Redlands Avenue West Industrial Project
ERRATA INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Development Plan Review No. DPR 20-00020

Prepared for

City of Perris
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ACRONYMNS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Perris
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold

MARB/IPA	March Air Reserve Base/Inland Port Airport
MARB/IPA ALUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside Multiple Species Habitat Conservation Plan
MTCO2e	Metric Tons Carbon Dioxide Equivalent
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PCE	Passenger Car-Equivalent
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
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SB 18	Senate Bill 18
SGMA	Sustainability Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TRU	Transport Refrigeration Units
TUMF	Transportation Uniform Mitigation Fee

1 INTRODUCTION

Lake Creek Industrial, LLC (Applicant) proposes to develop a ~~334,040~~ 301,101-square-foot (SF) non-refrigerated industrial building on a 20.14 gross acre site along Redlands Avenue, designed to house one speculative tenant, and would include an 8,000 SF office, ~~68~~ 38 total truck dock positions, ~~two~~ one grade door, ~~184~~ 164 trailer stalls, ~~109~~ 120 auto parking stalls, and related site landscaping, drainage, and street dedication (Proposed Project). The Proposed Project Site is situated on the western side of Redlands Ave, south of E Rider Street and north of Placentia Avenue within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris, and specifically within eight (8) parcels, Assessor's Parcel Numbers (APNs) 300-250-009, -010, -011, -012, -013, -014, -015 and -016, (Project Site). Vehicles access the Project Site from Interstate 215 (I-215) located approximately 1.8 miles to the southwest via the Nuevo Road exit.

The Proposed Project is subject to the approval of the following entitlements:

- Development Plan Review No. 20-00020 (DPR 20-00020) to construct a ~~334,040~~ 301,101 SF concrete tilt-up non-refrigerated warehouse and associated parking and landscaping on 20.14 gross acres of land consisting of eight parcels.
- Tentative Parcel Map No. 38386 (TPM 38386) to consolidate eight parcels into one parcel, vacate the alignment of Russell Way, and dedicate approximately 1.02 acres for street improvements along Redlands Avenue.
- Specific Plan Amendment No. 22-05052 (SPA 22-05052) to remove Russell Way from the Circulation Plan in the Perris Valley Commerce Center Specific Plan.

The Proposed Project is a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to Section 15367 of the Guidelines for Implementation of the California Environmental Quality Act ("State CEQA Guidelines"), the City of Perris (the City) is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for conducting or approving a project. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development and operation of the Proposed Project would have a significant impact on the environment.

1.1 California Environmental Quality Act Compliance

In accordance with CEQA, this Initial Study has been prepared to analyze and determine any potential significant impacts upon the environment that would result from construction and

implementation of the Proposed Project. In accordance with State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

A Lead Agency may prepare a Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code Section 21064.5).

This Initial Study has been prepared for the Proposed Project, in conformance with Section 15070(b) of the State CEQA Guidelines. The purpose of the Initial Study is to identify potentially significant impacts associated with construction and operation of the Proposed Project and incorporate mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a less than significant level.

1.2 Content and Format of the Initial Study

This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

The Initial Study is organized as follows:

- **Section 1 – Introduction.** This section introduces the scope of the Proposed Project and the City's role in the project, as well as a brief summary of findings.
- **Section 2 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the City. This section also provides the determination of the environmental document to be approved by the City.
- **Section 3 – Project Description.** This section details the Proposed Project components and general environmental setting.
- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics.

The Form is based on the current State CEQA Guidelines Appendix G Environmental Checklist Form and it evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.

- **Section 5 – List of Preparers.** This section summarizes the professionals who contributed to the preparation of this report and its technical appendices.
- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.3 Initial Study Summary of Findings

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Mitigation measures were identified to reduce some impacts to Less Than Significant. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared.

1.4 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 http://www.cityofperris.org/city-hall/general-plan.html.)
- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR). (Available at http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf.)
- *Perris Valley Commerce Center Specific Plan Amendment No. 12*, approved January 11, 2022 (PVCCSP). (Available at https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000 .)]
- *Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086*, certified January 10, 2012 (PVCCSP EIR). (Available at http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-SpecificPlanFEIR-11-2011.pdf.)

1.5 Contact Person

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

City of Perris Development Services – Planning Division
Attn: Chantal Power, Contract Planner
135 N. D Street
Perris, CA 92570
Phone: (909) 754-1653
Email: cpower@interwestgrp.com

2 INITIAL STUDY AND ENVIRONMENTAL EVALUATION

2.1 Project Summary

Project Title:	Redlands Avenue West Industrial Project
Lead Agency Name: **Address**	City of Perris Development Services – Planning Division 135 N. "D" Street Perris, California 92570
Contact Person:	Chantal Power, Contract Planner cpower@interwestgrp.com (909) 754-1653
Project Location:	West side of Redlands Avenue, north of Placentia Avenue, south of E. Rider Street Acres: 20.14 gross and 1.02 street dedication Site Address: None assigned. Topographic Quad (USGS 7.5"): *Perris* Topographic Quad Coordinates: T4 South, R3 West, Section 17 Latitude: 33°49'34.73"N, Longitude: -117°13'6.16"W APNs: 300-250-009, -010, -011, -012, -013, -014, -015 and -016
Project Sponsor's Name: **Address**	Lake Creek Industrial, LLC 13681 Newport Avenue, Suite 8301 Tustin, CA 92780
General Plan Designation:	Perris Valley Commerce Center Specific Plan – Light Industrial
Zoning Designation:	Perris Valley Commerce Center Specific Plan – Light Industrial

Description of Project:

Construction of one ~~334,040~~ 301,101-square-foot (SF) non-refrigerated warehouse, ~~two~~ one grade door ~~doors,~~ ~~184~~ 164 trailer stalls, ~~109~~ 120 auto parking stalls, and associated landscaping, parking, drive aisles, and road improvements on 20.14 gross acres. The warehouse is designed to house one tenant, which has not been identified at this time, and includes one 8,000 SF area for office space. The Proposed Project includes the vacation of unimproved Russell Way and merging of eight parcels via a tentative parcel map for a total developed site area of 19.12 acres and another approximately 1.02 acres for street improvements and dedication along Redlands Avenue.

Surrounding Land Uses:

Surrounding land uses are identified in **Table 1 –** *Surrounding Land Use*. The Project Site is currently vacant.

Table 1 – Surrounding Land Use

Direction	Land Use Description
North	Light Industrial
East	Redlands Ave
South	Vacant
West	30-foot-wide Southern California Edison (SCE) easement; west of the easement: Single Family Residential and Mobile Home Park, zoning R-10,000 and R-6,000 with a density of 2 to 7 dwellings per net acre

Other Public Agencies Whose Approval is Required:

The following discretionary approvals are required for the Proposed Project:

Federal Agencies:

- There are no federal agencies in which discretionary approvals are required.

State Agencies:

- There are no State agencies in which discretionary approvals are required.

Local Agencies:

- City of Perris:
  - Adopt CEQA compliance documents.
  - Approval of Development Plan Review No. 20-00020 (DPR 20-00020) to construct a ~~334,040~~ 301,101 SF concrete tilt-up non-refrigerated warehouse and associated parking and landscaping on 20.14 gross acres of land consisting of eight parcels.
  - Approval of Tentative Parcel Map No. 38386 (TPM 38386) to consolidate eight parcels into one parcel, vacate the alignment of Russell Way, and dedicate approximately 1.02 acres for street improvements along Redlands Avenue.
  - Approval of Specific Plan Amendment No. 22-05052 (SPA 22-05052) to remove Russell Way from the Circulation Plan in the Perris Valley Commerce Center Specific Plan.
- Santa Ana Regional Water Quality Control Board:
  - Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- Eastern Municipal Water District:
  - Approval of water and sewer improvement plans.

California Native American Consultation:

City of Perris AB 52 Tribal Consultation

On April 2, 2021, the City of Perris notified the following tribal entity representatives of the Proposed Project and that the 30-day timeframe in which to request consultation would end May 2, 2021, in accordance with AB52:

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians
- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians
- Destiny Colocho, manager, Rincon Band of Mission Indians
- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians

Of the tribes contacted, the following responses were received:

- Pechanga Band of Luiseño Indians – request for consultation received May 6, 2021. Consultation concluded.
- Agua Caliente Band of Cahuilla Indians – request for consultation received May 6, 2021. Consultation concluded.
- Rincon Band of Mission Indians – no response received. Consultation concluded.
- Soboba Band of Luiseño Indians – no response received. Consultation concluded.

City of Perris SB 18 Tribal Consultation

On March 1, 2022, the City of Perris notified the following tribal entity representatives of the Proposed Project and that the 90-day timeframe in which to request consultation would end May 30, 2022, in accordance with SB18:

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians
- Lavonne Peck, Chairperson, La Jolla Band of Mission Indians
- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians
- Destiny Colocho, Manager, Rincon Band of Mission Indians
- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians
- William J. Pink, Luiseno Indians
- Raymond Huaute, Tribal Historic Preservation, Morongo Band of Mission Indians
- Shasta Gaughen, Historic Preservation, Pala Band of Mission Indians
- Tribal Council, San Luis Rey Band of Mission Indians
- May Ann Green, Chairperson, Augustine Band of Cahuilla Mission Indians
- Doug Welmas, Chairperson, Cabazon Band of Mission Indians

- Uther Salgado, Chairperson, Cahuilla Band of Indians
- Mary Resvaloso, Chairperson, Desert Cahuilla Indians (Torres-Martinez)
- Ray Chapparosa, Chairperson, Los Coyotes Band of Mission Indians
- Randall Majel, Chairperson, Pauma and Yuima Reservation
- Joseph Hamilton, Chairperson, Ramona Band of Cahuilla Mission Indians
- John Marcus, Chairperson, Santa Rosa Band of Mission Indians

Of the tribes contacted, the following responses were received:

- Agua Caliente Band of Cahuilla Indians – request for consultation received April 29, 2022. ACBCI has no comments but requested updates on project progress and changes to the project scope.
- Soboba Band of Luiseño Indians – no response received. Consultation concluded.
- La Jolla Band of Mission Indians – no response received. Consultation concluded.
- Rincon Band of Mission Indians – no response received. Consultation concluded.
- Lusieno Indians – no response received. Consultation concluded.
- Morongo Band of Mission Indians – no response received. Consultation concluded.
- Pala Band of Mission Indians – no response received. Consultation concluded.
- Tribal Council, San Luis Rey Band of Mission Indians – no response received. Consultation concluded.
- Augustine Band of Cahuilla Mission Indians – no response received. Consultation concluded.
- Cabazon Band of Mission Indians – no response received. Consultation concluded.
- Cahuilla Band of Indians – no response received. Consultation concluded.
- Desert Cahuilla Indians (Torres-Martinez) – no response received. Consultation concluded.
- Los Coyotes Band of Mission Indians – no response received. Consultation concluded.
- Pauma and Yuima Reservation – no response received. Consultation concluded.
- Ramona Band of Cahuilla Mission Indians – no response received. Consultation concluded.
- Santa Rosa Band of Mission Indians – no response received. Consultation concluded.

3 PROJECT DESCRIPTION

3.1 Background

In 2012, the City of Perris adopted the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP planning area encompasses more than 5 square miles and more than 3,500 acres in the northwestern portion of the City near the March Air Reserve Base/Inland Port Airport (MARB/IPA). The PVCCSP is designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses through land use designations within the plan area. Since the PVCCSP was adopted there have been twelve amendments, with the last amendment approved in January 2022.

The 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 were anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before". The environmental analysis for the Proposed Project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzed the direct and indirect environmental 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) and a Statement of Overriding Considerations (Appendix K – *Perris Valley Commerce Center Specific Plan Mitigation Monitoring and Reporting Program*, City of Perris, November 2011). 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 within the Specific Plan area comply with the required PVCCSP Standards and Guidelines, and the applicable PVCCSP EIR mitigation measures as outlined in the MMRP, and that these requirements are implemented in a timely manner. Mitigation measures applicable to this Project are incorporated in this Initial Study to ensure compliance with the PVCCSP MMRP.

3.2 Project Site Setting

The Project Site is on eight vacant parcels within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The Project Site is on the west side of Redlands Ave, approximately 0.5 mile south of the intersection of Redlands Avenue and E Rider Street, and approximately 0.32 mile north of the intersection of Redlands Avenue

and Placentia Avenue (**Figure** 1 – *Regional Vicinity* and **Figure 2 –** *Site Location – Aerial View*). The Project Site is bound to the north by a light industrial warehouse and vacant land, to the south by vacant lands, to the east by Redlands Avenue, and to the west by a 30-foot SCE easement that separates the Project Site from the adjacent single-family dwellings and mobile home residential that have a density of 2 to 7 dwellings per net acre. Land uses in the Project Site vicinity include single-family residential uses along the south side of Placentia Avenue, located southerly of the Project Site and vacant and light industrial warehouses along the north side of E Rider Street, located northerly of the Project Site.

The Project Site is within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 17, Township 4 South, Range 3 West (**Figure 3** – *Site Location – USGS Map*) and includes Assessor Parcel Numbers (APNs): 300-250-009, -010, -011, -012, -013, -014, -015 and -016 (**Figure 2**).

Major roadways in the surrounding area include the Ramona Expressway interchange to the north and the Nuevo Road interchange to the south on the I-215. A new interchange on the I-215 at Placentia Avenue is currently under construction by the Riverside County Transportation Commission.

Site Zoning

The Project Site is in the Light Industrial (LI) zone of the PVCCSP (**Figure 4** – *Site Location – PVCCSP*) which provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. The LI zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019).

3.3 Project Characteristics

The Proposed Project includes the following:

Site Plan: The Proposed Project involves the development and operation of a ~~334,040~~ 301,101-square-foot (SF) industrial building within 20.14 gross acres of vacant lands along Redlands Ave, designed to house one tenant, which has not been designated at this time, and will include an 8,000 SF office, ~~68~~ 38 total truck dock positions, ~~two~~ one grade door, ~~184~~ 164 trailer stalls, ~~109~~ 120 auto parking stalls and related site landscaping, drainage, and street dedication (**Figure 5 –** *Site Plan Schematic*). The lot coverage would be ~~39.67~~ 35.56 percent where a maximum of 50 percent is allowed, and the floor area ratio (FAR) would be ~~0.40~~ 0.36 where a maximum on 0.50 would be allowed.

The Project Site Plan is designed with building setbacks as required by City code. The building would be a maximum height of ~~46~~ 48 feet. The color scheme of the warehouse is a variety of neutral earth tones with accents which are consistent with a color scheme of the surrounding area, and the design complies with the PVCCSP to reduce massing and monotony by the use of varying parapet height and materials (**Figure 6** – *Building Elevations and Profiles*).

Off-Site Improvements: Street improvements include curb, gutter, shared use path, and pavement to 51-foot half width right-of-way along the Redlands Avenue frontage of the Project Site. Stormwater improvements include the proposed extension of Lateral A-B-10 for approximately 1,050 feet along Redlands Avenue via a proposed pump. These mitigated flows are conveyed north towards the existing municipal storm drain Line A-B which discharges into the Perris Valley Storm Drain Channel.

Parking: The Project Site contains a total of ~~109~~ 120 parking spaces, which include eight spaces that are handicapped accessible. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), the tenant may designate any of the parking spaces for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, raceways will be provided in two of the standard parking spaces and two of the handicapped/van accessible for future charging of electric vehicles. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, six long-term bicycle parking spaces will be provided.

Landscaping and Hardscape: Landscaping is designed around the perimeter as well as within various parking areas. The facility will provide approximately ~~118,146 SF~~ 148,396 SF of landscaped area (approximately ~~14.18~~ 17.03 percent of the net lot area), which exceeds the 12 percent minimum coverage (**Figure 7 –** *Landscape Plan*). A black tubular steel fence will be installed along the north and south sides of the property boundary ~~for 193 feet from the property line~~ to the gate of the truck court, where it then transitions to a 14-foot-high concrete masonry unit (CMU) wall on the north, west, and south property lines. The Redlands Avenue frontage will be lined with a mix of ~~African sumac trees~~ holly oak, drake lacebark elm, and lavender crepe myrtle with accents thornless palo verde and Chinese flame trees. ~~African sumac trees~~ Afghan pine trees are planned for the northern and southern site boundaries, and drought tolerant low shrubs are planned for adjacent to the tubular steel fence. ~~Brisbane box~~ Chinese flame trees will provide shade for the outdoor bocce court. For the western boundary of the property, which is separated from the single-family residences by a ~~30~~ 25-foot-wide SCE easement and ~~10~~ 16-foot-wide sloped landscape easement, a decomposed granite walking path lined with a variety of ornamental shrubs will be placed to meander through the SCE easement. The sloped landscape easement will be planted with a variety of ornamental shrubs and trees. A black tubular steel fence will be installed between the western boundary of the SCE easement and the single-family residential property lines, and a new 14-foot-high block wall will line the eastern edge of the sloped landscape easement. An additional ~~10~~ 35-foot-wide planter will line the warehouse side of the block wall and be planted with Afghan pine trees and ornamental shrubs.

Fenestration and Glazing: The PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5) encourage the use of low-reflectant facades and prohibit metal siding where visible from the public. Further, as identified in Section 12.1.3, Compatibility with MARB/IPA ALUCP of the PVCCSP, any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport is prohibited. Exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials (e.g., concrete) (**Figure 6**). Windows would consist

of low reflective glass. The Proposed Project would comply with the requirements in the PVCC Specific Plan related to building materials to ensure that glare does not create a nuisance to on- and off-site viewers of the Project Site, or aircraft traveling to/from MARB/IPA.

Site Lighting: Site lighting will be low-level light emitting diode (LED) that will be pointed downward at the parking lot and/or along the edges of the building, as shown in **Figure 8 –** *Photometric Plan*.

Stormwater Management: The Water Quality Management Plan (**Appendix F** – *Preliminary Project Specific Water Quality Management Plan, Redlands West Industrial,* Albert A Webb Associates, ~~January 2022~~ July 2023) identifies stormwater management for post construction building operations. Overall, the existing drainage patterns were identified, and the design preserves the overall drainage pattern. As part of the Proposed Project, a network of an on-site storm drain system will be constructed to collect and convey the storm water runoff in a west to east direction to proposed permanent structural best management practices (BMPs) for treatment purpose. For the proposed conditions, runoff is captured through a series of catch basins and inlets throughout the Project Site. Captured flows are then directed toward proposed treatment devices for water quality requirements. Treated flows are then directed toward proposed underground storage chambers in order to mitigate the peak flow rates exiting on the Project Site. Mitigated flows are then discharged into the proposed extension of Lateral A-B-10 along Redlands Avenue via a proposed pump. These mitigated flows are conveyed north towards the existing Master Drainage Plan (MDP) Line A-B which discharges into the Perris Valley Storm Drain Channel. ~~A~~ Ten Modular Wetland System (MWS) treatment vaults are ~~is~~ being proposed in tandem with any inlets (or roof drains) in order to treat for water quality requirements. The proposed MWS treatment vaults are classified as biotreatment devices per the WQMP guidelines. All captured onsite runoff will then be directed towards proposed underground storage chambers. The storage chambers ensure that the capacity of MDP Line A-B is not exceeded by the development of the Redlands West project. Construction of the Proposed Project will also require the Applicant to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the Project Site is more than 1 acre in size.

Utilities and Services: Public water and sewer service would be provided by the Eastern Municipal Water District (EMWD), electrical service is readily available in the vicinity through Southern California Edison (SCE), and natural gas is available through Southern California Gas Company. The applicant has received "will serve letters" from the EMWD and SCE (**Appendix J –** *Utility Service Letters*).

