient noise levels in the vicinity of the project in excess of standards are less than significant.

13b. Less than significant impact. Project-generated traffic and construction may result in ground vibration.

Construction Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 inches/second. (ENTECH, p. 32.) Primary sources of ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). (ENTECH, p. 32.) Construction activities that would occur within the Project site include grading, building construction, paving and painting. These activities have the potential to generate low levels of ground-borne vibration. **Table P – Construction Equipment Vibration Levels**, shows the expected vibration levels expected at the nearest sensitive receiver.

Table P – Construction Equipment Vibration Levels

Noise Receiver[a]	Distance from Construction Activity to Property Line (in feet)	Large Bulldozer Reference Vibration Level[b] (at 25 feet)[b]	Peak Vibration Level at 225 feet	Exceed Threshold? (Below 80 VdB)
R1	145 feet	87 VdB	64 VdB	No

Source: ENTECH, Table 10-4 (Appendix I)
Notes:
a Receiver location as shown on ENTECH, Figure 6 (Appendix I)
b Reference noise level from the FTA *Noise and Vibration Manual*, Table 7-4

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 87 VdB at a distance of 25 feet. At 145 feet, construction vibration levels are expected to approach 64 VdB. Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, the construction at the proposed Project site will not result in a perceptible human response (annoyance). Impacts at the closest sensitive receptor are unlikely to be sustained during the entire construction period. Moreover, construction at the Project site will be restricted to daytime hours, thereby eliminating potential vibration impact during the sensitive nighttime hours. Further, the predicted construction vibration level is below the PVCCSP vibration threshold of 80 VdB and impacts would be less than significant. Nonetheless, as discussed under *Threshold 13a*, the Project will implement PVCCSP EIR mitigation measures **MM Noise 1** through **MM Noise 4**.

Operational Vibration

Project operations will increase auto and truck traffic within the Project area. Per the *Caltrans Transportation Noise and Vibration Manua*l traffic, auto and heavy trucks traveling on roadways rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. (ENTECH, p. 32.) Nonetheless, a qualitative analysis is provided to evaluate the likelihood of vibration impacts from the Project utilizing the empirical vibration curve developed by Caltrans.

Based on the Caltrans vibration curve (Appendix I, Figure 7), vibration attenuates rapidly with distance. Based on the distance from the roadway centerlines to Receivers R1 through R8, the maximum worse-case vibration levels expected at these locations are near 0.08 millimeters per second (mm/s) or 0.0032 inches/second or 70 VdB. Caltrans and the FTA provide a range of perceptible annoyance levels, and this predicted vibration level falls well below the distinctly perceptible level of 0.08 inches/second), below the FTA damage criteria of 0.3 inches/second, and the human annoyance level of 80 VdB. Further this worst-case vibration level from truck traffic would not exceed the Caltrans threshold of 0.2 inches/second. It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. On this basis, the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration would be less than significant. (ENTECH, p. 32.)

13c. **Less than significant impact.** According MARB/IPA LUCP, the proposed Project site is depicted as being in an area inside the 65 CNEL aircraft noise contour. Per the Perris GP Noise Element, industrial land uses can be exposed to noise levels up to 70 CNEL. Therefore, the proposed Project would not require special measures to mitigate aircraft-generated noise and

would not expose people residing or working in the Project area to excessive noise levels. Thus, impacts will be less than significant.

The Perris Valley Airport and Skydiving Center is a privately owned and operated airport within the City. The Perris Valley Airport Influence Area 1 limits residential uses in the airport's flight path. The proposed Project site is located approximately 4.5 miles north of the airport, outside of any influence areas. Therefore, no impacts from this airport are anticipated.

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5.14. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	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 the extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

References: SCAG, USCB

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

14a. **Less than significant impact.** According to the US Census Bureau, the City's population was 79,291 as of July 2019 (USCB). The Southern California Association of Governments (SCAG) estimates that the population of Perris is expected to increase to about 116,700 by the year 2040. (SCAG, p. 27.) The proposed Project does not involve construction of any new homes and will not contribute to a direct increase in the City's population. The proposed Project may indirectly contribute to population growth within the City by creating jobs both during construction and operation. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the general Project vicinity and that the Project would not attract a significant number of new residents to the City and, therefore, create a substantial demand for new housing in Perris.