Design Consistency with PVCCSP: The Proposed Project has been designed to comply with the PVCCSP. Sections of the PVCCSP applicable to the Proposed Project include but are not limited to:

Chapter 4, Section 4.2 – On-Site Standards and Guidelines
4.2.1 General On-Site Project Development Standards and Guidelines
4.2.2 Site Layout for Commerce Zones
4.2.3 Architecture
4.2.4. Lighting
4.2.5 Signage Program
4.2.6 Walls/Fences
Chapter 6, Section 6.1 On-Site Landscape General Requirements
6.1.1 On-Site Landscape Screening
6.1.2 Landscape in Parking Lots
6.1.3 On-Site Plant Palette
Chapter 8, Section 8.2 Industrial Development Standards and Guidelines
8.2.1 Industrial Site Layout
8.2.2 Landscape

3.3.1 Construction Timing

Construction is anticipated to occur in one phase, beginning in ~~Fall 2022, lasting approximately 12 months, with operations anticipated to begin in Fall 2023~~ Summer 2024, lasting approximately nine months, with operations anticipated to begin in Spring 2025. Initial site improvements include grading and underground infrastructure followed by building construction, paving, and landscape activities. The grading quantities are anticipated to balance on site and little to no import or export of fill material is anticipated. Project construction will require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction activities include the following:

Site grading and underground utility construction – this is expected to last approximately one month. Site activities include placement of underground water, sewer, and other utilities underground throughout the Project Site, and off-site, to service the structures. Typical equipment includes excavators and trenchers. The Project Site is flat, and 11,450 cubic yards of export ~~soil balancing~~ is anticipated.

Building Construction and Architectural Coating – Construction of the one ~~334,040~~ 301,101 SF non-refrigerated warehouse is expected to occur over ~~nine~~ seven months. The construction method is concrete tilt-up – concrete is formed on the ground, lifted into place, and braced. Typical equipment includes welders, concrete trucks, and cranes for lifting. Should a crane be utilized, the Property Owner/Developer and its construction contractor would comply with all local, State, and federal regulations, including but not limited to the FAA Section 77.13 for construction/alteration near airports. The type of equipment will be evaluated, and all permits

obtained as necessary prior to construction. All portions of the building will be complete including installation of rollup doors and painting.

Final Site Paving and Landscaping – this activity is anticipated to occur over one month. All parking areas will be paved, and landscaping placed per the design. All architectural and parking lot lighting will also be installed.

3.3.2 Best Management Practices During Construction

The following best management practices would be incorporated into the Proposed Project's construction specifications to identity how the Proposed Project would conform to Federal, State, and Local regulations:

- PVCCSP EIR Mitigation Monitoring and Reporting Program. The PVCCSP EIR identified mitigation measures that the Proposed Project is required to adhere to and incorporate where applicable. The PVCCSP MMRP is provided in Appendix K. Mitigation measures applicable to this Project are incorporated in this Initial Study to ensure compliance with the PVCCSP MMRP so that impacts will be reduced to less than significant levels.
- Construction Water Quality Control. Construction projects that disturb 1 acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project Site is more than 1 acre therefore, the Applicant is required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.

3.4 Project Characteristics – Operations

As no tenant has been selected at this time, the specific operational scenario for the Proposed Project cannot be identified. However, it is anticipated that the Proposed Project will be conditioned to operate within the City of Perris guidelines for type of use and hours of operation. The Light Industrial zoning of the Project Site provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation.

In general, the facility is designed to be a non-refrigerated warehouse facility with ~~two~~ one grade door, ~~184~~ 164 trailer stalls, ~~109~~ 120 parking stalls. Gates and guard booths are designed on the north and south sides of the dock area for security. The gates will be open during the tenant operating hours and/or as designated by the tenant operation schedule.

Based on the building size and layout, it is anticipated that the operation could employ 7 to 10 office personnel and approximately 30 warehouse staff. Facility employee amenities include an outdoor bocce ball court adjacent to the east side of the building.

Vehicular access to the Project Site would be provided via three driveways from Redlands Avenue. Passenger vehicles traveling south on Redlands Avenue would access the center driveway via a restricted right in/right out turning movement as the proposed median would preclude left turns out of the Project Site. Passenger vehicles traveling north on Redlands Avenue would access the site via a left turn pocket within the center median. Trucks would enter the Project Site traveling south on Redlands Avenue and would make a right turn into the northern driveway. Trucks entering the northerly driveway would circulate on-site in a counterclockwise direction through the loading docks. Trucks would exit the Project Site onto Redlands Avenue via a left turn from the southerly driveway. Trucks would not be able to turn right onto Redlands Avenue from the Project Site. Passenger vehicles and trucks would not co-mingle onsite or in driveways.

Employee passenger vehicle parking would be provided along the Redlands Avenue building frontage and ~~184~~ 164 trailer parking stalls would be provided along the ~~northern, southern, and~~ western side of the building. The parking configuration places workers near the building so workers do not need to cross truck traveled ways to enter and exit the building. The Project Site contains a total of ~~109~~ 120 automobile parking spaces, which include eight spaces that are designated standard handicapped accessible. Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), 11 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, raceways for the charging of electric vehicles will be provided in two of the standard parking spaces and two spaces that will be striped as future EV van accessible spaces. And pursuant to Section 5.106.4.1.2 of the CalGreen Code, ~~six~~ five long-term bicycle parking spaces will be provided.

3.5 Project Approvals

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 20-00020) to construct ~~334,040~~ 301,101 SF concrete tilt-up non-refrigerated warehouse, associated parking, landscaping, and street improvements on 20.14 gross-acres of land consisting of eight parcels
- Approve Tentative Parcel Map No. 38386 (TPM 38386) to consolidate eight parcels into one parcel, vacate the alignment of Russell Way, and dedicate approximately 1.02 acres for street improvements along Redlands Avenue.

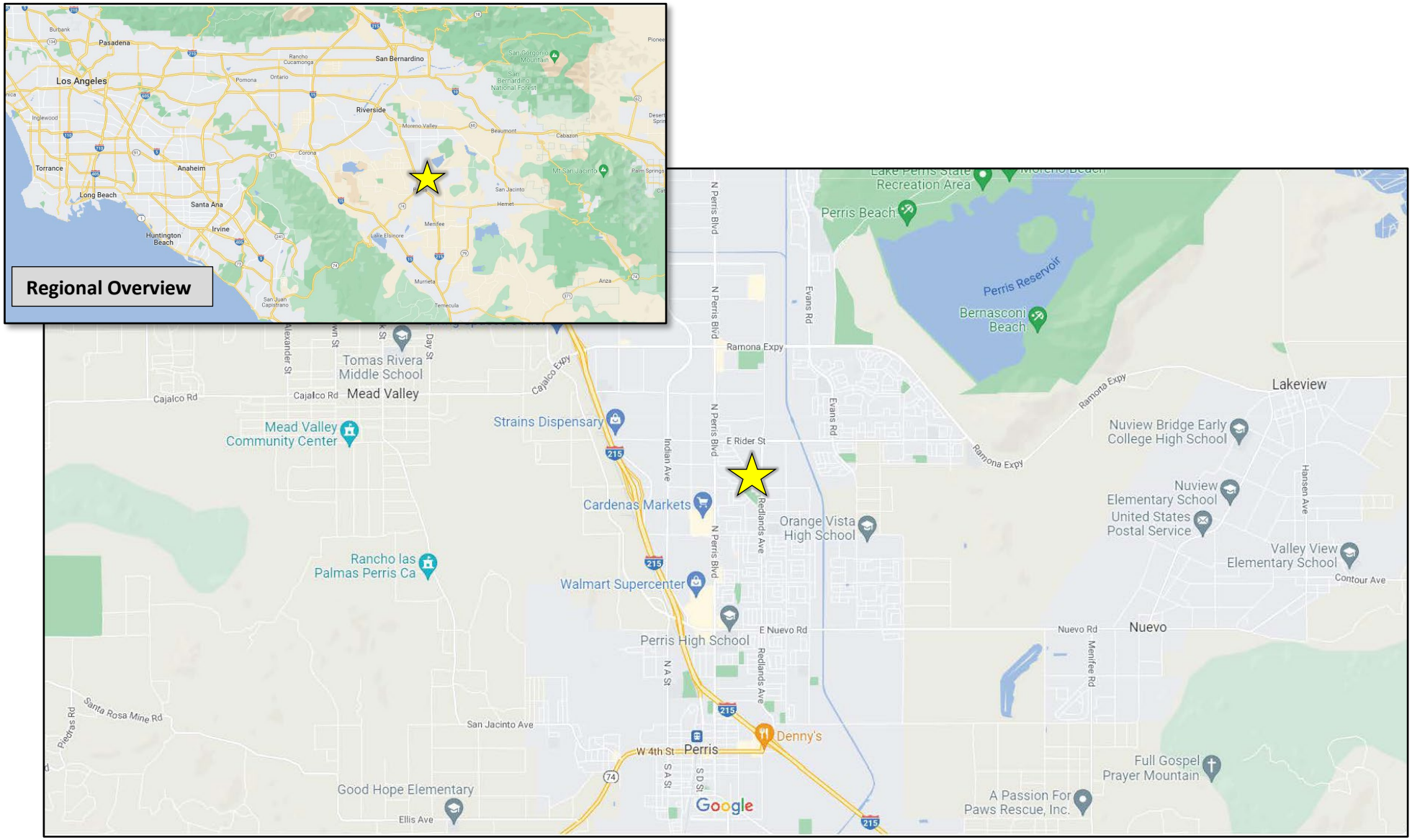
- Approve Specific Plan Amendment 22-05052 (SPA 22-05052) to remove Russell Way from the Circulation Plan in the Perris Valley Commerce Center Specific Plan.

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.
- Approval of water and sewer improvement plans by the EMWD.



Not to Scale

Figure 1: Regional Vicinity Map

Source: *Google Maps*

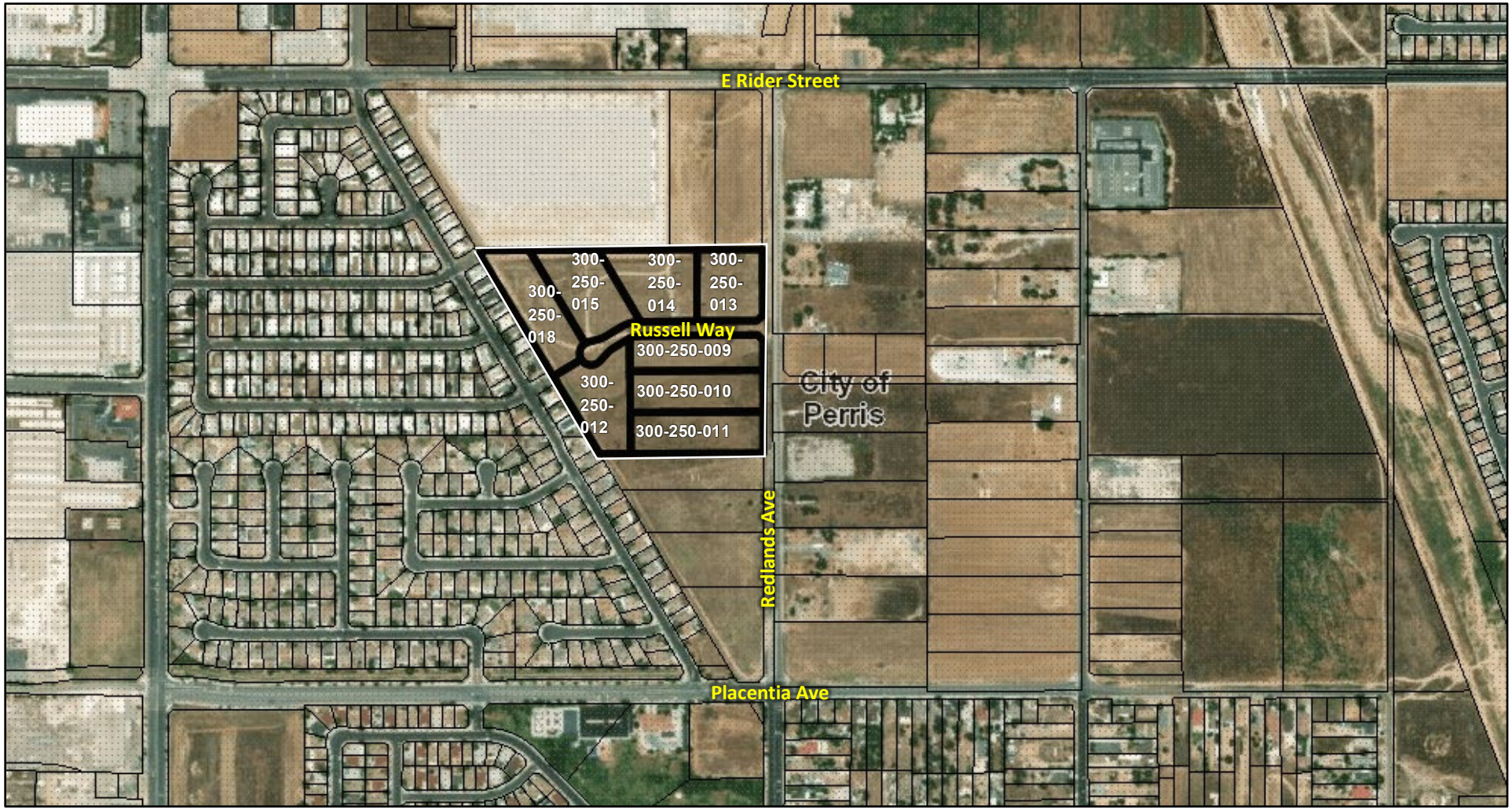


Figure 2: Site Location – Aerial View

Source: *Riverside County Information Technology "Map My County"*

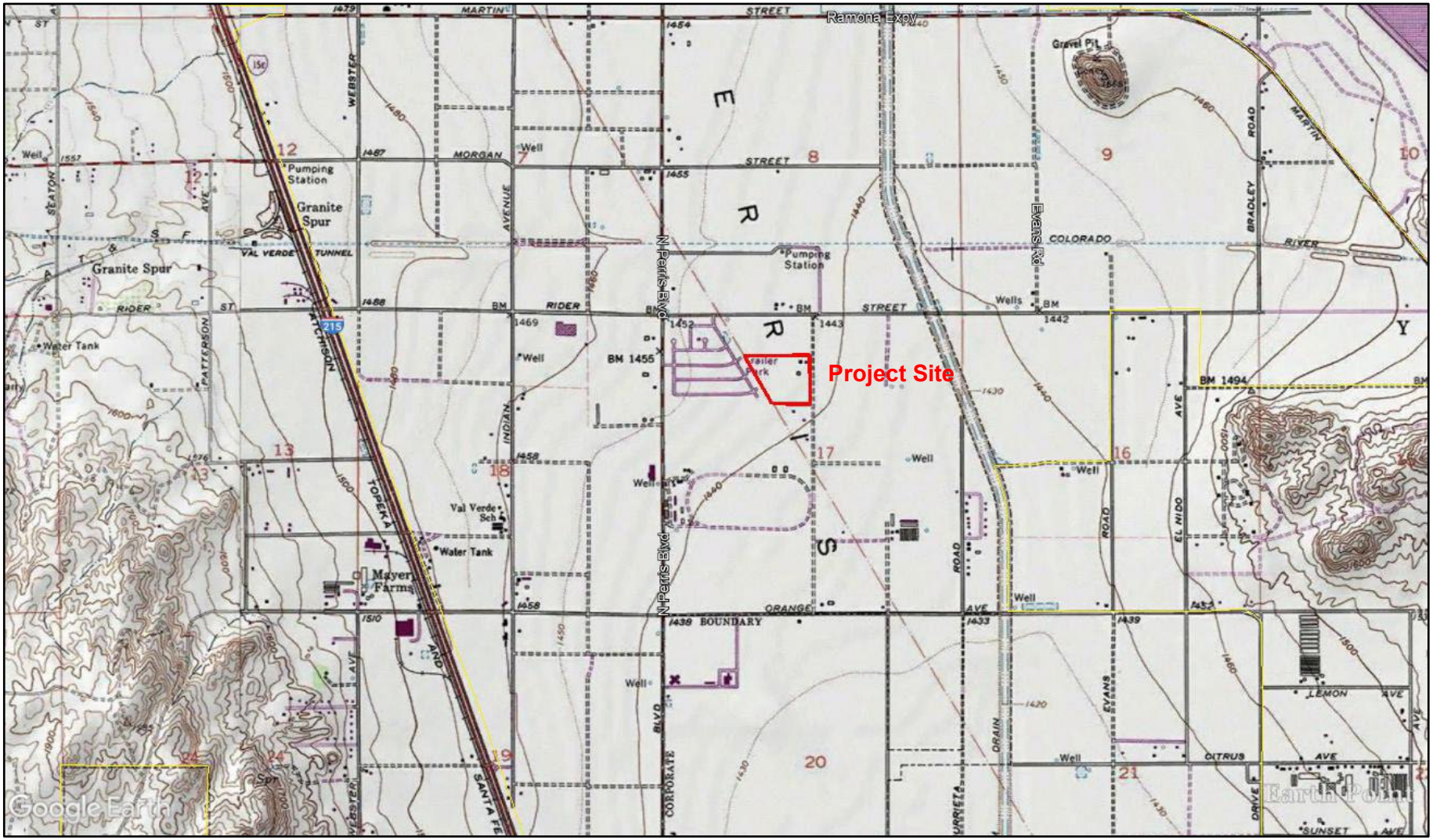


Figure 3: Site Location – USGS Map

Source: *Google Earth/Earth Point Topo Map*

PERRIS VALLEY COMMERCE CENTER LAND USE PLAN

Perris Valley Commerce Center

Figure 2.0-1, Specific Plan Land Use Designation

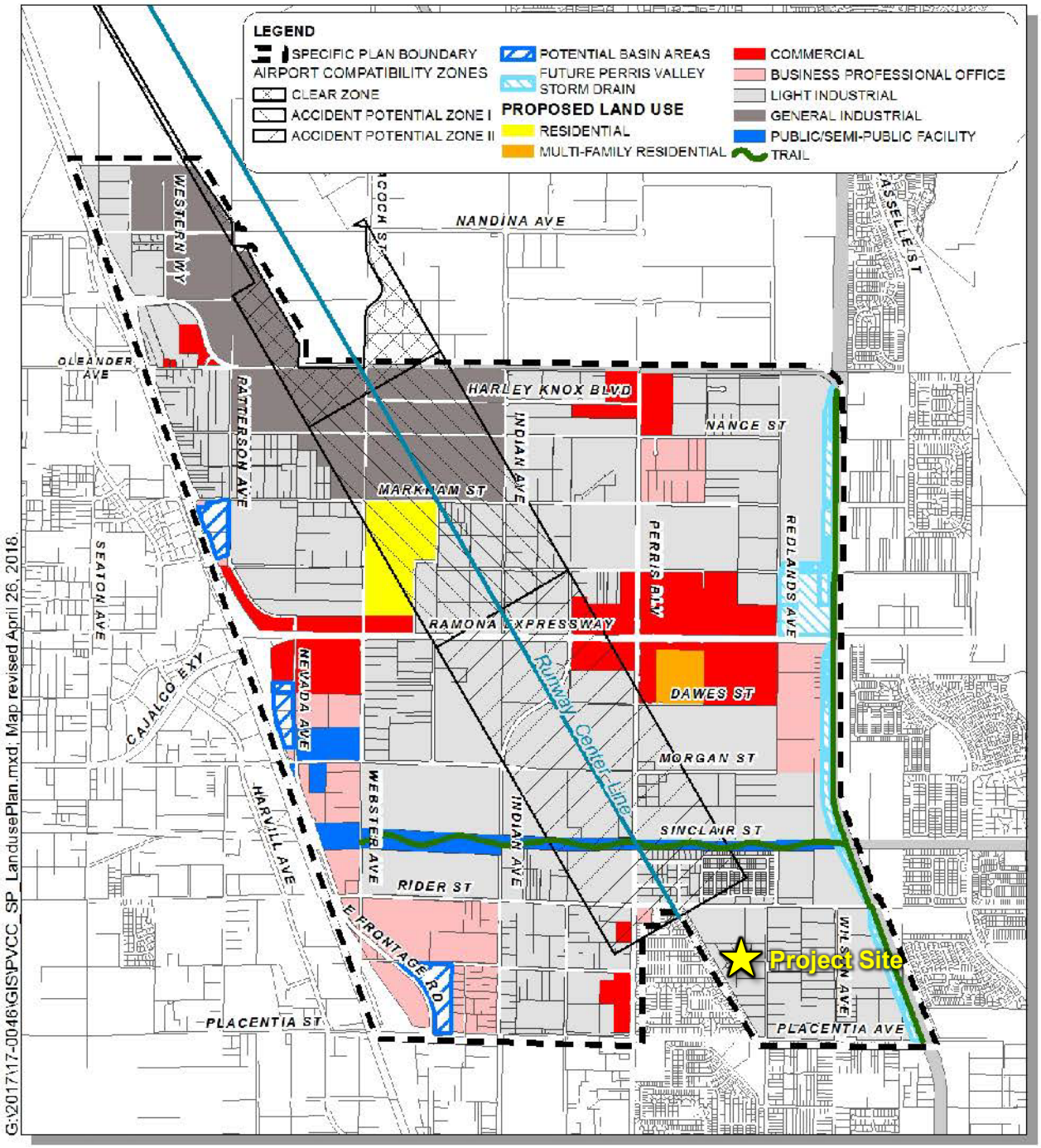


Figure 4: Site Location - PVCCSP

Source: *Perris Valley Commerce Center Land Use Plan Map*

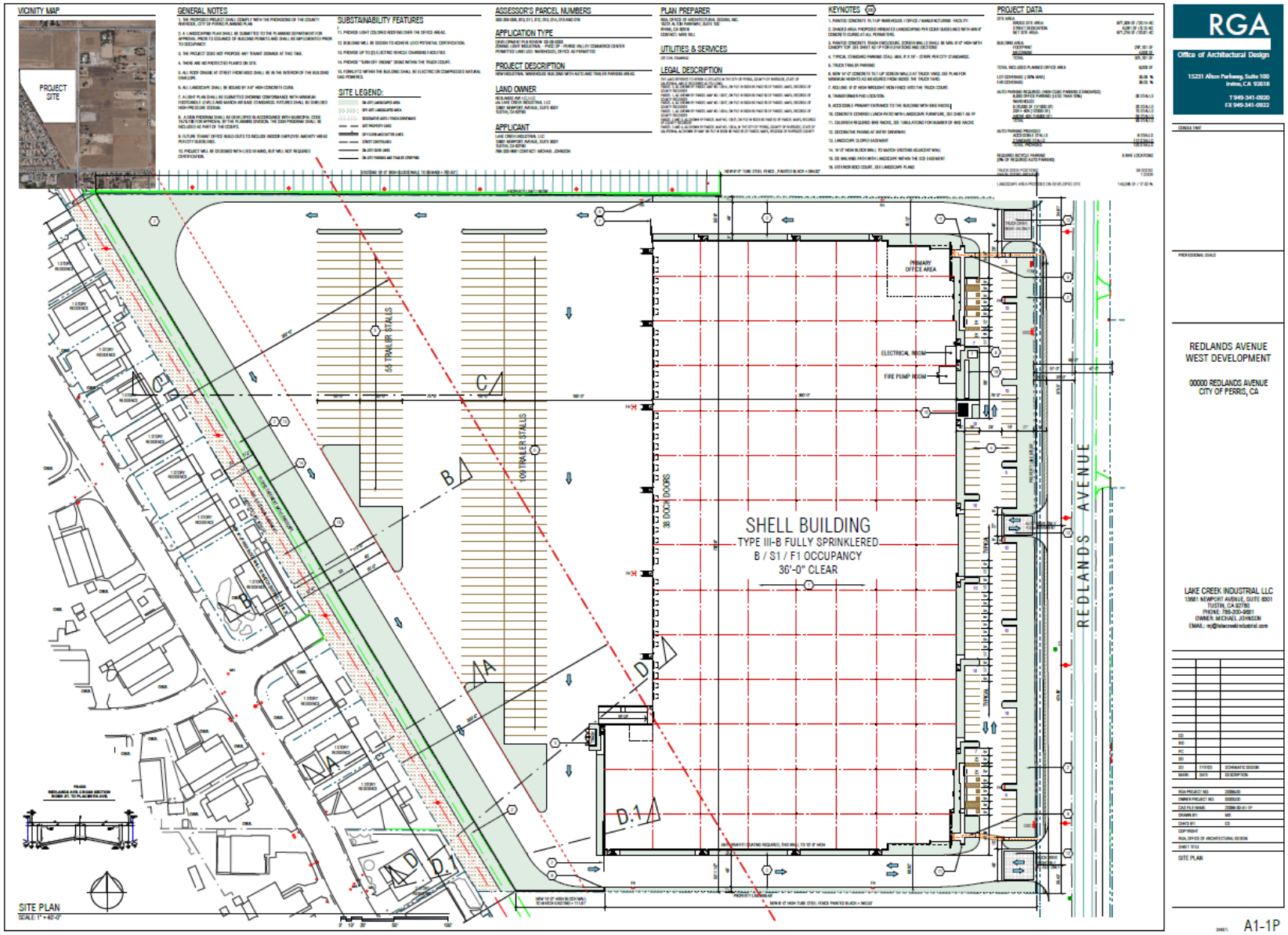


Figure 5: Site Plan Schematic

Source: *RGA Architectural Design*

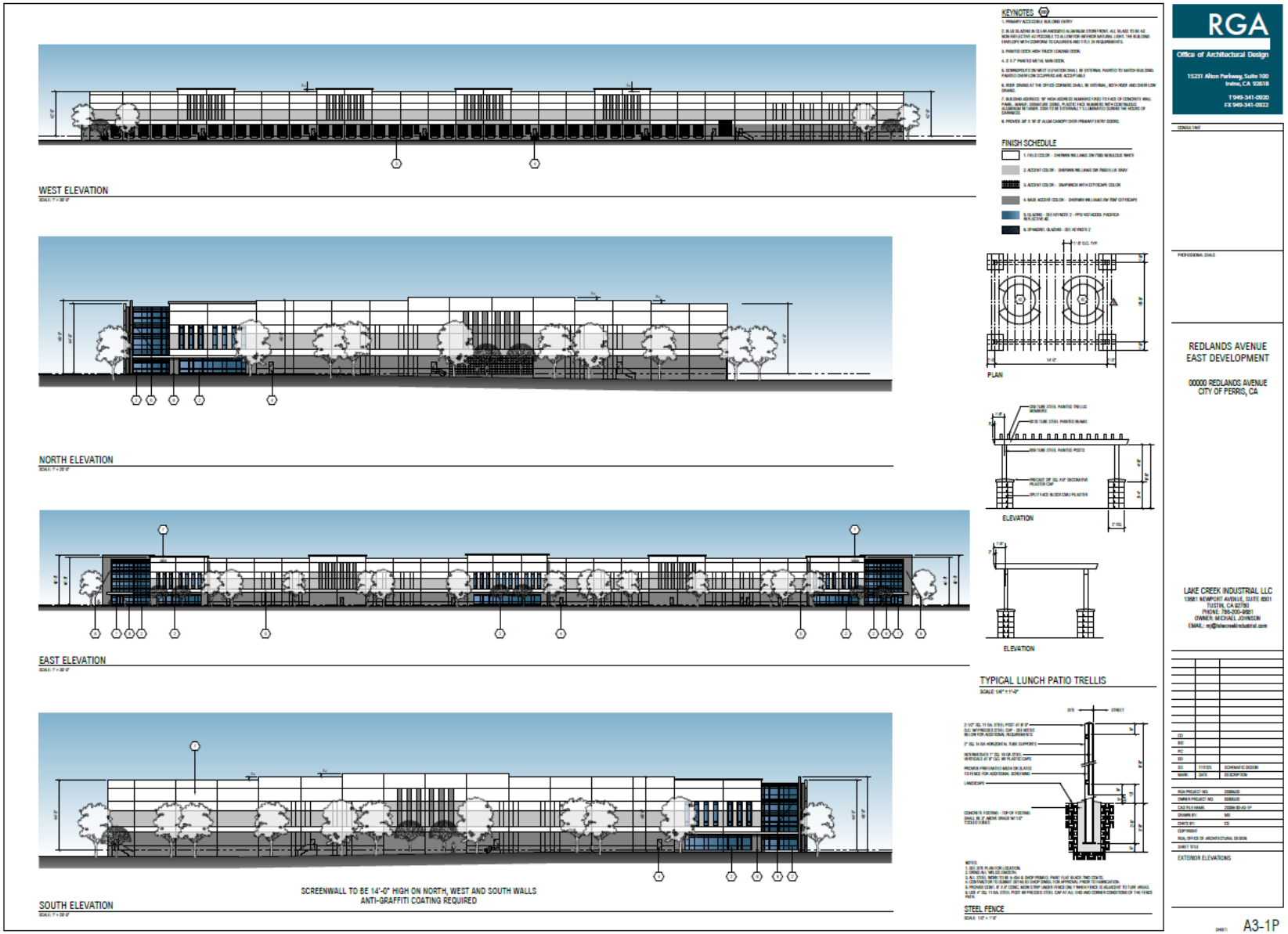


Figure 6: Building Elevations and Profiles

Source: *RGA Architectural Design*

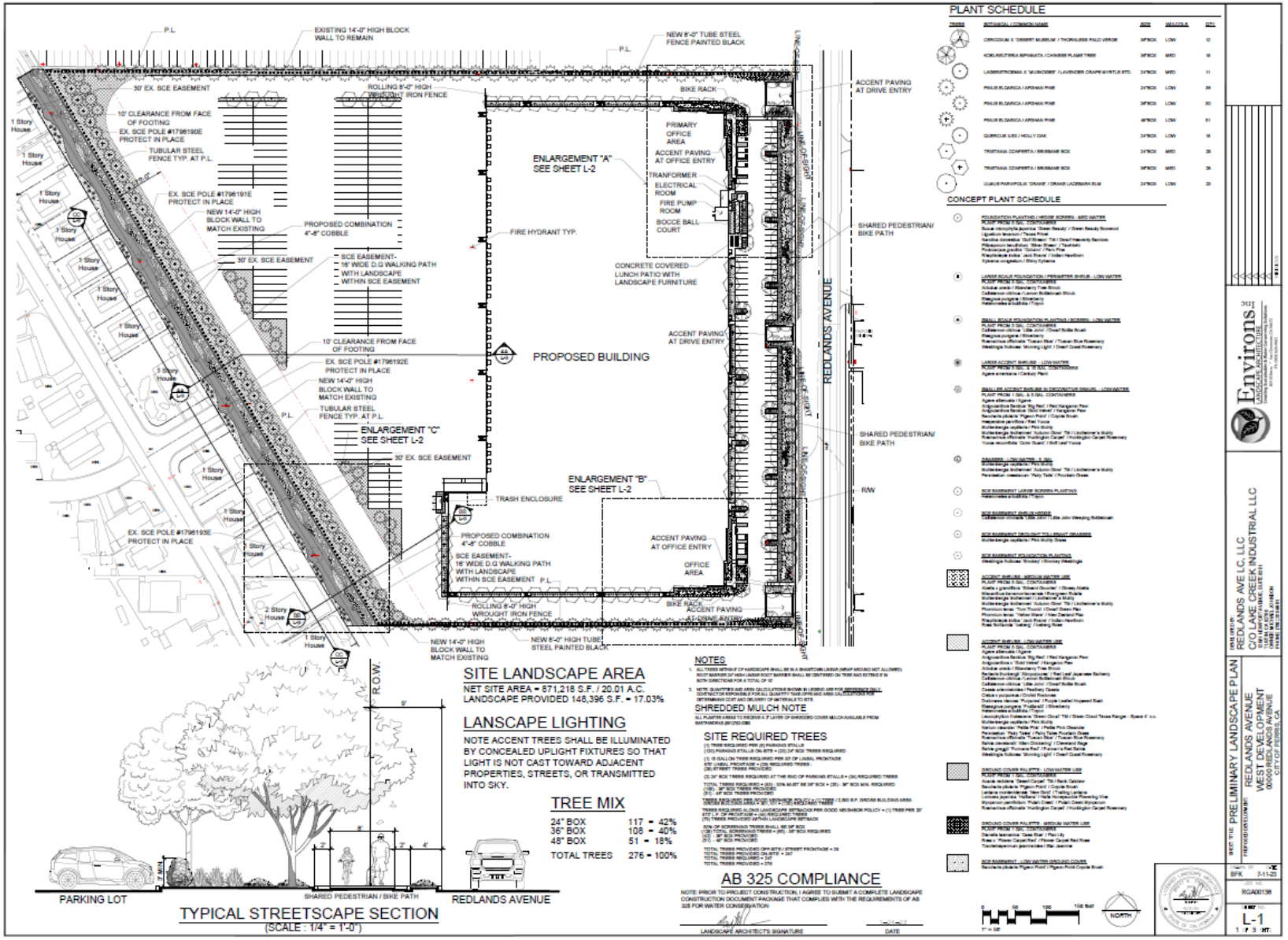


Figure 7: Landscape Plan

Source: *Environs, Inc*

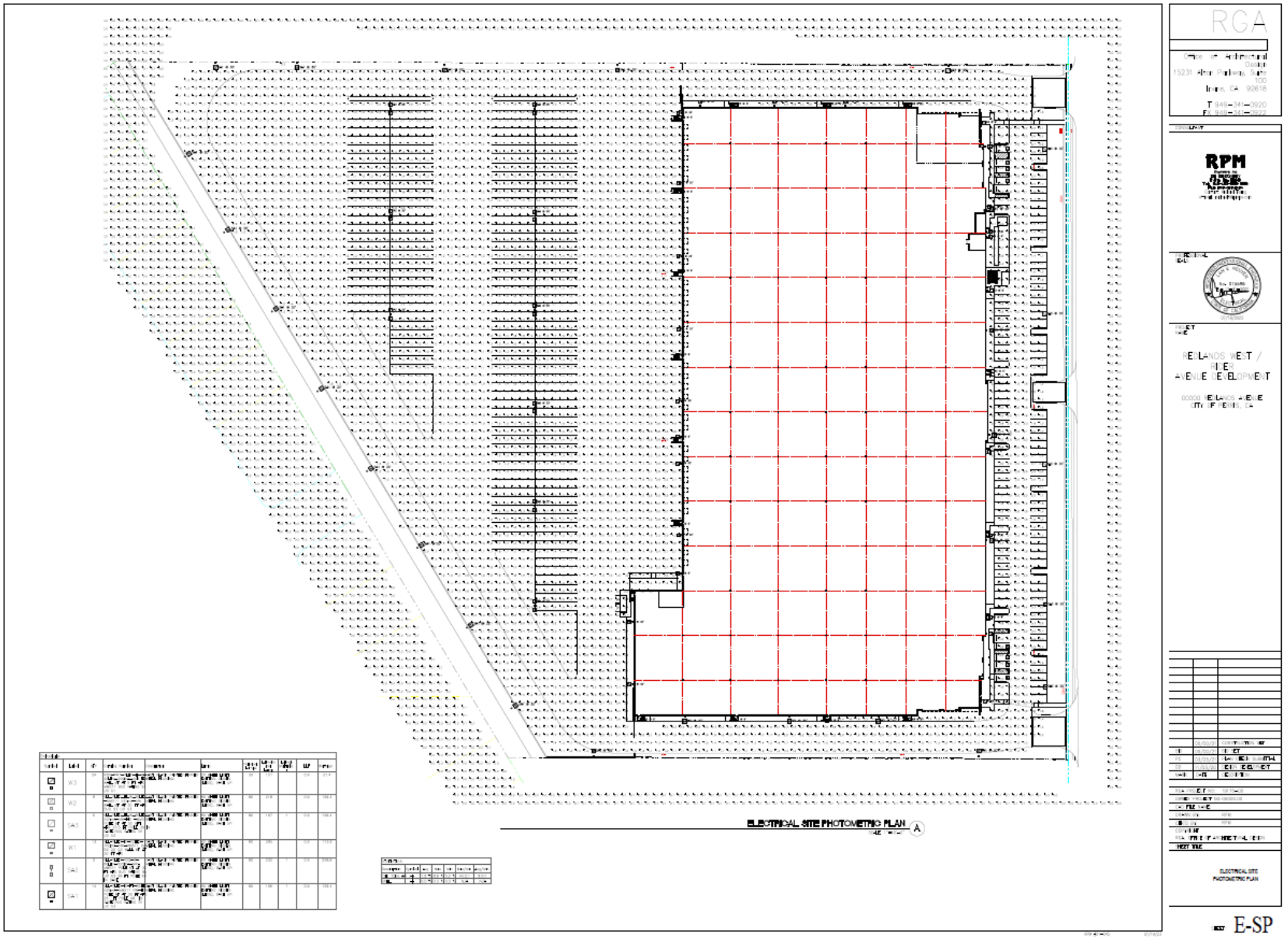


Figure 8: Photometric Plan

Source: *RGA Architectural Design*

4 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with CEQA, this Initial Study has been prepared to analyze and determine any potential significant impacts upon the environment that would result from construction and implementation of the Proposed Project. In accordance with State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

4.1 Organization of Environmental Analysis

Section 4 provides a discussion of the potential environmental impacts of the Proposed Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in Appendix G the State CEQA Guidelines.

4.2 Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c][3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated.

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.3 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the Proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

☐ 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

4.4 Determination

On the basis of this initial evaluation, the following finding is made:

	The proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	Although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
	The proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	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.
	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 Date

Name Title

5 ENVIRONMENTAL IMPACTS

5.1 Aesthetics

Environmental Setting

The Project Site is on eight vacant parcels that would be consolidated into one parcel within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The Project Site is along the west side of Redlands Avenue, approximately 0.5 mile south of the intersection of Redlands Avenue and E Rider Street, and approximately 0.32 mile north of the intersection of Redlands Avenue and Placentia Avenue. The Project Site is bound to the north by a light industrial warehouse and vacant land, to the south vacant lands, to the east by Redlands Avenue, and to the west by a 30-foot SCE easement that separates the Project Site from the adjacent single-family dwellings that have a density of 2 to 7 dwellings per net acre. Land uses in the Project Site vicinity include single-family residential uses along the south side of Placentia Avenue, located southerly of the Project Site and vacant and light industrial warehouses along the north side of E Rider Street, located northerly of the Project Site.

The PVCCSP, adopted in 2012, designated the Project Site as Light Industrial. To date, other light industrial developments have been constructed in the area, but none so far along Redlands Avenue between E Rider Avenue and Placentia Avenue.

The Proposed Project is designed with colors, materials and shapes that are consistent with the standards in the PVCCSP.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting in Chapter 4, Chapter 6, and Chapter 8. These Standards and Guidelines have been incorporated as part of the Proposed Project design. There are no mitigation measures specific to aesthetics included in the PVCCSP EIR. However, the PVCCSP EIR does include mitigation measures to address potential hazards to MARB/IPA operations that are also relevant to the analysis of light and glare impacts. The following table identifies how the Proposed Project will implement the PVCCSP EIR mitigation measures related to aesthetics.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Haz 3:	**Outdoor lighting installed shall be hooded or shielded.**	**Project-specific mitigation.**
MM Haz 5:	**Prohibit specific uses that would interfere with airport operations.**	**Project-specific mitigation.**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Discussion

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The State CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The Project Site is currently vacant with an existing single family residential subdivision to the west. The surrounding area is rapidly developing with warehouses and industrial consistent with the City of Perris General Plan and the PVCCSP. The public vantage points within the vicinity of

the Project Site could include users of the various traveled streets such as E Rider Street and Placentia Avenue, which afford views of low-lying hills in the far background to the east. These views are not considered significant as they do not provide dramatic topographic relief in a manner that would be considered a "scenic vista."