Although the proposed Project will include some expansion of infrastructure, this new infrastructure will all be constructed to serve the proposed Project's needs and will not cause additional growth. The creation of jobs and necessary infrastructure to support the land uses proposed in the PVCCSP were already addressed and analyzed in the previous PVCCSP EIR. Therefore, construction and operation of the proposed Project will not significantly induce substantial unplanned population growth either directly or indirectly. Therefore, impacts will be less than significant.

14b. **No impact.** The Project site is currently vacant and undeveloped. Implementation of the proposed Project would not displace people or housing necessitating the construction of replacement housing elsewhere. Moreover, the PVCCSP land use designation for the Project site is Light Industrial. As such, this area is not intended to provide housing within the City. Therefore, the Project will not displace substantial numbers of existing people and no impact will occur.

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

References: ORD 1182, PVCCSP IS

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

On-Site Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.1 Crime Prevention Measures

Development projects should take precautions by installing on-site security measures...Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan should be considered in the design concepts for each individual development proposal such as:

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

Off-Site Design Standards and Guidelines (from Chapter 5.0 of the PVCCSP)

5.4 Off-Site Infrastructure Standards

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

EXPLANATION OF CHECKLIST ANSWERS

15a. Less Than Significant Impact. The North Perris Fire Station No. 90 is located at 333 Placentia Avenue, approximately 0.6 miles southwest of the proposed Project site. It is expected that this fire station would provide first response to the proposed Project. City Ordinance No. 1182 establishes a developer impact fee (DIF) to mitigate the cost of public facilities needed to offset the impact of developing new facilities to support fire services (ORD 1182). The proposed Project will be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local fire department.

Since the proposed Project does not include new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate development impact fees. The proposed Project will also be required to comply with all applicable fire code requirements for construction and access to the site and as such, will be reviewed by the City Fire Department to determine the specific fire requirements applicable to ensure compliance with these requirements. Thus, the proposed Project will not result in the need for new fire protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts are less than significant.

15b. Less Than Significant Impact. The City contracts with the Riverside County Sheriff to provide police services for the City. The Perris police station is located at 137 North Perris Boulevard, approximately four miles southwest of the proposed Project site. As stated in *Threshold 15a,* Ordinance No. 1182 establishes a developer impact fee to mitigate the cost of public facilities to serve new development. The Sheriff Department receives a portion of these developer impact fees, which are collected and distributed in order to offset the impact of developing new facilities to support sheriff services. The proposed Project will be required to comply with Ordinance No. 1182 in order to offset potential impacts to the local police department. Thus, the proposed Project will not result in the need for new police protection facilities, the construction of which could cause significant environmental impacts. Therefore, impacts are less than significant.

15c. Less Than Significant Impact. The proposed Project site is located within the boundaries of the Val Verde Unified School District (VVUSD). The proposed Project will not directly create a source of school-aged children, as the Project does not increase residential land use designations nor construct any housing. The Project may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed and paid to the school district. Since the proposed Project does not include new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Thus, the proposed Project will not result in the need for new school facilities, the construction of which could cause significant environmental impacts. Therefore, impacts are less than significant.

15d. **Less Than Significant Impact.** The proposed Project will not directly require the construction or expansion of public recreational facilities as it does not include new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities DIFs shall be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. There will be some recreational amenities that are provided at the Project site in accordance with the PVCCSP Industrial Development Standards and Guidelines for recreational amenities as part of the Project to serve the future employees. The physical impacts of building these amenities are addressed in this IS through the overall analysis of the site development and no unique or separate environmental impacts will occur as a result of building these facilities. Based on the above discussion, impacts are considered to be less than significant.