The Proposed Project would change the visual character of the Project Site, which is currently vacant and undeveloped, by adding the distribution warehouse building and landscaping. However, the Proposed Project will be consistent and compatible with existing and proposed commercial and light industrial development in areas planned for those uses. The Project Site is not a scenic vista nor are there scenic vistas in the vicinity of the Project Site where the Proposed Project would disrupt the view. Therefore, potential impacts associated with scenic vistas would be less than significant, and no mitigation would be required.

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

No Impact. The Project Site is not within a state scenic highway. Therefore, no impacts associated with scenic resources within a state scenic highway would occur, and no mitigation would be required.

c) In nonurbanized 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?

Less than Significant Impact. The Project Site is in the PVCCSP – Light Industrial zone. The Proposed Project is designed to be consistent with the PVCCSP Standards and Guidelines which ensures compatibility with the visual character intended for the vicinity. No impacts associated with aesthetics were identified in the PVCCSP EIR. Therefore, potential impacts associated with scenic quality would be less than significant, and no mitigation would be required.

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

Less than Significant Impact With Mitigation Incorporated. The Project Site and its immediate vicinity is vacant but in the PVCCSP, which envisions light industrial uses consistent with the Proposed Project. The Project Site is within Zone B of Riverside County Ordinance 655, or within a 45-mile radius of the Mt. Palomar Observatory. The Proposed Project would introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the Project Site. However, all lighting at the Project Site would be consistent with the requirements in the Perris Municipal Code Section 19.02.110, which includes energy-efficient lighting and shielding parking lot lights to minimize spillover onto adjacent properties and rights-of-way, as shown in **Figure 8** – *Photometric Plan*. Therefore, potential impacts associated with light and glare would be less than significant.

It should be noted that, to prevent conflicts with aircraft operations at MARB/IPA, all lighting and building materials installed as part of the Project would comply with the requirements outlined

in PVCCSP EIR mitigation measures **MM Haz 3** and **MM Haz 5**, which are incorporated into the Project. In summary, light fixtures are required to be hooded or shielded to prevent either the light spillover or reflection into the sky, and lights that direct a steady light or flashing light or cause sunlight to be reflected towards an aircraft during takeoff or final approach for landing are prohibited.

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 nearby residences and motorists on Redlands Avenue, such security lights may result in glare to residents and motorists. Implementation of Project-specific mitigation measure **MM AES-1** would ensure that Project-specific impacts to nighttime lighting would be less than significant.

Mitigation Measures:

MM Haz 3:

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

MM Haz 5

> The following uses shall be prohibited:
>
> - Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
> - Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
> - Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
> - Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
> - All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

MM AES-1:

Prior to issuance of grading permits, the Property Owner/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 or into the backyards of the adjacent single family residential area to the west.

Conclusion

Implementation of PVCCSP EIR mitigation measures **MM Haz 3** and **MM Haz 5** along with Project-specific mitigation measure **MM AES-1** would reduce potential impacts of the Proposed Project associated with Aesthetics to a less than significant level.

5.2 Agriculture and Forestry Resources

Environmental Setting

According to the PVCCSP Draft EIR (PVCCSP DEIR), agriculture has been a major foundation of the economy and culture of Riverside County and of the City of Perris but has decreased over the past decade. Some lands have been lost to other forms of development while other lands have been brought into agricultural production (PVCCSP DEIR). The Riverside County 2018 Agricultural Production Report identified that the total planted acreage in Riverside County increased from 188,019 acres in 2017 to 194,346 acres in 2018. Overall, this is a reduction from 204,250 acres in 2014. Crop valuation has overall decreased, from a total of $1.36 million in 2014 to $1.29 million in 2018. Vegetables and melons remain the most valued crops, with tree and vine crops and livestock also remaining fairly consistent high yield crops.

The Project Site is on eight vacant parcels that would be consolidated into one parcel within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), all of the parcels that comprise the Project Site are identified by Riverside County as Farmland of Local Importance except for the approximately 2.39 acre of parcel 300-250-013 which is designated as "Other Lands" (**Figure 9 –** *Project Site Agricultural Designation*). The USDA has identified the Project Site as "Prime Farmland If Irrigated."

The City of Perris General Plan (City of Perris, April 26, 2005) defines the category of Farmland of Local Importance as farmlands that are not considered Prime, of Statewide Importance or Unique Farmlands but are locally significant. This category includes lands that may have soils that would be classified as Prime or Statewide Importance Farmlands but lack available irrigation water. Agriculture uses may include dry crops such as grains, or other uses such as dairy.

On site soils as identified by the US Department of Agriculture are identified in **Table 2 –** *On-Site Soils Classification* and are depicted on **Figure 10** – *USDA Soils Information*.

Table 2 – On-Site Soils Classification

Map Unit Symbol	Map Unit Name	Approx. Acres of Project Site	Approx. Percent of Project Site
PaA	Pachappa fine sandy loam 0 to 2 percent slopes	0.1	0.3%
EpA	Exeter sandy loam, deep, 0 to 2 percent slopes	7.8	37.9%
RaA	Ramona sandy loam, 0 to 2 percent slopes, MLRA 19	12.7	61.8%
	Total	**20.5**	**100%**

PVCCSP Applicable Standards and Mitigation Measures

There are no Standards and Guidelines, or mitigation measures related to agriculture and forestry resources included in the PVCCSP, and no mitigation measures for this topic area in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

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

Discussion

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 nonagricultural use?

No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the Project Site is identified as Farmland of Local Importance, and the County of Riverside identifying the Project Site as Farmland of Local Importance. There are currently no agricultural uses on the Project Site, and none are proposed. Because the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use, not impact would occur and no mitigation would be required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impacts. The Project Site is zoned for Light Industrial uses and not subject to a Williamson Act contract. Therefore, no impacts associated with existing zoning for agricultural use, or a Williamson Act contract would occur, and no mitigation would be required.

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))?

No Impact. The Project Site is zoned for Light Industrial uses and is not zoned as forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts associated with forest land or timberland would occur, and no mitigation would be required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is vacant and consists of flat fields supporting exotic grassland/forbland vegetation, dominated by common weeds. There is no designated forest land on the Project Site or within the City of Perris, and the Proposed Project would not affect forests during construction or operation. Therefore, no impacts associated with forest land would occur, and no mitigation would be required.

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

No Impact. As discussed under Threshold 5.2(a), Riverside County has designated the Project Site, as well as much of the area surrounding the Project Site, as Farmland of Local Importance.

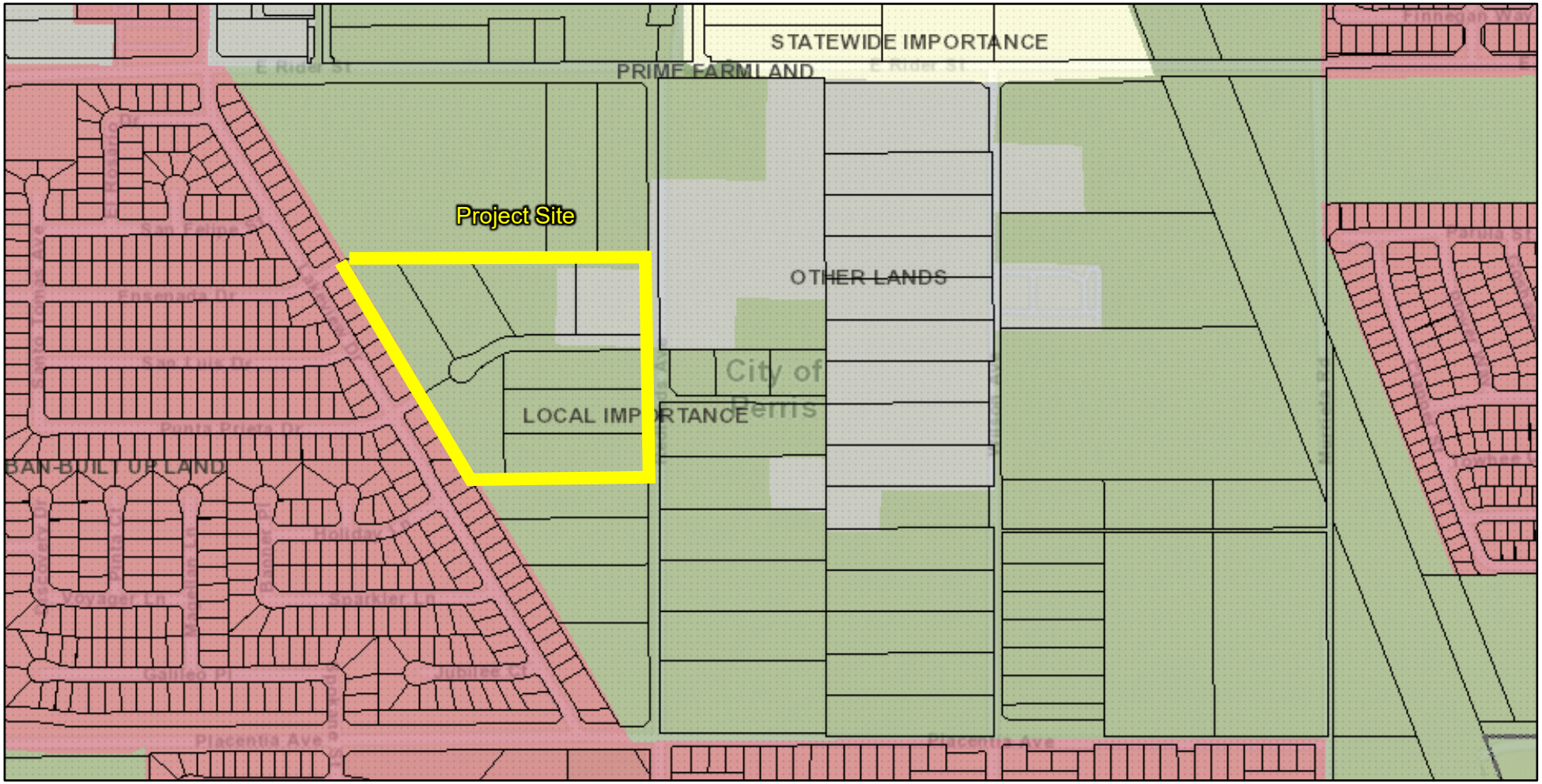
Per Section 21060.1 of the State CEQA Guidelines, Farmland of Local Importance is not considered Farmland as defined in the Appendix G threshold. In addition, there are no agricultural activities occurring at the Project Site or the surrounding properties. Therefore, no impacts associated with changes in the environment which could result in conversion of Farmland to non-agricultural use would occur, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Services apply to the Proposed Project.

Conclusion

There would be no impacts of the Proposed Project associated with Agriculture and Forestry Services and no mitigation would be required.



Not to Scale

Figure 9: Project Site Agricultural Designation

Source: *Riverside County "Map My County" database*

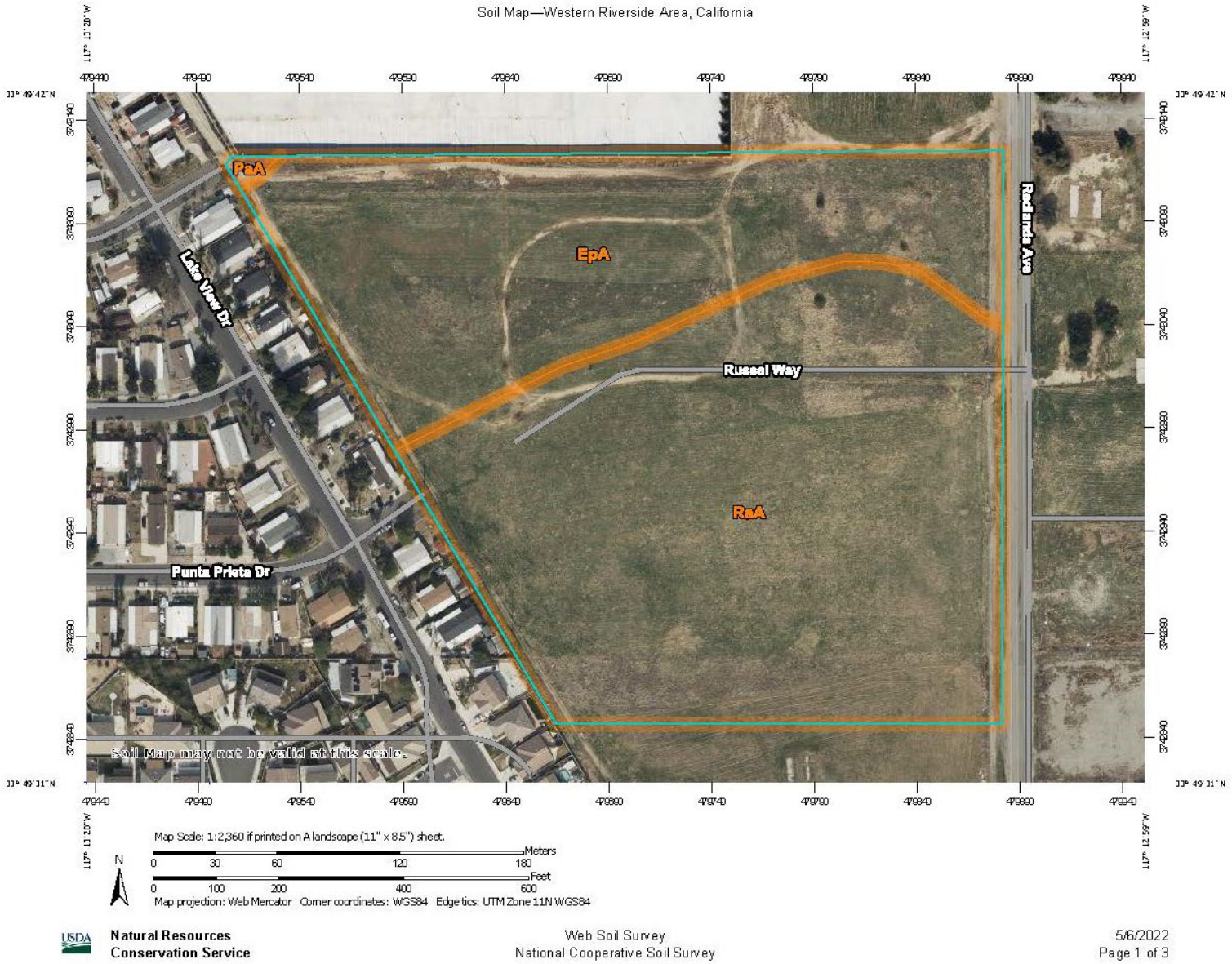


Figure 10 - USDA Soils Information

Source: *Natural Resources Conservation Service*

Soil Map—Western Riverside Area, California

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Western Riverside Area, California
Survey Area Data: Version 14, Sep 13, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Nov 23, 2020—Feb 6, 2021

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Figure 10 - USDA Soils Information (Map Legend)

Source: *Natural Resources Conservation Service*

Soil Map—Western Riverside Area, California

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
EpA	Exeter sandy loam, deep, 0 to 2 percent slopes	7.8	37.9%
PaA	Pachappa fine sandy loam, 0 to 2 percent slopes	0.1	0.3%
RaA	Ramona sandy loam, 0 to 2 percent slopes, MLRA 19	12.7	61.8%
Totals for Area of Interest		**20.5**	**100.0%**

Figure 10 - USDA Soils Information (Map Legend)

Source: *Natural Resources Conservation Service*

5.3 Air Quality

Ganddini Group, Inc (Ganddini) performed an Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis for the Proposed Project in August 2021, revised July 2023 (**Appendix A** – *Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis*, Ganddini Group, August 26, 2021, revised July 24, 2023) in accordance with PVCCSP EIR mitigation measures **MM Air 1, MM Air 10,** and **MM Air 15**.

~~Please note that the study performed as part of Appendix A assumed an earlier building design which was slightly larger (334,447 SF) than the 334,040 SF building proposed. This difference is not significant because the study exceeded the square footage identified in the final Proposed Project.~~

Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide (NO_2)
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The US environmental Protection Agency (EPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project Site is in the City of Perris, which is part of the South Coast Air Basin (SCAB) that includes all of Orange as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD’s ~~2016~~ 2022 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The SCAQMD updates the AQMP every three years. Each

iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the ~~2016~~ 2022 AQMP, was adopted on ~~March 3, 2017~~ January 26, 2023.

Environmental Setting

The South Coast Air Basin is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas.

The temperature and precipitation levels are for the City of Sun City, the closest monitoring site to the Project Site with data. August is typically the warmest month and December is typically the coolest month. Rainfall in the surrounding area varies in both time and space. Most of the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry (Appendix A, Table ~~2~~ 1).

Local Air Quality

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Project Site is in the City of Perris in the Perris Valley (Area 24). The nearest air monitoring station to the Project Site is the Perris Monitoring Station (Perris Station) approximately 2.6 miles southwest of the Project Site at 237 ½ N. D Street, Perris. The monitoring data shows that ozone and particulate matter (PM10) are the air pollutants of primary concern in the surrounding area (Appendix A, Table 4).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to the analysis of air quality impacts presented in this IS and are incorporated as part of the Proposed Project, and as such are incorporated into the analysis in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to air quality.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Air 1:	Provide an estimate of project-level construction emissions	Appendix A – Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis, Ganddini Group, ~~August 26, 2021~~ July 24, 2023
MM Air 2	**Submit a traffic control plan for construction**	**Project-specific mitigation**
MM Air 3:	**Comply with SCAQMD Rule 403 to control dust**	**Project-specific mitigation**
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.**	**Project-specific mitigation**
MM Air 5:	**Utilize permanent electrical utility services instead of diesel generators**	**Project-specific mitigation**
MM Air 6:	**Construction equipment must meet or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies.**	**Project-specific mitigation**
MM Air 7:	**Keep construction equipment in good repair; maintain equipment maintenance records and equipment design specification data sheets on-site during construction.**	**Project-specific mitigation**
MM Air 8:	**Apply paints using either high volume low pressure (HVLP) or equivalent.**	**Project-specific mitigation**
MM Air 9:	**Use low VOC content paint or pre-painted materials.**	**Project-specific mitigation**
MM Air 10:	Provide an estimate of air emissions for operations.	Appendix A – Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis, Ganddini Group, ~~August 26, 2021~~ July 24, 2023
MM Air 11:	**Post signs at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.**	**Project-specific mitigation**
MM Air 12:	Provide permanent electrical hookups for transport refrigeration units.	Not Applicable – Facility is non-refrigerated
MM Air 13:	**Promote "clean truck" fleets to tenants.**	**Project-specific mitigation**
MM Air 14:	Designate parking spaces for high-occupancy vehicles and ride sharing vehicles.	Included in Project design
MM Air 15:	A facility-specific Health Risk Assessment is required under specific conditions.	Appendix A – Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis, Ganddini Group, ~~August 26, 2021~~ July 24, 2023
MM Air 16:	Restrict sensitive land uses (hospitals, schools, etc.).	Project is not a sensitive land use

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Air 17:	Restrict sensitive land uses near warehouses.	Project is not a sensitive land use
MM Air 18:	**Contact Riverside Transit Authority to coordinate bus routes.**	**Project-specific mitigation**
MM Air 19:	Utilize energy efficient lighting throughout the site.	Included in Project design
MM Air 20:	Increase overall energy efficiency beyond minimum standard.	Refer to Section 4.6 – Energy
MM Air 21:	Install water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.	Project is not a residential development

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan (AQMP).

SCAQMD Air Quality Management Plan

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a Proposed Project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. This section discusses any potential inconsistencies of the Proposed Project with the AQMP. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A Proposed Project would be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

Criterion 1: Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

Criterion 2: Whether the project will exceed the forecasted growth assumptions incorporated within the AQMP or increments based on the year of project buildout and phase.

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in Appendix A, neither short-term construction impacts, nor long-term operations would result in significant impacts based on the SCAQMD regional and local thresholds of significance.

Therefore, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for Criterion 1.