15e. **Less Than Significant Impact.** The proposed Project would not directly increase the demand for library or other public services because it does not propose new residential uses. The City contracts with the Riverside County Public Library System and provides library services at Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard, approximately four miles southwest of the proposed Project site. The proposed Project is subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the proposed Project does not include new housing, any impacts will be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, impacts related to libraries are less than significant.

The nearest emergency medical service available to the proposed Project area is the Riverside County Regional Medical Facility in Moreno Valley, approximately six miles northeast of the Project site. Healthcare facilities are developed in response to perceived market demand by free enterprise. Therefore, the development of the proposed Project will not result in the construction for new or expanded medical facilities. The PVCCSP IS determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCCSP is considered to be less than significant. (PVCCSP IS, p. 17.) Therefore, impacts are considered less than significant.

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5.16. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would/does the project:				
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?	☐	☐	☒	☐

References: PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

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

8.2.1.4 Employee Break Areas and Amenities

- An outdoor break area should be provided at each office area location.
- Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails, and recreational facilities.
- Site design should consider pedestrian access when adjacent to area wide open space, trails, parks, or other community amenities.

EXPLANATION OF CHECKLIST ANSWERS

16a. Less than significant impact. The Project is proposed to operate as a warehouse and will not create a direct increase in the use of public recreational facilities. Although the proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that the majority of jobs will be filled by individuals already residing in the Project vicinity. Indirect impacts to park facilities will be offset through payment of the applicable Recreational Facilities DIFs. With payment of these fees, impacts to parks and other public recreational facilities will be less than significant and no mitigation is required.

16b. Less than significant impact. See response to *Threshold 16a*, above. The proposed Project has been designed to be in compliance with the PVCCSP and will provide employee amenities, including an outdoor break area. Incremental indirect impacts to park facilities will be offset via

payment of applicable Recreational Facilities DIFs; therefore, impacts will be less than significant.

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

References: PVCCSP, PVCCSP EIR, RCTC, WEBB-D

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

Onsite Design Standards and Guidelines (from Chapter 4.0 of the PVCCSP)

4.2.2.3 Pedestrian Access and On-Site Circulation

- Avoid Conflicts Between Pedestrian and Vehicular Circulation. Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages.
- Primary Walkway. Primary walkways should be 5 feet wide at a minimum and conform to ADA/Title 24 standards for surfacing, slope, and other requirements.
- Pedestrian Linkages to Public Realm. A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

The following mitigation measures from the PVCCSP EIR will be implemented by the Project through conditions of Project approval.

> **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 TUMF (Transportation Uniform Mitigation Fee), DIF (Development Impact Fee) and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.

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 would 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 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCCSP as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

EXPLANATION OF CHECKLIST ANSWERS

17a. Less than significant impact. In compliance with PVCCSP EIR mitigation measure **MM Trans 7,** a screening analysis for the proposed Project was conducted in order to determine if further Level of Service analysis was required. The *City of Perris Scoping Form for Land Use Projects; SWC Rider-Redlands Warehouse (Chartwell) DPR 21-00003* screening analysis indicated that the proposed Project does not warrant a LOS evaluation (WEBB-D). The Project site has been designed to construct on-site roadway improvements consistent with the PVCCSP, as outlined in PVCCSP EIR mitigation measure **MM Trans 1**. The proposed Project will participate in the phased construction of off-site traffic signals through payment of the Project's fair share of traffic signal mitigation fees which include TUMF, DIF, and NPRBBD as outlined in PVCCSP EIR mitigation measure **MM Trans 3**. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level.

The Riverside Transit Agency (RTA) operates Routes 41 in the Project vicinity (RTA). Pursuant to PVCCSP EIR mitigation measure **MM Trans 4**, RTA was contacted to determine if future provision of bus routing in the Project area would require bus stops at the Project access points.[13] RTA staff indicated no bus stops are required along the Project's frontage because two new bus stops are being included at the intersection of Rider Street and Redlands Avenue in conjunction with other projects. The proposed and existing sidewalk adjacent to the Project site on Redlands Avenue and Rider Street will allow for pedestrian access to these future bus stops. The PVCCSP also includes pedestrian paths and sidewalks into roadway design, and bike trails into its *Standards and Design Guidelines* to accommodate non-motorized forms of transportation along roadways within the Specific Plan area and to encourage bus stops to be provided at large commercial and employment centers along existing and future bus routes. Compliance with these policies and implementation of **PVCCSP** EIR mitigation measures **MM Trans 4** and **PVCCSP MM Trans 5** will ensure that the Project will not conflict with the City's adopted policies, plans, or programs supporting alternative modes of transportation.

For the reasons set forth in the preceding paragraphs, impacts related to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities are less than significant.

17b. Less than significant impact. Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB 743. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

On June 9, 2020, the City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines) to help ensure that land use development and transportation projects

[13] Personal communication with RTA staff on March 15, 2021.

comply with the latest CEQA requirements regarding VMT. The Perris TIA Guidelines are based on the recommendations provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) and the Western Riverside Council of Governments (WRCOG) *Draft Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (updated March 2020). The TIA Guidelines provide standardized criteria and established thresholds of significance to be used for analyzing transportation impacts for CEQA. (TIA Guidelines, p. 1.) Automobile delay can, however, still be used by agencies to determine local operational impacts.

The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment. (TIA Guidelines, p. 2.) According to the TIA Guidelines, a project is presumed to have a less than significant impact on VMT if the project satisfies at least one of the following VMT screening criteria:

A. Is the project 100% affordable housing?

B. Is the project within one-half mile of qualifying transit

C. Is the project a local serving land use?

D. Is the project in a low VMT area?

E. Are the project's net daily trips less than 500 average daily trips (ADTs)? (TIA Guidelines pp. 2-6.)

WEBB prepared a VMT screening analysis for the proposed Project (included as Appendix K to this Initial Study) to ascertain if further VMT analysis is required. The results of the VMT screening analysis indicates that the proposed Project site is in a low VMT-generating area (i.e., a low VMT-generating Traffic Analysis Zone (TAZ), the proposed Project is not unique in that the TAZ in which the Project site is located contains other warehouses and would not be misrepresented within the county traffic model (RivTAM). The TAZ contains other warehouse land uses and the Project is consistent with the PVCCSP. The results of the VMT screening analysis also concluded:

- The City average daily residential home-based VMT per capita is 15.05. The Project TAZ daily residential home-based VMT per capita is 13.16 which is 1.89 lower than the City average.

- The City average daily home-based work VMT per worker is 11.62. The Project TAZ daily home-based work VMT per worker is 9.95 which is 1.67 lower than the City average. (WEBB-D, p. 2.)

Thus, the proposed Project satisfies VMT screening criteria D (located in a low VMT area).

According to the TIA Guidelines, "If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT." Therefore, impacts regarding being in conflict with or inconsistent with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

17c. **Less than significant impact.** In compliance with PVCCSP EIR mitigation measures **MM Trans 1** and **MM Trans 2,** improvements related to on-site roadway design and safety will be reviewed by City staff and implemented to ensure adequate sight distance be provided at each Project access location. Thus, the Project does not entail any design features that would increase traffic hazards due to geometric design. The proposed warehouse/distribution facility is consistent with the on-site and surrounding land use and zoning designations, and as such implementation of the Project will not introduce incompatible uses to the Project Area. Thus, proposed Project will not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts are less than significant.

17d. **Less than significant impact.** The proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The Project will be reviewed by the County Fire Department to determine the specific fire requirements applicable to the Project and to ensure compliance with these requirements. This will ensure that the proposed Project would provide adequate emergency access to and from the site. Thus, implementation of the proposed Project will not result in inadequate emergency access and impacts are less than significant.

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

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no Standards and Guidelines included in the PVCCSP related to tribal cultural resources. By preparing this Initial Study analysis, the Project has complied with PVCCSP EIR mitigation measure PVCCSP EIR mitigation measure **MM Cultural 1**, the applicable PVCCSP EIR mitigation measure that is also applicable to tribal cultural resources. A full citation of each applicable PVCCSP EIR mitigation measure can be found in *Threshold 5b* of this Initial Study.