Criterion 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The ~~2016-2040~~ 2020-2045 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, ~~2016~~ 2020, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the County of Riverside Land Use Map defines the assumptions that are represented in the AQMP.

The Proposed Project is consistent with its zoning and land use designations of PVCCSP Light Industrial. Therefore, the Proposed Project would not result in an inconsistency with the current

land use designations with respect to the regional forecasts utilized by the AQMPs. The Proposed Project would not exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion.

Therefore, potential impacts associated with an inconsistency with the SCAQMD AQMP would be less than significant, and no mitigation would be required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. The Project Site is in the SCAB, which is designated as a non-attainment area for PM10 under state standards, and for ozone and PM2.5 under both state and federal standards (Appendix A). The SCAQMD also has developed regulatory standards for criteria pollutants that are considered pre-cursers to Ozone, PM10 and PM2.5 production. These include carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2).

Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

Construction activities associated with the Proposed Project would result in emissions of carbon CO, volatile organic compounds (VOC), nitrogen oxides (NOx), SO_2, PM10, and PM2.5, however, none are above the SCAQMD thresholds, as shown in **Table 5 –** *Regional Significance – Unmitigated Construction Emissions [pounds/day]*.[1] Therefore, potential impacts associated with construction emissions would be less than significant, and no mitigation would be required.

[1] PVCCSP EIR mitigation measures MM Air 1 and MM Air 10 require the use of the latest available URBEMIS model to estimate the construction-related and operational emissions of projects proposed within the PVCCSP planning area. Since the time that the PVCCSP EIR was certified by the City of Perris, the URBEMIS model has been replaced by the California Emissions Estimator Model (CalEEMod). CalEEMod is now recommended by the SCAQMD for all general development projects within the South Coast Air Basin and was used to estimate the emissions associated by the proposed Project.

Table 3 – Regional Significance – Unmitigated Construction Emissions (pounds/day)

~~Activity~~		~~Pollutant Emissions (pounds/day)~~					
		~~ROG~~	~~NOx~~	~~CO~~	~~SO2~~	~~PM10~~	~~PM2.5~~
~~Grading~~	~~On-Site[1]~~	~~3.62~~	~~38.84~~	~~29.04~~	~~0.06~~	~~5.22~~	~~2.93~~
	~~Off-Site[2]~~	~~0.08~~	~~0.05~~	~~0.80~~	~~0.00~~	~~0.22~~	~~0.06~~
	~~Subtotal~~	~~3.70~~	~~38.90~~	~~29.84~~	~~0.06~~	~~5.45~~	~~2.99~~
~~Building Construction~~	~~On-Site[1]~~	~~2.90~~	~~26.19~~	~~26.50~~	~~0.05~~	~~1.32~~	~~1.25~~
	~~Off-Site[2]~~	~~1.70~~	~~7.44~~	~~16.92~~	~~0.06~~	~~5.19~~	~~1.47~~
	~~Subtotal~~	~~4.60~~	~~33.63~~	~~43.43~~	~~0.11~~	~~6.51~~	~~2.72~~
~~Paving~~	~~On-Site[1]~~	~~2.44~~	~~11.12~~	~~14.85~~	~~0.02~~	~~0.57~~	~~0.52~~
	~~Off-Site[2]~~	~~0.06~~	~~0.04~~	~~0.60~~	~~0.00~~	~~0.17~~	~~0.05~~
	~~Subtotal~~	~~2.50~~	~~11.16~~	~~15.45~~	~~0.02~~	~~0.74~~	~~0.57~~
~~Architectural Coating[3]~~	~~On-Site[1]~~	~~56.97~~	~~1.41~~	~~1.81~~	~~0.00~~	~~0.08~~	~~0.08~~
	~~Off-Site[2]~~	~~0.29~~	~~0.20~~	~~2.95~~	~~0.01~~	~~0.83~~	~~0.22~~
	~~Subtotal~~	~~57.26~~	~~1.60~~	~~4.76~~	~~0.01~~	~~0.91~~	~~0.30~~
~~Total for overlapping phases[4]~~		~~64.35~~	~~46.40~~	~~63.64~~	~~0.14~~	~~8.16~~	~~3.59~~
~~SCAQMD Thresholds~~		~~75~~	~~100~~	~~550~~	~~150~~	~~150~~	~~55~~
~~Exceeds Thresholds?~~		~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~

~~Notes:~~
~~Source: CalEEMod Version 2020.4.0~~
~~(1) On-site emissions from equipment operated on site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.~~
~~(2) Off-site emissions from equipment operated on public roads.~~
~~(3) Architectural coating emissions consider SCAQMD Rule 1113 which limits architectural coatings to buildings to 50 g/L VOC.~~
~~(4) Construction, painting, and paving phases may overlap.~~

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions[1, 2, 3]	53.00	38.20	32.80	0.08	6.23	3.13
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.14
(1) Includes both on-site and off-site emissions. On-site grading PM-10 and PM-2.5 emissions show compliance with SCAQMD Rule 403.
(2) Construction, painting, and paving phases overlap
(3) Architectural coating emissions take into account SCAQMD Rule 1113 which limits architectural coatings applied to buildings to 50 g/L VOC.

Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of VOC, NOx, CO, SO_2, PM10, and PM2.5, however, none are above the SCAQMD thresholds as shown in **Table 6 –** *Regional Significance – Unmitigated Operational Emissions [lbs/day]*.

Table 4 – Regional Significance – Unmitigated Operational Emissions (lbs/day)

~~Activity~~	~~Pollutant Emissions (pounds/day)~~					
	~~ROG~~	~~NOx~~	~~CO~~	~~SO2~~	~~PM10~~	~~PM2.5~~
~~Area Sources[1]~~	~~7.72~~	~~0.00~~	~~0.08~~	~~0.00~~	~~0.00~~	~~0.00~~
~~Energy Usage[2]~~	~~0.02~~	~~0.18~~	~~0.15~~	~~0.00~~	~~0.01~~	~~0.01~~
~~Mobile Sources[3]~~	~~2.11~~	~~12.21~~	~~25.26~~	~~0.10~~	~~7.23~~	~~2.04~~
~~Total Emissions~~	~~9.85~~	~~12.39~~	~~25.49~~	~~0.10~~	~~7.25~~	~~2.06~~
~~SCAQMD Thresholds~~	~~55~~	~~55~~	~~550~~	~~150~~	~~150~~	~~55~~
~~Exceeds Threshold?~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~

~~Notes:~~
~~Source: CalEEMod Version 2020.4.0; the higher of either summer or winter emissions.~~
~~(1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.~~
~~(2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.~~
~~(3) Mobile sources consist of emissions from vehicles and road dust.~~

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	12.20	10.30	57.40	0.15	10.30	2.85
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.14; the higher of either summer or winter emissions.

The Proposed Project is required to comply with all SCAQMD rules and regulations including but not limited to idling engines and architectural coatings. In addition, the SCAQMD recently adopted Rule 2305, the Warehouse Indirect Source Rule. This rule requires warehouse buildings greater than 100,000 square feet to directly reduce NOx and PM emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. The SCAQMD estimates that Rule 2305 will reduce warehouse-related emissions by 10 to 15 percent. The Proposed Project would be subject to this rule.

Project operations would generate emissions of NOx, ROG, CO, PM10, and PM2.5, which would not exceed the SCAQMD regional or local thresholds (Table 6) and would not be expected to result in ground level concentrations that exceed the NAAQS or CAAQS. Since the Proposed Project would not introduce any substantial stationary sources of emissions, CO is the benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. No violations of the state and federal CO standards are projected to occur, based on the magnitude of traffic the Proposed Project is anticipated to generate. Operation of the Proposed Project would not result in a cumulatively considerable net increase for nonattainment of criteria pollutants or ozone precursors. Therefore, potential impacts associated with regional air quality would be less than significant, and no mitigation would be required.

Although the construction and operations emissions are below the SCAQMD thresholds, the Project is required to comply with the following PVCCSP EIR mitigation measures: MM Air 2, MM Air 3, MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 8, MM Air 9, MM Air 11, MM Air 13, and MM Air 18. Compliance with these measures would ensure that potential Project impacts would be less than significant and not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. No other air quality issues were identified with construction or operation of the Proposed Project.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by the SCAQMD as any residence including private homes, condominiums, apartments, and living quarters, schools as defined under paragraph (b)(57), preschools, daycare centers and health facilities such as hospitals or retirement and nursing homes. Also included are long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The nearest sensitive receptors to the Project Site include the existing single family residential dwelling units and mobile home park located adjacent to the west, the single-family residential uses located approximately 80 feet to the east and 335 feet southeast (across Redlands Avenue), and the single family residential uses located approximately 780 feet north (north of Rider Street) of the Project Site.

Project-related construction and operational air emissions may have the potential to exceed the State and Federal air quality standards in the vicinity of the Project Site, even though these pollutant emissions would not be significant enough to create a regional impact to the SCAB. The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by the SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The Proposed Project was analyzed based on the Perris Valley source receptor area (SRA) 24 and as the site is only 20.14 acres, used the thresholds for a 5-acre project site.

<u>Construction</u>

The data provided in **Table 7 –** *Localized Significance – Unmitigated Construction Emissions* shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during construction at the nearest sensitive receptors. Therefore, potential impacts associated with significant exposure of sensitive receptors to substantial pollutant concentrations during construction would be less than significant, and no mitigation would be required.

Table 5 – Localized Significance – Unmitigated Construction Emissions

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	~~38.84~~ 34.30	~~29.04~~ 30.20	~~5.22~~ 5.05	~~2.93~~ 2.76
Building Construction	~~26.19~~ 18.70	~~26.50~~ 20.80	~~1.32~~ 0.81	~~1.25~~ 0.75
Paving	~~11.12~~ 7.81	~~14.85~~ 10.00	~~0.57~~ 0.39	~~0.52~~ 0.36
Architectural Coating	~~1.41~~ 0.91	~~1.81~~ 1.15	~~0.08~~ 0.03	~~0.08~~ 0.03
SCAQMD Thresholds[1]	170	883	7	4
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 m in SRA 24 Perris Valley.
(1) The nearest sensitive receptors are the existing single-family residential dwelling units and mobile home park located adjacent to the west of the project site; therefore, the 25-meter threshold was used.
Note: The project will disturb up to a maximum of 4 acres a day during grading (see Table 7, Appendix A).

Operations

Activities associated with the Proposed Project would also result in localized emissions of NOx, CO, PM10, and PM2.5. For a worst-case scenario assessment, the emissions shown in **Table 8 –** *Localized Significance – Unmitigated Operational Emissions* include all on-site Project-related stationary sources, and per LST methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Project-related new mobile sources. This percentage is an estimate of the amount of Project-related new vehicle traffic that will occur on-site.

Table 6 – Localized Significance – Unmitigated Operational Emissions

	On-Site Pollutant Emissions (pounds/day)[1]			
On-Site Emission Source	**NOx**	**CO**	**PM10**	**PM2.5**
Area Sources[2]	~~0.00~~ 0.11	~~0.08~~ 13.10	~~0.00~~ 0.02	~~0.00~~ 0.02
Energy Usage[3]	~~0.18~~ 1.54	~~0.15~~ 1.30	~~0.01~~ 0.12	~~0.01~~ 0.12
Vehicle Emissions[4]	~~1.22~~ 0.75	~~2.53~~ 4.14	~~0.72~~ 1.01	~~0.20~~ 0.27
Offroad[5]	1.11	1.56	0.06	0.05
Stationary[6]	0.09	0.08	0.01	0.01
Total Emissions	~~1.40~~ 3.60	~~2.75~~ 20.18	~~0.74~~ 1.22	~~0.22~~ 0.46
SCAQMD Thresholds[7]	270	1,577	4	2
Exceeds Threshold?	**No**	**No**	**No**	**No**

Notes:
(1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres in SRA 24.
(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
(3) Energy usage consists of emissions from on-site natural gas usage.
(4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
(5) Offroad sources consist of emissions from the daily operation of two CNG forklifts for 6 hours a day.
(6) Stationary sources consist of emissions from the occasional testing/use of an emergency generator and an emergency fire pump.
(7) The nearest sensitive receptors are the existing single-family residential dwelling units and mobile home park located adjacent to the west of the project site; therefore, the 25-meter threshold was used.

Table 8 indicates that the local operational emissions would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the Project. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation would be less than significant, and no mitigation would be required.

CO Hotspot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

To determine if the Proposed Project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general vicinity of the Project Site. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment re-designation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much

higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The Trip Generation Analysis for the Proposed Project showed that the Proposed Project would generate a maximum of approximately ~~605~~ 544 daily vehicle trips. The intersection with the highest traffic volume is located at Redlands Avenue and Rider Street and has an Opening Year (2023) Plus Project PM peak hour volume of 353 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection volume falls far short of 100,000 vehicles per day, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the Proposed Project.

Health Risk Assessment

A Health Risk Assessment was prepared as part of the analysis in Appendix A.

Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project (Appendix A). The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987.

Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non- cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the limited number of heavy-duty construction equipment and construction schedule, the Proposed Project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project, and no mitigation would be required.

Operations

The on-going operation of the Proposed Project would generate toxic air contaminant (TAC) emissions from diesel truck emissions created by the on-going operations of the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract

cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology.

The California Air Pollution Control Officers Association (CAPCOA) has developed TAC health risk assessment guidelines to provide consistent, statewide procedures for preparing the health risk assessments required under the Air Toxics "Hot Spots" Act. The most recent Health Risk Assessment for Proposed Land Use Projects, prepared by CAPCOA, July 2009, recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). PVCCSP EIR mitigation measure MM Air 15 also requires facility-specific Health Risk Assessments for development projects within the PVCCSP planning area that 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.

Per the Trip Generation ~~Analysis~~ Comparison (Appendix L), the Proposed Project is expected to generate approximately ~~605~~ 544 (non-passenger car equivalents) vehicle trips per day. Of those vehicle trips, ~~442~~ 476 are automobile round trips, ~~27~~ 11 are 2-axle truck round trips, ~~34~~ 14 are 3-axle truck round trips, and ~~102~~ 43 are 4+-axle truck round trips per day (non-passenger car equivalents). The proposed warehouse is not refrigerated and would not be anticipated to have more than 40 trucks per day with operating TRUs. The Proposed Project includes ~~68~~ 38 dock doors and ~~exceeds 100 truck trips per day~~ is expected to generate 68 truck trips per day.

The previous Traffic Impact Analysis (dated March 8, 2022) was based on an earlier version of the project site plan. That earlier version had a larger building footprint and was expected to generate 163 truck trips (non-passenger car equivalents). Therefore, in compliance with PVCCSP EIR mitigation measure MM Air 15, a Health Risk Assessment was prepared (Appendix A). To be conservative, the Health Risk Assessment is based on the higher number of truck trips from the March 8, 2022 TIA. Based on the findings of the Health Risk Assessment with ultra-conservative assumptions, the 30.25-year, cumulative carcinogenic health risk (3rd trimester [-0.25 to 0 years] + infant [0-2 years] + child [2-16 years] + adult [16-30 years]) to an individual born during the opening year of the Proposed Project, and living near the Project Site for the entire 30-year duration, is a maximum of ~~1.79~~ 2.53 in a million at receptor Location ~~2~~ 4 (Appendix A, Table 19). As the residential cancer risk does not exceed 10 in a million, the potential impacts associated with the cancer risk from diesel emissions from the on-going operations of the Proposed Project would be less than significant, and no mitigation would be required.

Significant TAC impacts from the Project-related operational sources are not anticipated, and no significant long-term operations-related TAC impacts from the Proposed Project to nearby sensitive receptors would occur.

Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation of the Proposed Project would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Construction of the Project has the potential to emit odors during the operation of heavy equipment and application of materials such as asphalt pavement. However, the objectionable odors that may be produced during the construction process are short-term in nature. Potential odor emissions from pavement emissions are expected cease upon the drying or hardening of the pavement. Diesel exhaust and VOC would be emitted by heavy equipment used during construction, which are objectionable to some; however, these emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Impacts will be less than significant.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from diesel truck emissions and trash storage areas, and a proposed diesel fire pump. Due to the distance of the nearest receptors from the Project Site and through compliance with the SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the Proposed Project. Furthermore, the Applicant shall be required to obtain a permit for operation of the diesel fire pump prior to commencement of operations at the Project Site. Therefore, potential impacts associated with other emissions, such as those leading to odors adversely affecting a substantial number of people, would be less than significant, and no mitigation would be required.

Mitigation Measures

Although the air quality impacts of the Project would be less than significant, the Project is required to comply with the following PVCCSP EIR mitigation measures:

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 a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour,

consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

MM Air 3:

To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with 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 Project 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 Project Site each trip,
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved potions 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,
- Replacement of ground cover in disturbed areas as quickly as possible.

MM Air 4:

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

MM Air 5:

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

MM Air 6:

The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

MM Air 7:

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

MM Air 8:

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

MM Air 9:

To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super- Compliant" VOC paints, which are defined in 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.

MM Air 11:

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

MM Air 13:

In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to 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 will 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, HVIP, and SOON funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

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. Compliance Note: The Applicant has contacted the RTA, requesting comment as to the provision of bus routing within any street adjacent to the Project. The RTA responded that it had no comments from the Agency.

Conclusion

The air quality impacts of the Project would be less than significant and no Project-specific mitigation is required. As with all projects within the PVCCSP planning area, the Project is required to comply with PVCCSP EIR mitigation measures **MM Air 2, MM Air 3, MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 8, MM Air 9, MM Air 11, MM Air 13,** and **MM Air 18** which would further reduce the potential air quality impacts of the Proposed Project.

5.4 Biological Resources

A General Biological Survey was completed to determine potential impacts to biological services associated with the development of the Proposed Project (**Appendix B** – *Appendix B – General Biology, including Survey for Burrowing Owl (Athene cunicularia), Narrow Endemic Plant Species, Criteria Area Plant Species and other biological resources on the 20.26-acre Redlands Avenue West Industrial Project site (Assessor's Parcel Nos. 300-250-009, 300-250-010, 300-250-011, 300-250-012, 300-250-013, 300-250-014, 300-250-015, and 300-250-016), Perris, Riverside County, California, Osborne Biological Consulting, November 28, 2020)*.

Regulatory Setting

Given the urban environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Western Riverside Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is the applicable habitat conservation plan for western Riverside County. The City of Perris is a signatory to the MSHCP. Section 6 of the MSHCP identifies that all projects must be evaluated for riverine/riparian resources, vernal pools, and specific resources if mapped for Amphibian, Burrowing Owl, Criteria Area Species, Mammals, Narrow Endemic Plants, and Invertebrate.

Environmental Setting

The Project Site consists of 20.14 gross acres encompassing Assessor's Parcel Numbers (APN) 300-250-009, -010, -011, -012, -013, -014, -015 and -016 located west of Redlands Avenue between E Rider Street and Placentia Avenue, within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 17, Township 4 South, Range 3 West (**Figure 2** and **Figure 3**).

The Project Site is within the San Jacinto Management Unit of the MSHCP and is not within any MSHCP Criteria Cell established for the acquisition of habitat and sensitive plant and wildlife

species. Therefore, the Proposed Project is not subject to MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. The Project Site is not located within any area where habitat surveys are required for amphibian or mammal species but is in an area required for habitat surveys for narrow endemic plants, several criteria species, and burrowing owl (BUOW).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of biological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies PVCCSP EIR mitigation measures related to biological resources that are applicable to the Proposed Project.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Bio 1:	**Conduct pre-construction surveys for nesting birds if constructing in nesting bird season.**	**Project-specific mitigation**
MM Bio 2:	**Conduct pre-construction surveys for burrowing owl if site habitat is suitable.**	**Project-specific mitigation**
MM Bio 3:	Prepare delineation of jurisdictional waters where drainages are present on site.	Not applicable – Biological Analysis (Appendix B) determined there are no jurisdictional drainages on site.
MM Bio 4:	Map riverine/riparian resources and avoid.	Not applicable – Biological Analysis (Appendix B) determined there are no riverine/riparian resources on site
MM Bio 5:	Map vernal pools and avoid.	Not applicable – Biological Analysis (Appendix B) determined there are no vernal pools on site
MM Bio 6:	Conduct endemic plant surveys where applicable.	Not applicable – the Biological Analysis (Appendix B) determined that the Project Site was not suitable for endemic plants.