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

EXPLANATION OF CHECKLIST ANSWERS

18a(i). Less than significant impact with mitigation. As discussed in *Threshold 5b* above, there are no items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources at the Project site. Further, the site is currently vacant.

Nonetheless, if previously undiscovered historical resources are encountered at the Project site during ground disturbing activities, implementation of Project-specific mitigation measures **MM CR-1** and **MM CR-2** as described in Threshold 5b and Threshold 5c above, ensures that potential impacts to tribal cultural resources would be less than significant.

18a(ii). Less than significant impact with mitigation. As of July 1, 2015, Assembly Bill 52 (AB 52), signed into law in 2014, amends CEQA and establishes new requirements for tribal consultation. The law applies to all projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration. It also broadly defines a new resource category of "tribal cultural resource" and establishes a more robust process for meaningful consultation that includes:

- Prescribed notification and response timelines
- Consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures
- Documentation of all consultation efforts to support CEQA findings

The City, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. On October 21, 2021, the City provided notification to the following seven tribes in accordance with AB 52: the Agua Caliente Band of Cahuilla Indians, Desert Cahuilla Indians, Pechanga Band of Mission Indians, Morongo Band of Mission Indians, Rincon Band of Mission Indians, and Soboba Band of Luiseño Indians. The City did not receive a request for consultation from any of the tribes within 30 days following notification. Consequently, the consultation period concluded on November 22, 2021. Although no tribal cultural resources have been identified on or near the Project site, implementation of Project-specific mitigation measures **MM CR-1** and **MM CR-2** as described in *Threshold 5b* and *Threshold 5c* above, ensures that potential impacts to tribal cultural resources would be less than significant.

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5.19. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate 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?	☐	☐	☒	☐

References: CAL-C, CAL-D, EMWD- UWMP, EMWD-WS, EPA, MWD, PVCCSP EIR, PVWRF

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

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

EXPLANATION OF CHECKLIST ANSWERS

19a. Less than significant impact. The existing power poles and overhead lines that are within the interior of the Project site will be removed and the existing power poles along the Project's frontage on Redlands Avenue will be removed and power lines will be undergrounded. Existing electrical power, natural gas, and telecommunication facilities are available in Redlands Avenue and Rider Street to serve the Project site.

The existing MDP Line A-B located in Rider Street will convey flows from the Project site to the PVSDC located 0.3-mile to the east. The Project includes the construction on-site storm drain lines, two water quality bio-treatment units (the MWS), and one underground detention system. (See **Figure 7 – Proposed Site Plan**.) The proposed drainage systems will provide adequate water quality treatment for onsite runoff and the Project will not impact flooding conditions to upstream or downstream properties.

The Project will connect to the existing water and sewer lines that are located in Redlands Avenue. Since these utility connections will be constructed within existing roadways (Redlands Avenue or Rider Street) or the Project boundary, any resulting impacts from said utility construction have been addressed in this Initial Study.

Therefore, the proposed Project would not cause significant effects with regard to the construction of water, sewer, storm water drainage, electrical power, natural gas, or telecommunications facilities and impacts will be less than significant.

19b. **Less than significant impact.** The Project site is located within the service area of the Eastern Municipal Water District (EMWD). The EMWD provided a will-serve letter indicating an ability to provide potable water and sewer service to the Project on May 5, 2021 (EMWD-WS), included as Appendix L to this Initial Study. The Project will connect to the existing 12-inch diameter water pipeline and the 42-inch diameter sewer pipeline that are located in Redlands Avenue.

In compliance with Sections 10910–10915 of the *California Water Code* (commonly referred to as "Senate Bill [SB] 610" according to the enacting legislation), a WSA was prepared for the PVCCSP to assess the impact of development allowed by the Specific Plan on EMWD's existing and projected water supplies. The EMWD approved this WSA in July 2011 and determined that existing and planned EMWD water supplies are sufficient to meet Project-related demands. Recently, the EMWD adopted its updated 2020 UWMP, which contains more accurate projections for water supply and ability to serve the proposed Project area.

Development within the PVCCSP will increase demand for water supplies within the EMWD's service area. According to the PVCCSP WSA, based on the PVCCSP land use designations, at buildout, the PVCCSP is anticipated to have a projected water demand of 2,671.5 acre-feet per year (AFY). The WSA prepared for the PVCCSP determined that there would be sufficient water supplies to serve proposed development within the PVCCSP area.

The EMWD adopted its 2020UWMP, which details the reliability of the EMWD's current and future water supply. The EMWD has four sources of water supply: imported water from The Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (EMWD-UWMP, p. 3-3). The EMWD has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including increasing local groundwater banking through the Enhanced Recharge and Recovery Program (ERRP), expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of an Integrated Resource Plan. (EMWD-UWMP, p. 7-12.) Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs and an innovative tiered pricing structure. (EMWD-UWMP, p. 7-12.)

In 2020, approximately 50 percent of the EMWD's total retail supply was imported from the MWD (EMWD-UWMP, p. 6-2). The MWD also prepared a Regional UWMP and Integrated Water

Resource Plan to detail their ability to provide water in times of shortage and address concerns regarding water supply reliability based on recent judicial decisions affecting the SWP and potential impacts due to climate change and drought. Based on the information provided in the Metropolitan's 2020 UWMP, Metropolitan has sufficient supply capabilities to meet. the expected demands of its member agencies from 2025 through 2045 under normal, historic single-dry and historic multiple-dry year conditions. (MWD, p. ES-5-ES-6.)

The EMWD determined that it will be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing and future demands. Therefore, it can be concluded that there are sufficient water supplies available to serve the proposed Project, which is consistent with the land use assumptions of the PVCCSP for industrial uses, from the EMWD's existing entitlements and resources as set forth in its 2020 UWMP and the MWD's 2020 UWMP. Therefore, because the proposed Project is consistent with the land use designation for the site that was assumed in the most recent UWMP, and with payment of applicable fees, impacts to water supplies will be less than significant.

19c. Less Than Significant Impact. Wastewater collection and treatment service will be provided by the EMWD. Wastewater from the Project would be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF). The EMWD provided a Will Serve letter, on May 5, 2021, indicating an ability to provide potable water and sewer service to the Project. (EMWD-WS.) The Project will connect to the existing 12-inch diameter water pipeline and the 42-inch diameter sewer pipeline in Redlands Avenue.

Development associated with the PVCCSP, of which the Project is a part, will result in an increase in the amount of wastewater generated within the EMWD's service area. The PVCCSP is anticipated to generate approximately 5,316,295 gallons (5.3 mgd) of wastewater per day to be treated at the Perris Valley Regional Water Reclamation Facility (PVRWRF) at build-out. (PVCCSP EIR, p. 4.11-27.)

As of 2021, the PVRWRF accepts approximately 14 million gallons per day (mgd) but has an ultimate treatment capacity of 27 mgd (PVRWRF). Thus, the total demand from the PVCCSP represents approximately 20 percent of the current PVRWRF capacity. A portion of the current wastewater treated at the PVRWRF consists of diversions from elsewhere in EMWD's service area. Therefore, because the EMWD's wastewater diversions are operational decisions and because there is sufficient capacity in the EMWD's other wastewater treatment facilities to accommodate additional wastewater flows, overall the EMWD has sufficient capacity to treat the wastewater generated by the PVCCSP.

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the Project's proposed development of a warehouse/distribution facility on the approximately 6-acre Project site would generate approximately 10,642 gpd (0.010 mgd) of wastewater that would be treated at the PVRWRF. As such, the proposed Project's wastewater generation represents less than one percent of the PVCCSP's total estimated wastewater generation (5.3 mgd).

Since the proposed Project consists of construction and operation of a warehouse/distribution facility, it is consistent with the land use designation in the PVCCSP and the wastewater generation analysis assumptions used for the PVCCSP EIR and will not result in impacts greater

than those analyzed in the PVCCSP EIR. Therefore, implementation of the proposed Project will have a less than significant impact on the EMWD's ability to treat wastewater and will not contribute significantly to require construction or operation of new or expanded wastewater facilities. Thus, impacts will be less than significant.