Impact Analysis

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

Discussion

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?

Less Than Significant Impact With Mitigation Incorporated. Based on the literature review and field survey located in Appendix B, implementation of the Proposed Project will have no significant impacts on Federal or State species known to occur in the general vicinity of the Project Site because it is in an urbanized area, no habitat for sensitive species exist, no sensitive species exist, and the Project Site is not mapped as within any critical habitat for any Federal or State species.

The MSHCP shows that the Project Site is not located within any area that requires habitat surveys for amphibian or mammal species. The Project Site is in an area shown for habitat assessments for the following species:

- Narrow Endemic Plants: San Diego ambrosia, spreading navarretia, California Orcutt grass, Wright's trichocoronis
- Criteria Species: 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.
- Burrowing Owl.

The biological survey (Appendix B) identified that there is no suitable habitat for the narrow endemic plants or criteria species because the Project Site does not support open non-native grasslands on fine sandy loam soils, does not feature Gabbroic and metavolcanic geological conditions, and soils related to this geology, do not occur on the study site. There are no vernal pools on the Project Site, no alkaline soils, no clay soils, and no wetlands. The entire Project site supports exotic annual grassland/forb vegetation dominated by Bromus and stink-net.

The Project Site does, however, support BUOW habitat, although none were found during the surveys conducted (Appendix B). The Project Site consists of flat fields supporting exotic grassland/forbland vegetation, dominated by common weeds, and large numbers of animal burrows or soil cavities potentially suitable for BUOW were found on the Project Site and surrounding areas.

The Proposed Project is required to comply with PVCCSP EIR mitigation measure MM Bio 1 to ensure that Project-specific impacts to nesting birds, including BUOW would be less than significant. PVCCSP EIR mitigation measure MM Bio 1 is replaced with Project-specific mitigation measure MM BR 1 based on input from the CDFW on recent projects within the PVCCSP. No other biological issues were identified with construction or operation of the Proposed Project.

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

No Impact. Based on the records search and field review in Appendix B, there are no drainages on site. The biological resources survey also identified that riverine/riparian resources and vernal pools as defined by the MSHCP were absent from the Project Site. There are no other sensitive natural communities on the Project Site. There are no impacts, and no mitigation would be required.

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?

No Impact. The Project Site does not contain any drainages or state or federally protected wetlands. Therefore, no impacts associated with wetlands would occur, and no mitigation would be required.

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?

Less Than Significant Impact. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas. The City's General Plan Conservation Element also identifies those opportunities for wildlife movement are limited in areas of the City where urban development has occurred. The Project Site is in an area that is rapidly developing with industrial uses and as such, does not contain any wildlife corridors or nursery sites.

Therefore, potential impacts associated with movement of native wildlife would be less than significant, and no mitigation would be required.

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

No Impact. The Project Site is within the PVCCSP – Light Industrial Area. There are no City of Perris policies or ordinances related to protecting biological resources applicable to the Project Site. Therefore, no conflicts with local policies or ordinances protecting biological resources would occur, and no mitigation would be required.

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?

Less Than Significant Impact With Mitigation Incorporated. The City of Perris is signatory to the MSHCP. The Project Site is not located within any criteria cell, or area designated for habitat surveys for amphibian, criteria area species, mammal, or narrow endemic plants. Of the mapped resources, the Project Site only required an evaluation for narrow endemic plants, criteria species, and burrowing owl. A biological resource assessment was conducted of the Project Site

that included a habitat suitability assessment for narrow endemic plants, criteria species and BUOW. No suitable habitat for endemic plants or species, or individuals, were discovered. Suitable habitat exists for BUOW, although there were no individuals found during the surveys.

According to the USGS and the United Sates Fish and Wildlife Service (USFWS) National Wetland Inventory, there are no current or historical drainages on, or adjacent to, or near the Project Site. No blueline drainages occur on the site, and no drainage or vegetation with riparian character occurs on the site. No vernal pool conditions were observed on the site and the porous soils on the site preclude any possibility of vernal pool. Due to the absence of drainages (ditches, channels, brooks, streams, rivers), vernal pools, lakes, ponds, springs, riparian vegetation, or riparian woodland, or any other wetlands of any kind, there is no trigger for compliance needs with respect to MSHCP, Section 6.1.2.

The entire list of plant species found on the site is presented in Appendix B. No Narrow Endemic Plant Species was encountered on the project site. Ecological and environmental conditions on the project site are unsuitable for Narrow Endemic Plant Species (Table 1, section 4.2). Therefore, the Proposed Project is consistent with MSHCP Section 6.1.3.

The site is set in the context of lands developed to commercial use. Developed (graded) use of the site use will not produce unusual excess drainage for the area or have any significant potential to produce toxic effluent waste products. The site is not adjacent to or near any wildland habitats. Due to the lack of wildland conditions in proximity to the project site and the context of the project site within parcels of similar commercial use, there is no trigger for compliance needs with respect to Urban/Wildlands interface (MSHCP, Section 6.1.4).

MSHCP section 6.3.2 provides that "in addition to the Narrow Endemic Plant Species listed in *Section 6.1 .3,* additional surveys may be needed for certain species in conjunction with Plan implementation in order to achieve coverage for these species". Burrowing Owl is one of these species, and its status on the project site is addressed in sections 4 and 5 of the Biology Report (Appendix B). The status of additional plant species of issue for MSHCP section 6.3.2 (Little mousetail, Coulter's goldfields, San Jacinto Valley crownscale, Davidson's saltscale, Parish's brittlescale, Roundleaved filaree, smooth tarplant, Mud nama, Thread-leaved brodiaea, San Diego ambrosia, Spreading navarretia, California Orcutt's grass and Wright's trichocornia) are all addressed with Table 1, section 4.2. None of these plant species occurs on the project site and environmental conditions on the project site are unsuitable for these species.

The MSHCP lists standard best management practices (Appendix C) 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. Implementation of Project-specific mitigation measures MM BR 1 and MM BR 2, which replace PVCCSP EIR mitigation measures MM Bio 1 and MM Bio 2 based on input from the CDFW on recent projects within the PVCCSP will address potential construction impacts. Thus,

with mitigation the proposed Project is compliant with Appendix C and Section 7.5.3 of the MSHCP.

Mitigation Measures:

MM BR ~~Bio~~ 1:

In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. ~~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 PVCC 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 are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.

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

MM BR ~~Bio~~ 2:

The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project Site. The survey will include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey will be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP. ~~Project-specific habitat assessments and focused surveys for burrowing owls will be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls will 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 will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.~~

If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Department, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe

proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin. ~~If 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 the Project Site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented. ~~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 Division 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 1-way doors in burrow entrances. These 1-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 1 week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. 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 will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted~~

~~protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.~~

Conclusion

Implementation of PVCCSP EIR mitigation measures **MM BR ~~Bio~~ 1** and **MM BR ~~Bio~~ 2** would reduce potential impacts of the Proposed Project associated with Biological Resources to less than significant levels.

5.5 Cultural Resources

A Cultural and Paleontological Resources Assessment for the Proposed Project was performed for the Project in August 2021 (**Appendix C –** *Cultural and Paleontological Resources Assessment Report for the Redlands Avenue West Industrial Project, Cogstone, July 2021*).

Cultural resources include archaeological sites, buildings and other kinds of structures, historic districts, cultural landscapes, and resources important to specific ethnic groups.

Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

The historic "built environment" includes structures used for work, recreation, education, and religious worship, and may be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges, and other kinds of structures.

An historic district is any “geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history” (36 CFR 60.3).

The National Park Service defines a cultural landscape as “a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.”

Regulatory Setting

The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance.

National Historic Preservation Act

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of their undertakings on historic properties. The Advisory Council on Historic Preservation, an independent federal agency, administers the Section 106 review process with assistance from State Historic Preservation Offices to ensure that historic properties are considered during federal project planning and implementation. The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture.

California Register of Historical Resources

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act. The

California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources (PRC § 5024.1). The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level.

Environmental Setting

History

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, some 10 miles southeast of the Project Site, with radiocarbon dates clustering around 9,500 before present (B.P.) (Horne and McDougall 2008). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. (Grenda 1997).

In California, the so-called "historic period" began in 1769, when an expedition sent by the Spanish authorities in Mexico founded Mission San Diego, the first European outpost in Alta California. For several decades after that, however, Spanish colonization activities were confined to the coastal regions and left mostly indirect impact on the arid hinterland of the territory. The first explorers, including Pedro Fages and Juan Bautista de Anza, traveled through the Perris and San Jacinto Valleys as early as 1772-1774.

In 1821, Mexico won its independence from Spain and worked to lessen the wealth and power held by the missions. The Secularization Act was passed in 1833, giving the vast mission lands to the Mexican governor and downgrading the missions' status to that of parish churches. The governor then redistributed the former mission lands in the form of grants, to private owners. Ranchos in California numbered over 500 by 1846, all but approximately 30 of which resulted from land grants (Appendix C).

The Project Site is within the San Jacinto Nuevo y Potrero land grant (Appendix C, Figure 10) that was given in 1845 by Governor Pio Pico to Jose Antonio Estudillo a high positioned administrator to Mission San Luis Rey. At the time, this area was a part of San Diego County. In 1846, the land was granted to Don Miguel De Pedrorena, a Spanish-born, high-status gentleman who married Maria Antonia Estudillo, daughter of Jose Antonio Estudillo (Appendix C).

During much of the Spanish and Mexican Periods in California history, the Perris Valley was nominally under the control of Mission San Luis Rey, which was established near present-day Oceanside in 1798. By 1821, it had become a part of the loosely defined Rancho San Jacinto, a vast cattle ranch for that mission (Gunther 1984:467). The rancho was headquartered on a small hill near the Lakeview Mountains, where an adobe house for the *mayordomo*, known in later years as Casa Loma, was built sometime before 1827 (*ibid.*:102).

Prior to the 1880's, the Perris Valley was known as the San Jacinto Plains after the river that crosses it. Historic land use was primarily ranching, but mines were also present, including gold, tin, coal, and clay. With the completion of the California Southern Railroad in 1882, settlers began

flocking to the valley staking out homesteads. In 1911 Perris became an incorporated city. While the railroad had played an important part in establishing the new town, the people had turned to agriculture for their future development. Because of limited groundwater, dry grain farming was the main crop before water was brought to the valley by the Eastern Municipal Water district in the early 1950s. Alfalfa, the King potato (which would produce two crops a year), and still later, sugar beets became the mainstay of farming the Perris Valley. With the construction of Lake Perris in the late 1960s and early 1970s Perris became attractive as a recreational area. Local attractions such as activities at the Lake, hot air ballooning, Orange Empire Railway Museum and skydiving are attracting international recognition.

The immediate vicinity of the Project Site has been undergoing rapid transformation into an industrial park over the past decade (Appendix C).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of cultural resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project will implement the PVCCSP EIR mitigation measures related to cultural resources.

Additionally, the City of Perris has developed project-specific mitigation measures based off of the PVCCSP EIR mitigation measures and are designed to replace some of the PVCCSP project specific mitigation measures. These are also identified in the following table.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Cultural 1:	Prepare a Phase 1 Cultural Resources Survey.	Appendix C – *Cultural and Paleontological Resources Assessment Report for the Redlands Avenue West Industrial Project*, Cogstone, July 2021
MM Cultural 2:	Monitor for resources during construction if results of Phase 1 survey require.	Project-specific mitigation, replaced by City measure MM CR-1.
MM Cultural 3:	Monitor for Native American resources during construction if results of Phase 1 survey require.	Project-specific mitigation, replaced by City measure MM CR-1.
MM Cultural 4:	Stop work if resources are found during construction on a site that is not monitored during construction.	Project-specific mitigation, replaced by City measure MM CR-1.
MM CR-1 (City standard measure)	**Monitoring for cultural and Native American Resources is required for all projects with methods dependent on recommendations from Phase 1 survey.**	**Project-specific mitigation.**
MM Cultural 5:	Monitor for paleontological resources if subsurface excavation exceeds 5 feet and results of Phase 1 survey require.	Project-specific mitigation, refer to Section 5.7

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Cultural 6:	Follow procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 for discovery of human remains and notification of Native American Most Likely Descendent.	Project-specific mitigation, refer to City measure MM CR-2 for updated measure.
MM CR-2 (City standard measure)	**Human remains protocol and protection**	**Project-specific mitigation.**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

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

No Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).*

Eastern Information Center (EIC) records indicate that 21 historical/archaeological studies have been completed within a one-half mile radius (Appendix C, Table 3). All of the sites dated to the historic period, and no prehistoric (i.e., Native American) cultural remains have been recorded in the vicinity of the Project Site.

The records search also determined no previously recorded resources are located within the Project Site. Six cultural resources, all historic built environment resources, are located within one-half mile of the Project Site. None of the other sites were found in the immediate vicinity of the Project Site, thus none of them required further consideration in conjunction with the Cultural Resources Assessment (Appendix C).

The report in Appendix C evaluated the resources against federal and State historic criteria and determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project Site. Therefore, there would be no potential impacts associated with an adverse change to a historical resource would be less than significant and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). The City's General Plan notes that most of the prehistoric sites in and around the City of Perris consist of bedrock milling slicks. Current ethnohistorical scholarship suggests that Native peoples in this area lived in base camps close to water sources, usually in protected areas such as near the base of hills. The Project Site, located on the open valley floor, would not have been a favored location for long-term habitation, and there are no bedrock outcrops on the Project Site that could have been used for resource processing. No other potential markers of prehistoric human activities were found in the on the Project Site.

And while no archaeological resources were determined present on the Project Site, there is a possibility that intact archaeological deposits could be present at subsurface levels. For this reason, the Project Site should be treated as potentially sensitive for archaeological resources.

The City of Perris has developed mitigation measure **MM CR-1**, a standard mitigation measure to manage unanticipated discoveries of archaeological and Native American resources when monitoring is not required by the Phase 1 cultural resources survey. Mitigation measure MM CR-1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4. Mitigation measure MM CR-1 would require the Property Owner/Developer to manage unanticipated discoveries of archaeological and Native American resources in order to reduce impacts to less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact With Mitigation Incorporated. Based on an analysis of records and archaeological survey of the property, it has been determined that the Project Site does not include a formal cemetery or any archaeological resources that might contain interred human remains.

The City of Perris has also developed mitigation measure **MM CR-2**, a standard mitigation measure to manage unanticipated discoveries of human remains. Mitigation measure MM CR-2

replaces PVCCSP EIR mitigation measure MM Cultural 6. Mitigation measure MM CR-2 would require the Property Owner/Developer to manage unanticipated discoveries of human remains, archaeological and Native American resources in order to reduce impacts to less than significant.

Mitigation Measures

MM CR-1

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

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

In the event that archaeological resources are discovered at the Project Site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner 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, the Pechanga Band of Luiseño Indians, and Agua Caliente Band of Cahuilla Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, or the Agua Caliente Band

of Cahuilla 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.

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 will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the Project Site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the Project 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 Project Site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

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

Conclusion

Implementation of mitigation measures **MM CR-1** and **MM CR-2** would reduce potential impacts of the Proposed Project associated with Cultural Resources to less than significant levels.

5.6 Energy

This section describes the potential energy usage effects from implementation of the Proposed Project for both construction activities as well as long-term operations (**Appendix A** – *Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis*, Ganddini Group, ~~August 26, 2021~~, revised July 24, 2023).

Regulatory Setting

A full list of energy regulations is provided in the analysis in Appendix A. The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 Title 24 standards include efficiency improvements to the lighting and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers.

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2020. The 2019 CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015 and established new clean energy, clean air, and greenhouse gas reduction goals for 2030. SB 350 establishes periodic increases to the California Renewables Portfolio Standard (RPS) Program with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold annually to retail customers, by December 31, 2020. The SB 350 specifically calls for the quantities of eligible renewable energy resources to be procured for all other compliance periods reflecting reasonable progress in each of the intervening years to ensure that the procurement of electricity products from eligible

renewable energy resources achieves 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single

largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to energy resources in Section 13 of the PVCCSP relative to incentives for Leadership in Energy and Environmental Design (LEED) certified projects. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project will implement the PVCCSP EIR mitigation measures related to energy.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Air 20:	**Increase overall energy efficiency beyond minimum standard.**	**Project-specific mitigation**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		X		
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact With Mitigation Incorporated. The Proposed Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Information from the CalEEMod ~~2016.3.2~~ 2022.1.1.14 Daily and Annual Outputs (Appendix A) were utilized to generate estimates of the Proposed Project's electricity, natural gas, and fuel consumption for

construction and operational aspects of the Proposed Project. Electricity used for the Proposed Project during construction and operations would be provided by Southern California Edison, which serves more than 15 million customers. SCE derives electricity from varied energy resources including fossil fuels; hydroelectric generators; nuclear power plants; geothermal power plants; solar power generation; and wind farms. Natural gas would be provided to the Proposed Project by Southern California Gas (SoCalGas). Project-related vehicle trip energy consumption will be gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the patrons and employees of the Proposed Project via commercial outlets.

Construction Energy

The Proposed Project's estimated energy consumption during construction is provided in Appendix A (Appendix A, Tables 25 through Table 30). In summary, the usage was estimated as follows:

- Table 25: Construction Equipment Fuel Consumption Estimates: ~~44,669~~ 38,095 gallons of diesel fuel.
- Table 26: Construction Worker Fuel Consumption Estimates: ~~27,961~~ 14,620 gallons.
- Table 27: Construction Vendor Fuel Consumption Estimates (Medium Heavy-Duty Trucks): ~~16,277~~ 10,954 gallons.
- Table 28: Construction Hauling Fuel Consumption Estimates (Heavy Heavy-Duty Trucks): ~~0~~ 4,731 gallons. ~~(No hauling trips by Heavy Heavy-Duty trucks are anticipated for the Proposed Project as there would be no demolition, construction would utilize medium heavy-duty trucks to transport materials (Appendix A, Table 27).~~
- Table 29: Estimated Vehicle Operations Fuel Consumption: ~~235,744~~ 286,949 gallons.
- Table 30: Project Construction Power Cost and Electricity Usage: ~~775,917~~ 1,483,306 kWh/year.

The Property Owner/Developer and its construction contractor would comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing, or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized

through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. The Proposed Project will be required to implement this restriction as part of PVCCSP MM Air 4 which requires the City to condition building and grading permits to restrict idling of construction equipment.

Therefore, potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources during construction of the Proposed Project would be less than significant, and no mitigation would be required.

Operations

Energy consumption in support of or related to operation of the Proposed Project would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

The Proposed Project would create approximately ~~605~~ 544 vehicle trips per day (non-PCE) and ~~857~~ 650 vehicle trips per day (PCE) with a trip generation rate of 1.81 trips per thousand square foot per day.

An estimated ~~235,744~~ 286,949 gallons of fuel would be consumed per year for the operation of the Proposed Project (Appendix A, Table 29). The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. The increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, transportation energy consumption associated with the Proposed Project would not be considered inefficient, wasteful, or otherwise unnecessary.

The Proposed Project's annual operational energy demand according to the CalEEMod ~~2020.4.0~~ 2022.1.1.14 model annual output (Appendix A, Table 30) would be as follows:

- Natural Gas – unrefrigerated warehouse: ~~672,238~~ 5,748,675 kBTU/year
- Electricity – unrefrigerated warehouse: ~~775,917~~ 1,385,773 kWh/year
- Electricity – electric vehicle charging stations: ~~43,540~~ 97,533 kWh/year

In ~~2019~~ 2021, the non-residential sector of the County of Riverside consumed approximately ~~8,183~~ 8,257 million kWh of electricity and approximately ~~148~~ 144 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the Proposed Project is not significant compared to the County's ~~2019~~ 2021 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project is required to comply with Title 24 standards, which require that new buildings reduce water consumption, employ building

commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The Proposed Project would comply with the CALGreen Code as it:

- Provides ~~four~~ five bicycle parking facilities.
- Allows for four future electric vehicle charging parking spaces by installing raceways for the equipment.

The Project Site's current land use classification is Light Industrial according to the PVCC Specific Plan Land Use Map, and the proposed use is consistent with the current land use classification identified in the City's General Plan. The energy demands of the Proposed Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and regional planning documents.

The Applicant, Lake Creek Industrial, LLC, is committed to building sustainable projects. Although the building would not officially be LEED certified, it will follow many of the required design features including, but not limited to, LED and energy efficient lighting for interior and exterior, 3 percent skylights and clear story windows for natural warehouse light, low VOC office materials, site storm water pollution prevention, short term and long term bicycle parking, designated parking for clean air vehicles, future electric vehicle charging capabilities, site light pollution reduction, site grading and drainage system managing surface water flows, providing shade trees, outdoor potable water use in landscape areas, drought tolerant plants, moisture control in landscape areas, construction waste management plan, excavated soil and land clearing debris management recycling/ reuse plan, recycling by future occupants of building, pollutant control temporary ventilation during construction, finish pollutant control, environmental tobacco smoke control, indoor moisture control and ventilation, indoor air quality control and ventilation, carbon dioxide monitoring, and ozone depletion and greenhouse gas reductions in HVAC systems.

The Proposed Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Proposed Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards.

Although the Proposed Project will not result in wasteful or inefficient uses of energy, the Property Owner/Developer would comply with PVCCSP EIR mitigation measure MM Air 20 to further reduce the energy demands of the Proposed Project. No other potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources during construction and operation of the Proposed Project would be less than significant, and no project-specific mitigation would be required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Proposed Project would comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances in compliance with the State's Energy Plan and Title 24 CCR energy efficiency standards and energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the Proposed Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). The Proposed Project would be consistent with the City of Perris Climate Action Plan (Appendix A). Therefore, potential impacts associated with conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation would be required.

Mitigation Measures

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.

Conclusion

The energy impacts of the Project would be less than significant and no Project-specific mitigation is required. As with all projects within the PVCCSP planning area, the Project is required to comply with PVCCSP EIR mitigation measure **MM Air 20**, which would further reduce the energy demand of the Proposed Project.

5.7 Geology and Soils

A geotechnical investigation was prepared for the Proposed Project (**Appendix D** – G*eotechnical Investigation, Proposed Warehouse, Redlands Avenue, South of Rider Street Perris, California, for Black Creek Group,* Southern California Geotechnical, October 25, 2019, and **Appendix D-1 –** *Update of* G*eotechnical Investigation, Proposed Redlands West Development, Redlands Avenue, South of Rider Street Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, August 6, 2020).

An infiltration report was prepared for the Proposed Project (**Appendix D-2** – *Results of Infiltration Testing, Proposed Redlands West Development, Redlands Avenue, South of Rider Street Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, October 30, 2020).

A paleontological report was prepared for the Proposed Project (**Appendix C** – *Cultural and Paleontological Resources Assessment Report for the Redlands Avenue West Industrial Project,* Cogstone, August 26, 2021*)*.

Environmental Setting

Regional Geologic Setting

The Project Site lies within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 17, Township 4 South, Range 3 West (**Figure 3 –** *Site Location – USGS Map*). The Project Site is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile (mi) long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin. Specifically, the Project Site is on the Perris Block, a fault-bounded structural block that extends from the southern foot of the San Gabriel and San Bernardino Mountains southeast to the vicinity of Bachelor Mountain and Polly Butte. It is bounded on the northeast by the San Jacinto Fault and on the southwest by the Elsinore Fault Zone.

The Project Site consists of site consists of eight rectangular to trapezoidal-shaped parcels with level topography ranging from 1449± feet mean sea level (msl) in the northwestern area of the site to 1443± feet msl in the southeastern area of the site. The overall site topography slopes gently downward to the southeast at a gradient of less than 1± percent. The Project Site is vacant and undeveloped, with the exception of the southern-most parcel. This parcel contains remnants of a previous single-family residence, including the original concrete floor slab and flatwork, in the western region. Large trees and trash/debris are also present within this parcel. Ground surface cover for the remainder of the Project Site consists of exposed soils with moderate native grass and weed growth.

Soils

On site soils as identified by the US Department of Agriculture are identified in **Table 2 –** *On-Site Soils Classification* and are depicted in **Figure 10** – *USDA Soils Information* (Section 5.2).

Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. The Geotechnical Investigation (Appendix D-1) identifies that Riverside County GIS website indicates that the Project Site is located within a zone of low liquefaction susceptibility. In addition, the soil conditions encountered at the boring locations during the geotechnical field investigation were not considered to be conducive to liquefaction.

Faulting

The City of Perris is in the southern California basin, a complex geological region that has a history of seismic activity due to the number of faults in the region. The City of Perris' General Plan Safety Element identifies that the active faults of most concern for the City of Perris are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults. None of these faults are located directly in the City of Perris or its Sphere of Influence; therefore, ground surface rupture is not identified as a significant seismic hazard.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of geological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project will implement the PVCCSP mitigation measures related to geological resources.

Additionally, the City of Perris has developed a project-specific mitigation measure based off of the PVCCSP EIR mitigation measures and is designed to replace the PVCCSP EIR project specific mitigation measure. This is also identified in the following table.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Geo 1	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	Appendix D-1 – *Updated Geotechnical Investigation, Proposed Redlands West Development, Redlands Avenue, South of Rider Street Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, August 6, 2020
MM Cultural 5:	Monitor for paleontological resources if subsurface excavation exceeds 5 feet and results of Phase 1 survey require.	Project-specific mitigation, refer to MM GEO-1 for updated mitigation measure.
GEO-1 (City Standard Measure)	**Submit a Paleontological Resource Impact Mitigation Monitoring Program**	**Project-specific mitigation.**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less than Significant Impact. The Project Site is in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The proposed development site lies outside of any Alquist Priolo Special Studies Zone (California Dept of Conservation, Earthquake Zones of Required Investigation GIS map). Therefore, potential impacts associated with adverse effects to people or structures from a surface rupture would be less than significant, and no mitigation would be required.

- *Strong seismic ground shaking?*

Less than Significant Impact. The Project Site is situated in an area of high regional seismicity and the San Jacinto (San Jacinto Valley) fault is located about 10 miles east of the Project Site. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The Proposed Project is required to be constructed consistent with all applicable seismic design standards contained in the ~~2019~~ 2022 California Building Code (CBC), including Section 1613- Earthquake Loads, which would reduce impacts reduce risks associated with seismic activity. Therefore, potential impacts associated with adverse effects to people or structures from a surface rupture would be less than significant, and no mitigation would be required.

- *Seismic related ground failure, including liquefaction?*

Less than Significant Impact. The depth to groundwater at the Project Site is greater than 50 feet below the existing site grades, and the Project Site is mapped within the City as an area of low to moderate potential for liquefaction. The Geotechnical Investigation (Appendix D) identified that the on-site soils are not subject to liquefaction. No design considerations related to liquefaction were identified as warranted for the Proposed Project. The Property Owner/Developer would grade the Project Site according to the recommendations specified by the Proposed Project's Licensed Geotechnical Engineer and construct the development to the standards prescribed by the California Building Code (CBC), as amended by the City, which would reduce risks associated with liquefaction. Therefore, potential impacts associated with adverse effects to people or structures from liquefaction shaking would be less than significant, and no mitigation would be required.

- *Landslides?*

No Impact. The Project Site and surrounding area is flat. There are no significant slopes located on or near the Project Site, and no significant slopes are proposed as part of the project design. Therefore, no impacts to people or structures from landslides would occur, and no mitigation would be required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion, wind, dust, and water quality impacts, the Proposed Project is required to comply with SCAQMD rules relating to dust control (such as SCAQMD Rule 403) and rules to protect water quality including preparing a Stormwater Pollution Prevention Plan (SWPPP) to be approved by the Regional Water Quality Control Board (RWQCB). Compliance with Federal, State, and Local regulations will ensure potential impacts are less than significant. Therefore, potential impacts associated with soil erosion, or the loss of topsoil would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The Geotechnical Investigation (Appendix D-1) identified that no soils on the Project Site were unstable, or that would become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The Proposed Project would be constructed in accordance with the recommendations made in the Geotechnical Investigation.

Therefore, potential impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant, and no mitigation would be required.

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?

Less Than Significant Impact. The subsurface soils consist of native alluvium. The Geotechnical Investigation (Appendix D) identified that the soils underlying the Project Site have an expansion index of 7. This is considered as a "very low" potential according to Table 18-1-B of the Uniform Building Code. Therefore, potential impacts associated with expansive soil that creates a substantial direct or indirect risk to life or property would be less than significant, and no mitigation would be required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Proposed Project would not involve the installation of septic tanks or alternative wastewater disposal systems. Therefore, no impacts to soils associated with septic tanks or alternative wastewater disposal systems would occur, and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. A Cultural and Paleontological Resources Assessment Report was completed for the Proposed Project by study of local and regional literature and a field survey (Appendix C). The surface geology within the surrounding area was mapped as early to middle Pleistocene very old alluvial fan deposits (2.58 million years to 129,000 years old), and late Pleistocene to Holocene (less than 11,700 years old), which is the same material mapped as the surface material in the Domenigoni Valley, the site of important vertebrate paleontological finds in recent decades. According to the Western Science Center (WSC), the soils in the surrounding area also consist of very old alluvial fan deposits from the Pleistocene Epoch. Throughout the course of the paleontological field survey, no notable surface manifestation of any paleontological remains was observed on the Project Site. While surface visibility was hampered by the presence of a significant amount of vegetative ground cover, in light of past agricultural operations on the Project Site and the resulting ground disturbance, no intact fossil remains are expected on the surface or in shallow deposits.

The City of Perris identifies paleontological sensitivity in Exhibit CN-6 of its Conservation Element of its General Plan. The Project Site is in Area No. 1, which is "High Sensitivity: Pleistocene older valley deposits." Excavation on the Project Site during construction may exceed 5 feet to achieve adequate engineered compaction for some areas of the building footings. The Proposed Project would comply with General Plan Policy IV.A.4:

> *IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, palaeontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, palaeontologic monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.*

The City of Perris has developed mitigation measure **MM GEO-1,** a standard mitigation measure to manage unanticipated discoveries of paleontological resources. Mitigation measure **MM GEO-1** replaces PVCCSP EIR mitigation measure MM Cultural 5. The Cultural and Paleontological Resources Assessment 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**. Implementation of mitigation measures **MM GEO-1** and **MM GEO-2** would reduce potential impacts to unanticipated discoveries of paleontological resources to less than significant levels.

Mitigation Measures

MM GEO-1

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

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

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

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

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.

Conclusion

Implementation of mitigation measures **MM GEO-1** and **MM GEO-2** would reduce potential impacts of the Proposed Project associated with geology and soils to less than significant levels.

5.8 Greenhouse Gas Emissions

Ganddini Group, Inc (Ganddini) performed an Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis for the Proposed Project in August 2021, revised July 2023 (**Appendix A** – *Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis*, Ganddini Group, August 26, 2021, revised July 24, 2023) in accordance with PVCCSP EIR mitigation measures **MM Air 1, MM Air 10,** and **MM Air 15**.

Regulatory Setting

Since 1988, many countries around the world have tried to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

South Coast Air Quality Management District

The Project Site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While the CARB published draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 $MTCO_2e$ per year screening level threshold for industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1	consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
Tier 2	consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
Tier 3	consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant: – Industrial projects: 10,000 $MTCO_2e$ per year – Based on land use types: residential is 3,500 $MTCO_2e$ per year; commercial is 1,400 $MTCO_2e$ per year; and mixed use is 3,000 $MTCO_2e$ per year or – All non-industrial land use types: 3,000 MTCO2e per year
Tier 4	has the following options: – Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined – Option 2: Early implementation of applicable AB 32 Scoping Plan measures – Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans; – Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
Tier 5	involves mitigation offsets to achieve target significance threshold.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 $MTCO_2e$/year threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. As stated above, SCAQMD staff were proposing to recommend the 10,000 $MTCO_2e$/year threshold for industrial uses by all lead agencies. The City's use of the 10,000 $MTCO_2e$/year threshold is also considered to be conservative since it is being

applied to all of the GHG emissions generated by the Project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 $MTCO_2e$/year threshold applies only to the new stationary sources generated at industrial facilities.

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City of Perris adopted its Climate Action Plan (CAP) on February 23, 2016.

Environmental Setting

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation, and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO2 (carbon dioxide), N2O (nitrous oxide), CH4 (methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHG). These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of Climate Change Analysis (Appendix A), the focus was on emissions of CO_2, CH_4, and N_2O because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to greenhouse gas emissions. There were no mitigation measures contained in the PVCCSP EIR specifically for Greenhouse Gas impacts. The PVCCSP EIR identified that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 19, and MM Air 21 would also reduce GHG emissions related to buildout of the PVCCSP.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant. The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project would consist of the development of one ~~334,404~~ 301,101 SF non-refrigerated warehouse designed with ~~two~~ one grade level door~~s~~, ~~68~~ 38 truck docks, and includes one 8,000 SF area for office space to house one tenant, which has not been identified at this time. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. GHG emissions have been calculated with the CalEEMod model based on construction and operational parameters (Appendix A). A summary of the results is shown below in **Table 9** – *Project Related Greenhouse Gas Annual Emissions*.

Table 7 – Project Related Greenhouse Gas Annual Emissions

~~Category~~	~~Greenhouse Gas Emissions (Metric Tons/Year)~~					
	~~Bio-CO2~~	~~NonBio-CO_2~~	~~CO_2~~	~~CH_4~~	~~N_2O~~	~~CO_2e~~
~~Area Sources[1]~~	~~0.00~~	~~0.02~~	~~0.02~~	~~0.00~~	~~0.00~~	~~0.02~~
~~Energy Usage[2]~~	~~0.00~~	~~181.20~~	~~181.20~~	~~0.01~~	~~0.00~~	~~182.16~~
~~Mobile Sources[3]~~	~~0.00~~	~~1,701.31~~	~~1,701.31~~	~~0.05~~	~~0.17~~	~~1,752.49~~
~~Waste[4]~~	~~63.82~~	~~0.00~~	~~63.82~~	~~3.77~~	~~0.00~~	~~158.10~~
~~Water[5]~~	~~24.54~~	~~178.60~~	~~203.14~~	~~2.54~~	~~0.06~~	~~284.79~~
~~Construction[6]~~	~~0.00~~	~~28.53~~	~~28.53~~	~~0.00~~	~~0.00~~	~~28.98~~
~~Total Emissions~~	~~88.35~~	~~2,089.66~~	~~2,178.02~~	~~6.37~~	~~0.23~~	~~2,406.54~~
~~SCAQMD Draft Screening Threshold for Industrial Land Uses~~						~~10,000~~
~~Exceeds Threshold?~~						~~No~~

~~Source: CalEEMod Version 2020.4.0 for Opening Year 2023.~~
~~(1) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.~~
~~(2) Energy usage consist of GHG emissions from electricity and natural gas usage.~~
~~(3) Mobile sources consist of GHG emissions from vehicles.~~
~~(4) Solid waste includes the CO2 and CH4 emissions created from the solid waste placed in landfills.~~
~~(5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.~~
~~(6) Construction GHG emissions CO2e based on a 30-year amortization rate.~~

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Maximum Annual Operations	47.30	3,022.00	3,069.00	4.90	0.22	3,260.00
Construction[1]	0.00	16.43	16.43	0.00	0.00	16.67
Total Emissions	47.30	3,038.43	3,085.43	4.90	0.22	3,276.67
SCAQMD Draft Screening Threshold for Industrial Land Uses						10,000
Exceeds Threshold?						**No**

Source: CalEEMod Version 2022.1.1.14 for Opening Year 2025.
(1) Construction GHG emissions CO2e based on a 30-year amortization rate

Table 9 shows that the Proposed Project would create ~~2,406.54~~ 3,276.67 $MTCO_2e$ per year. According to the SCAQMD draft threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 10,000 $MTCO_2e$ per year. Consistent with the findings of the PVCCSP EIR, PVCCSP EIR Mitigation Measures MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 19, and MM Air 21 would reduce GHG emissions related to buildout of the PVCCSP and are applicable to the Proposed Project. Therefore, potential impacts associated the generation of greenhouse gas emissions would be less than significant, and no additional project-specific mitigation would be required.

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

Less Than Significant. As stated previously, the applicable plan for the Proposed Project is the City of Perris CAP and the SCAQMD's tier 3 thresholds. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

Therefore, as the Proposed Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Proposed Project's emissions also comply with the goals of AB 32 and the City of Perris CAP. Additionally, as the Proposed Project meets the current interim emissions targets/thresholds established by the SCAQMD, the Proposed Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Proposed Project will be required to comply with these regulations as they come into effect.

Therefore, potential impacts associated with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures specific to Greenhouse Gas Emission reduction are required. PVCCSP EIR mitigation measures that will be implemented as part of the Proposed Project were addressed in Section 5.3 – Air Quality, which also serve to reduce greenhouse gas emissions. These PVCCSP EIR mitigation measures include MM Air 2 through MM Air 6, MM Air 11 through Air 14, MM Air 19, and MM Air 21. Implementation of these measures would further reduce Project GHG emissions.

Conclusion

Potential impacts of the Proposed Project associated with Greenhouse Gas Emissions would be less than significant, and no mitigation would be required.

As discussed above, the Proposed Project is consistent with the goals and objectives of AB 32 and the City of Perris CAP.

Thus, given the Proposed Project's consistency with AB 32, the City's CAP, and the SCAQMD's 10,000 $MTCO_2e$ per year threshold for industrial uses, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of the Proposed Project to cumulative GHG impacts is less than significant.

5.9 Hazards and Hazardous Materials

Partner Engineering and Science prepared a Phase I Environmental Site Assessment (Phase I ESA) to determine potential impacts from hazardous materials associated with the development of the Proposed Project (**Appendix E –** *Phase I Environmental Site Assessment Report Redlands Avenue West*, Partner Engineering and Science, Inc., August 26, 2020**)**.

Ganddini Group prepared a Noise Impact Analysis ~~was also completed~~ to determine potential impacts of noise in relation to the proximity of the March Air Reserve Base (**Appendix H** – *Redlands Avenue West Industrial Project Noise Impact Analysis*, Ganddini Group, August 27, 2021, revised July 25, 2023).

Regulatory Setting

The Department of Environmental Health of the Riverside County Community Health Agency is responsible for regulating the operations of businesses and institutions that handle hazardous materials or generate hazardous wastes in the City of Perris. As part of the State-mandated Certified Unified Program administered by the California Environmental Protection Agency, the County Department of Environmental Health coordinates regulatory and enforcement for the programs related to hazardous materials and wastes (City of Perris, 2005).

Environmental Setting

A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bio accumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Typical equipment which may contain fuel or hydraulic oil that may be used during construction could include graders, loaders, dozers, cranes, forklift/pallet jack, and jackhammers.

March Air Reserve Base

The Project Site is approximately 2.8 miles southeast of the southern terminus of Runway 14-32 of the March Air Reserve Base/Inland Port Airport's primary runway. Runway 14-32 is oriented north-northwest/south-southeast and is 13,300 feet long. According to the March Air Reserve Base/Inland Port Airport (MARB/IPA) *Airport Land Use Compatibility Plan* (ALUCP)[2], the Project Site is within Compatibility Zone B2 (**Figure 11** – *MARB ALUCP Zoning*). Exhibit S-17 of the Safety Element of the City's General Plan shows that the Project Site is in the airport's 65 dBA CNEL noise contour. However, Figure 4-2 of the more recent *Final Air Installations Compatible Use Zones Study for March Air Reserve Base* (Air Force Reserve Command) (AFRC, 2018)[3] shows that

[2] https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf

[3] https://www.marchjpa.com/documents/docs_forms/AICUZ_2018.pdf

most of the Project Site is located outside of the airport's 60 dBA CNEL noise contour, with only a small portion being located within the airport's 60 dBA CNEL contour.