19d. Less Than Significant Impact. Trash, recycling, and green waste services within the City are provided by CR&R Waste Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road, approximately 4.0 miles south of the Project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste from the proposed Project would be transported to either: (1) the Badlands Landfill on Ironwood Avenue in Moreno Valley (33-AA-0006), which has a permitted daily capacity of 4,800 tons per day (tpd); or (2) the El Sobrante Landfill (33-AA-0217) on Dawson Canyon Road in Corona, with a permitted daily capacity of 16,054 tpd. (CAL-C; CAL-D.)

Construction-Related Solid Waste

Overall, construction associated with Projects within the PVCCSP area is anticipated to generate approximately 104,671 tons of construction-related solid waste over a 20-year buildout period. Therefore, given the limited contribution of solid waste during an extended construction period, the PVCCSP EIR concluded that construction within the PVCCSP area would have a less than significant contribution to the exceedance of the permitted capacity of the designated landfills.

Based on the U.S. Environmental Protection Agency's (EPA's) construction waste generation factor for light industrial projects of 3.89 pounds per square foot, the proposed building of 132,485 SF will generate approximately 258 tons of construction-related solid waste (EPA, p. 2-4). This represents less than 0.0 percent of the total estimated construction-related waste to be generated by development of allowed PVCCSP uses, which was determined to be able to be accommodated by the landfills serving the City. Therefore, the disposal of construction-related solid waste associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante landfills and there would be a less than significant impact.

Operational Solid Waste

The PVCCSP EIR estimates that operation of future development under the Specific Plan would generate approximately 544,049 tons per year of solid waste, which was determined to be approximately 11 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills. The PVCCSP EIR concludes that, with development of the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of these landfills.

Based on the California Department of Resources, Recycling and Recovery (CalRecycle) operational solid waste disposal factor of 0.0108 ton per square foot per year for the Light Industrial PVCCSP land use designation applied in the PVCCSP EIR, the Project's 324,147 SF of proposed industrial warehouse/distribution uses would generate approximately 1,431 tons per year of solid waste requiring landfill disposal. This represents less than 0.00 percent of the estimated annual operational solid waste stream for development of allowed PVCCSP uses, which was determined to be accommodated by the landfills serving the City. Therefore, consistent with the findings of the PVCCSP EIR, the disposal of operational solid waste

associated with the proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills and there would be a less than significant impact.

The proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs since the Badlands and El Sobrante Landfills have the capacity to support the construction and operational waste expected from the Project. Therefore, impacts will be less than significant.

19e. Less Than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Waste Services to develop a collection program 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. Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations.

The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. By 2004, the City of Perris achieved a 51 percent waste diversion rate. In addition, Perris Municipal Code Section 7.44.050 requires that project construction divert a minimum of 50 percent of construction and demolition debris. Also, Section 7.44.060 requires the submittal of a waste management plan. In addition, the 2016 CalGreen Code requires to divert 65 percent of construction waste. Thus, the proposed Project will be required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts are less than significant.

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

References: CAL-B, GP, PVCCSP EIR

APPLICABLE PVCCSP STANDARDS AND GUIDELINES, AND MITIGATION MEASURES

There are no PVCCSP EIR mitigation measures related to wildfire. Standards and Guidelines relevant to the analysis of wildfire impacts presented in this Initial Study include:

General Plan Safety Element

- Policy S-2.1: Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.
- Policy S-2.2: Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.
- Policy S-2.5: Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
- Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.

- Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

- Policy S-5.10: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

Weed Abatement (Section 7.08.045.)

- Property subject to abatement shall be cleared of all vegetation and rubbish. The property shall be free of fire hazard nuisances including dry or dead grasses, shrubbery or trees, and combustible refuse and waste or any material growing that may in reasonable probability constitute a fire hazard. The property shall be free of rubbish and vegetation which would hamper or interfere with the prevention or suppression of fire.

EXPLANATION OF CHECKLIST ANSWERS

20a-d. No impact. The proposed Project site is not located in or near any of the Fire Hazard Severity Zones (Moderate, High, Very High) within the State Responsibility Area (SRA) (CAL-B). Also, as shown in the GP Figure S-5 Wildfire Hazards, the Project site is not located within the a State Responsibility Area or within or near a Very High Fire Hazard Severity Zone (GP; Safety Element, p 19). Therefore, the Project would have no impacts related to wildfires or the associated issues identified in thresholds a through d, above. No impacts would occur and no mitigation is required.

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

References: Analysis in the preceding checklist.

EXPLANATION OF CHECKLIST ANSWERS

21a. **Less than significant impact with mitigation.** As discussed throughout the Initial Study, the proposed Project area does not contain sensitive biological resources that could potentially be affected by the proposed Project. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of PVCCSP EIR mitigation measures **MM Bio 1** and **MM Bio 2** identified in this IS as well as design features and measures already incorporated into the Project.

As discussed in *Thresholds 5.4a and 5.4b*, there are no known significant historic or archaeological resources at the Project site. As discussed in *Threshold 5.5b* none of the 20 previously recorded cultural resources are located within a one-mile radius of the Project site. However, in order to provide protection in the unlikely event that cultural resources are unearthed during Project construction, implementation of Project-specific mitigation measures **MM CR 1** and **MM CR 2** set forth in Section 5.5 Cultural Resources shall be implemented to reduce potential impacts to less than significant levels.

Thus, the proposed Project will not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts are less than significant with mitigation incorporated.

21b. Less than significant impact. The proposed Project is being developed according to the PVCCSP and is an allowed use under the site's Light Industrial land use designation in the PVCCSP; however, the PVCCSP may result in several cumulatively considerable impacts. Analysis contained in the PVCCSP EIR determined that construction associated within the PVCCSP may have cumulatively significant impacts in the following areas:

- *Air Quality:* Emissions generated by the overall PVCCSP area will exceed the SCAQMD's recommended thresholds of significance;
- *Noise:* Development in the overall PVCCSP area will result in substantial increases in the ambient noise environment at Project buildout;
- *Transportation:* Potential cumulative impacts to I-215, which is consistent with the findings in the Perris GP.

However, as demonstrated by the analysis in this IS, the proposed Project will not result in any unavoidable significant environmental impacts with the implementation of PVCCSP EIR mitigation measures **MM Air 2** through **MM Air 9**, **MM Air 11** through **MM Air 14**, **MM Air 19**, **MM Air 20**, **MM Noise 1** through **MM Noise 4**, **MM Trans 1** through **MM Trans 5**, and **MM Trans 7**. The Project is consistent with local and regional plans, and the Project's air quality emissions do not exceed established thresholds of significance. Additionally, the proposed Project will not cause a substantial increase in ambient noise levels. The Project adheres to all other land use plans and policies with jurisdiction in the Project area. 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 cumulative impacts. Therefore, the proposed Project will not have impacts that are individually limited, but cumulatively considerable, and impacts will be less than significant.

21c. Less than significant impact with mitigation. Effects on human beings were evaluated as part of this analysis of this IS under the aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, GHG, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and services systems thresholds. Based on the analysis and conclusions in this IS, impacts for these topics were considered to have no impact, less than significant impact, or less than significant impact with mitigation incorporated. The following are PVCCSP EIR mitigation measures that will be incorporated, **MM Air 2** through **MM Air 9**, **MM Air 11** through **MM Air 14**, **MM Air 19**, **MM Air 20**, **MM Bio 1, MM Bio 2**, **MM Haz 2** through **Mm Haz 6**, **MM Noise 1** through **MM Noise 4**, **MM Trans 1** through **MM Trans 5**, and **MM Trans 7**. The following are Project-specific mitigation measure that will be incorporated **MM AES 1**, **MM CR 1, MM CR 2,** and **MM GEO 1.** Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant with mitigation incorporated.

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