Project Site

The Project Site consists of eight parcels of vacant land covered with low-lying vegetation. The Project Site is not defined by fencing or markers. The Phase I Environmental Site Assessment performed for the Proposed Project identified that pieces of wood, stone cobbles, and minor debris were observed on the northeastern portion of the Project Site.

No evidence of the use of reportable quantities of hazardous substances was observed on the any of the parcels associated with the Project Site. No evidence of aboveground storage tanks (ASTs) or underground storage tanks (USTs) such as fill ports, piping, or vent pipes was observed or reported on any of the parcels associated with the Project Site.

Based on the historical research and interviews conducted as part of the Phase I ESA, the Project Site was undeveloped land in 1901. By 1938, the Project Site was developed for agricultural use sometime prior to 1938 and continued to 2016. At least one residential structure, associated farming structures, and a driveway was located on the northeastern portion of the Project Site. One pond was located on the northwest corner. By 1989, the onsite structures appear to have been removed. From 1989 to present, the Project Site appears to be agriculturally developed or vacant land. Several trailers were located in the northeast corner of the subject property between 2006 and 2009. Since 2009, the Project Site was vacant land.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to hazardous waste. The PVCCSP, Section 12, *Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table* contains a number of design requirements relative to development within the March ARB ALUCP presented in this Initial Study and are incorporated as part of the Proposed Project, and as such, are incorporated into the analysis in this section. These include but are not limited to:

- Locate structures maximum distance from extended runway centerline;
- Sound attenuation as necessary to meet interior noise level criteria;
- Airspace review required for objects >35 ft. tall;
- Electromagnetic radiation notification; and
- Avigation easement dedication and disclosure.

The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which are assumed to be implemented in the analysis presented in this section. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to Hazards and Hazardous Wastes.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Haz 1:	Prepare a CEQA analysis if a project is within one-quarter of a mile of Val Verde High School or any other existing or proposed school.	Not required – site not within one-quarter of a mile of any existing or proposed schools. CEQA prepared for general Project entitlement.
MM Haz 2:	**Convey an avigation easement to the MARB/March Inland Port Airport Authority.**	**Project-specific mitigation.**
MM Haz 3:	**Outdoor lighting installed shall be hooded or shielded.**	**Project-specific mitigation.**
MM Haz 4:	**Provide a notice to potential purchasers and tenants regarding the site being within an airport zone.**	**Project-specific mitigation.**
MM Haz 5:	**Prohibit specific uses that would interfere with airport operations.**	**Project-specific mitigation.**
MM Haz 6:	**Demonstrate to City that vertical structures or construction equipment will not encroach into the 100-to-1 imaginary surface surrounding the MARB.**	**Project-specific mitigation.**
MM Haz 7:	Conduct soil sampling of potentially contaminated soil for sites on a known contaminated site.	Not required – Project site is not located on a hazardous waste site.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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 or excessive noise to the public or the environment?				X
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 for people residing or working in the project area?		X		
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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

Less than Significant Impact. Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris.

With mandatory regulatory compliance with federal, State, and local laws, potential impacts associated with hazardous materials would be less than significant, and no mitigation would be required.

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?

Less than Significant Impact. Construction and operation of the Proposed Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction Impacts

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the Proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. These materials would be handled and stored in compliance with all with applicable federal, state, and local requirements. Any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations. All hazardous materials would be securely stored in a construction staging area or similar designated location within the Project Site. The handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the County Health Department – Hazardous Materials Management Services.

With the compliance with local, State, and federal regulations, short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant, and no mitigation would be required.

Operations Impacts

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses in the Specific Plan area could involve the transport, use, storage, and disposal of hazardous materials. However, with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial

developments would not create a significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials; the impact was determined to be less than significant. Although a tenant for the warehouse has not yet been determined, operation of the Proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials).

Exposure of people or the environment to hazardous materials during operation of the Proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations; these are implemented by Title 13 of the California Code of Regulations, known as the Hazardous Materials Transportation Act. As noted above, it is possible that vendors may transport hazardous materials to and from the Project Site; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits; proper storage locations and containers; and proper labeling. Additionally, for removal of hazardous waste from the Project Site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Therefore, consistent with the conclusion of PVCCSP EIR, with compliance with federal, State, and local regulations, potential impacts associated with creating a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials during operations would be less than significant, and no mitigation would be required.

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

No Impact. The closest school to the Project Site is Triple Crown Elementary School, which is approximately 3,300 feet south of the Project Site. Since there are no schools within one-quarter mile of the Project Site, no impacts would occur, and no mitigation would be required.

d) Would the project 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?

No Impact. Government Code Section 65962.5(a)(1) requires that the Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has

failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities, and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostar Database. There are no sites listed in the Envirostar Database within 1,000 feet of the Project Site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project Site.

Based on the result of the database review the Project Site is not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

A Phase 1 ESA was performed for the Proposed Project in accordance with ASTM Standard Practice CFR Part E152 13 and the EPA Standards and Practices for All Appropriate Inquiries (Appendix E). The assessment identified that although the historical use was agriculture with the potential for pesticide use, there was no evidence of Recognized Environmental Condition (RECs) or Controlled RECs (CRECs) on the Project Site based on records searches and the field survey.

Therefore, based on the results of the Phase I ESA and that the Proposed Project is required to follow all state, federal, and local regulations, potential impacts associated with a reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment is less than significant, and no mitigation would be required.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact With Mitigation Incorporated. The Project Site is approximately 2.8 miles southeast of the southern terminus of Runway 14-32 of the MARB/IPA's primary runway and is within the boundaries of the MARB/IPA ALUCP. The MARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. The MARB/IPA ALUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. The Project Site is within Compatibility Zone B-2 (**Figure 11**) and is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because 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.

Industrial land uses in the B-2 Zone are prohibited from exceeding a site average of 100 persons per acre a maximum single-acre intensity of 250 people per acre according to the MARB/IPA ALUCP. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,030 SF of Light Industrial space, the ~~334,040 SF~~ 301,101 SF warehouse Project would result in the generation of approximately ~~324~~ 293 employees. This would equate to a site average

density of ~~17~~ 15.3 employees per acre for the 19.12-acre Project site (the 19.12-acre factor does not include the 1.02 acre for road improvements because this analysis focuses on worker density). These employees would work within the ~~334,040~~ 301,101 SF non-refrigerated warehouse building, which would cover an area of approximately ~~7.6~~ 6.8 acres and equate to an average of 43 people per acre. The Proposed Project would not exceed the MARB/IPA LUCP regulation of a maximum of 100 people per acre.

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, or places of worship in portions of the airport environ that are exposed to significant levels of aircraft noise. The Project Site is within the PVCCSP planning area, and the Proposed Project is a warehouse use.

The Project Site is in MARB/IPA ALUCP Zone B2 (High Noise Zone). Pursuant to Perris Municipal Code Section 19.51.080(2), office space (including office space within industrial buildings) must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Exhibit S-17 of the Safety Element of the City's General Plan shows that the Project Site is located within the airport's 65 dBA CNEL noise contour. However, Figure 4-2 of the more recent *Final Air Installations Compatible Use Zones Study* (AICUZ 2018) shows that the Project Site is located within the airport's 60 dBA CNEL noise contour. The Proposed Project is a ~~334,040~~ 301,101 square foot warehouse building. Neither the City of Perris Municipal Code nor the March Air Reserve Base Inland Port ALCUP establish airport noise criteria for industrial or warehouse land uses. Furthermore, as shown in Table MA-2, Basic Compatibility Criteria, of the March Air Reserve Base Inland Port ALCUP, industrial uses are considered allowed uses within Zone B2.

The total square footage proposed by the Project includes approximately 8,000 square feet of associated office use. Section 19.51.080 of the City's Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the City's Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. Per the Final AICUZ (2018), the Project Site is located within the 60 dBA CNEL noise contour. Therefore, with standard building construction, the associated office use would not be anticipated to have noise levels exceeding 45 dBA CNEL.

The Proposed Project is required to comply with the following PVCCSP EIR mitigation measures: MM Haz 2, MM Haz 3, MM Haz 4, MM Haz 5, and MM Haz 6. Compliance with these measures would ensure that potential Project impacts would be less than significant and would not result in a safety hazard or excessive noise for people residing or working in the project area because the Project Site is in an airport land use plan.

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

Less Than Significant Impact. Development of the Project Site would not interfere with any of the daily operations of the City of Perris Emergency Operation Center, Riverside County Fire Department, or Riverside County Sheriff's Department. Emergency vehicle access would be provided by three driveways on Redlands Avenue. Emergency response and evacuation for the City are based on numerous access routes. The Proposed Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets that provide through access. All construction activities would be required to be performed according to the standards and regulations of the City and county fire and sheriff's departments. For example, the Property Owner/Developer and its construction contractor would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Proposed Project would also be required to undergo the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the Riverside County Fire Department to ensure that the Proposed Project does not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of Perris's emergency operations plan or evacuation plan. Therefore, no impacts associated with an adopted emergency response plan or emergency evacuation plan would occur, and no mitigation would be required.

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

No Impact. According to the Safety Element of the City's General Plan, wildfires typically pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface (WUI), which is considered an area within the high and very high fire hazard severity zone, as defined by Cal FIRE. The Safety Element Wildfire Hazards map shows that the Project Site is not located in a Very High Fire Hazard Severity Zone. Therefore, no impacts associated with wildland fires would occur and no mitigation would be required.

Mitigation Measures

MM Haz 2:

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

MM Haz 3:

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

MM Haz 4:

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

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

MM Haz 5

The following uses shall be prohibited:

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

MM Haz 6:

A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing

development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

Conclusion

Implementation of PVCCSP EIR mitigation measures **MM Haz 2, MM Haz 3, MM Haz 4, MM Haz 5,** and **MM Haz 6** would reduce potential impacts of the Proposed Project associated with Hazards and Hazardous Materials to less than significant levels.

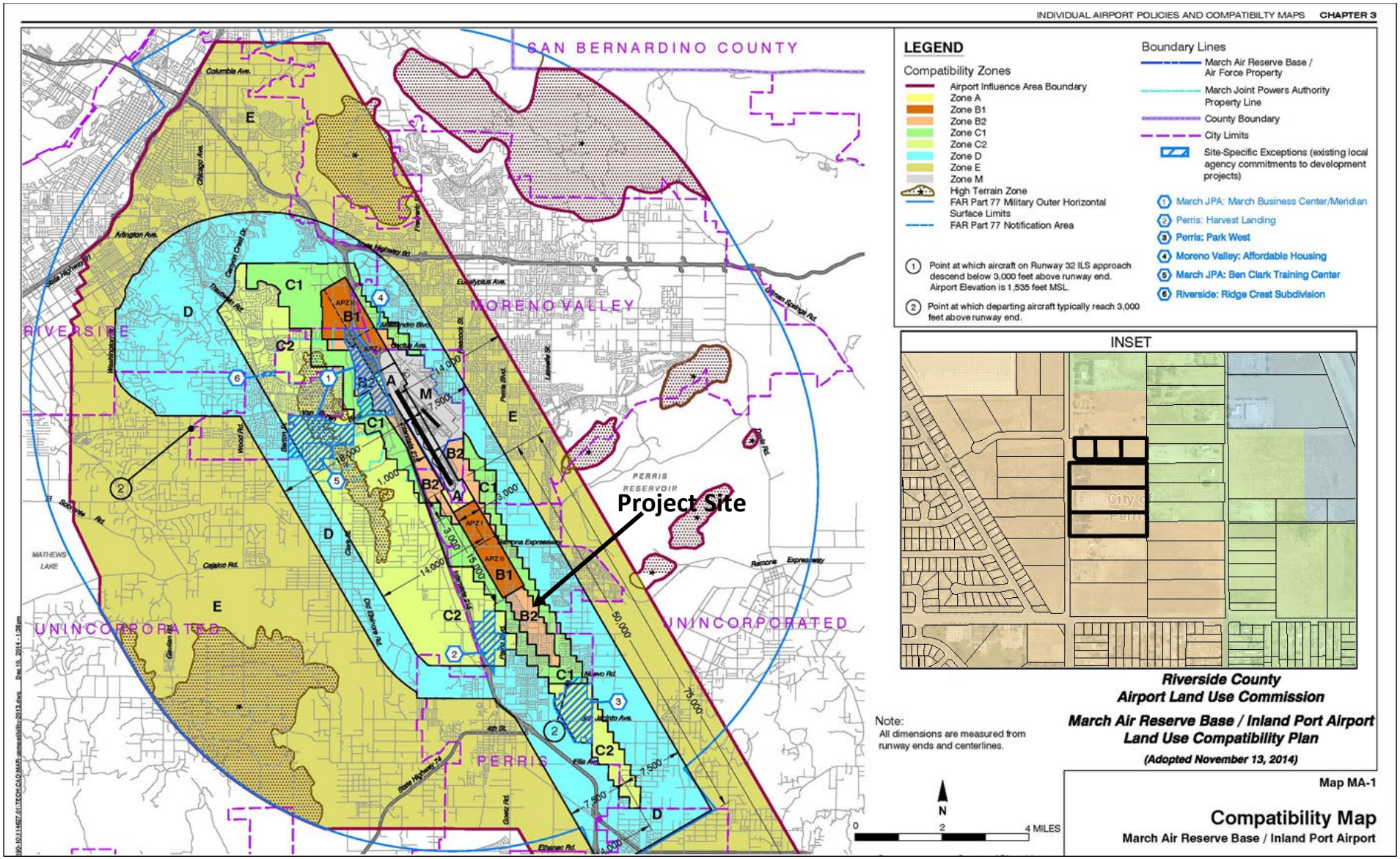


Figure 11: MARB ALUCP Zoning

Source: *MARB ALUCP*

5.10 Hydrology and Water Quality

Albert A. Webb Associates prepared a Preliminary Project Specific Water Quality Management Plan (PWQMP) (**Appendix F** – *Preliminary Project Specific Water Quality Management Plan, Redlands West Industrial*, Albert A Webb Associates, January 2022, revised July 2023) and Preliminary Drainage Study (**Appendix G** – *Redlands West Industrial Project DPR 20-00020 Preliminary Drainage Study*, Albert A. Webb Associates, May 2021, revised July 2023) to determine potential impacts to hydrology and water quality associated with the development of the Proposed Project.

Regulatory Setting

The Santa Ana Regional Water Quality Control Board requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which BMPs will be used to address certain program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

The Riverside County Flood Control and Water Conservation District, the County of Riverside, the City of Perris, and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the Riverside County region. These discharges are regulated under countywide waste discharge requirements per Order No. R8-2010-0033, NPDES Permit No. CAS618033, approved by the Santa Ana RWQCB on January 29, 2010. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

Environmental Setting

Hydrologically, the Project Site is in the Perris hydrologic area, in the 106,456-acre Perris Valley hydrologic sub-area (HSA 802.11) within the Lower San Jacinto River watershed (HUC 180702020305).

Floodplains

The Project Site does not contain any natural drainages or waterways (Appendix B). The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate the Project Site is in Zone X, which is an area of moderate and minimal flood risk. Zone X signifies areas subject to flooding in the event of a 500-year flood, areas of a 100- year sheet flow flooding with average depths of less than one foot, areas of a 100-year stream flood with contributing drainage areas less than one square mile, and areas protected from a 100-year flood by levees.

Groundwater

The Eastern Municipal Water District (EMWD) delivers water to most of the City including the Project Site. The EMWD has prepared an Urban Water Management Plan (UWMP) to comply with the Urban Water Management Planning Act and SBX7-7 and to support water supply assessments and written verifications of water supply (EMWD, July 2021). The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The service area includes seven incorporated cities, including the City of Perris, in addition to unincorporated areas of Riverside County. The EMWD has a diverse portfolio of local and imported supplies including recycled water, potable groundwater, desalinated groundwater. Half of the water used in the EMWD service area is imported by Metropolitan. The EMWD has been able to maintain a balance of local and imported water even as new connections have been added. This has been accomplished through local supply projects and increased water use efficiency (EMWD, July 2021).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hydrology and water quality are incorporated as part of the Proposed Project, and as such, are incorporated into the analysis in this section. There are no mitigation measures for Hydrology and Water Quality included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
• impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

a) Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Construction Impacts

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb 1 acre or more of soil, including the Proposed Project, are regulated under the construction general permit (CGP, Order No. 2009-009-DWQ) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the SWRCB. Projects obtain coverage under the CGP by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the Proposed Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

The Property Owner/Developer and its construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Canyon Lake and Lake Elsinore). Other construction BMPs that may be incorporated into the Proposed Project's SWPPP and implemented during the construction phase include but are not limited to:

- Installation of perimeter silt fences and perimeter sandbags and/or gravel bags
- Stabilized construction exits with rumble strip(s)/plate(s)
- Installation of storm drain inlet protection on affected roadways
- Installation of silt fences around stockpile and covering of stockpiles
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls
- Installation of temporary sanitary facilities and dumpsters

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the City's municipal code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City shall comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the municipal code, the standard specifications for public works construction when

performing public works, and applicable provisions of the National Pollutant Discharge Elimination System CGP for stormwater discharges associated with construction activity issued by the SWRCB and California RWQCB, NPDES No. CAS 618033, Order No. R8-2002-0011.

Therefore, with implementation of the BMPs in the required SWPPP, water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant, and no mitigation would be required.

Operations Impacts

The Redlands West project consists of a proposed approximately ~~334,040~~ 301,101~~-~~SF industrial building along with all associated utilities, drive aisles, parking stalls, walkways, and landscaped areas. The existing drainage patterns were identified in the PWQMP (Appendix F). The Proposed Project is designed in a manner where the overall drainage pattern will be preserved. In the existing condition, the Project Site drains from west to east but is quite flat overall (slopes under 1%). Runoff exits the site into natural conditions along Redlands Avenue near the eastern boundary of the Project Site. Larger storm events spill over Redlands Avenue and continue to flow eastwards towards the Perris Valley Storm Drain (PVSD) Channel, located approximately 2,000 feet east of the Project Site, and discharges into the San Jacinto River.

Based on the nature of the industrial development, not all runoff can feasibly be directed towards a pervious area before being captured. Impervious areas will be minimized as much as possible while maintaining safe and usable facilities onsite. Landscaped areas have been provided throughout the project site along concrete walkways, around the proposed building, adjacent to parking areas, and in other feasible locations throughout the site to maximize the chances of runoff dispersing into landscaped areas before being captured.

In the developed Project condition, a network of catch basins and inlets will collect flows. Due to site constraints, including poor infiltration rates of the existing soil, ten (10) Modular Wetland System (MWS) treatment vaults in tandem with inlets will treat for water quality requirements. The MWS treatment vaults will vary in size (4'x8', 8'x12', 8'x16', and 8'x20') to properly convey the flows from each drainage management area. The proposed MWS treatment vaults are classified as biotreatment devices per the WQMP guidelines. All captured onsite runoff will then be directed towards proposed underground storage chambers.

After being treated by ~~modular wetland system (~~MWS~~)~~ vaults and mitigated by proposed underground storage chambers, a proposed pump will discharge flows west towards Redlands Avenue. From there flows enter the extension of Lateral A-B-10 and are conveyed north into the existing Master Drainage Plan (MDP) Line A-B. MDP Line A-B conveys these flows from west to east into the PVSD Channel similar to the existing flows.

~~All runoff will be dispersed to landscaped swales prior to reaching the proposed BMPs. Pervious landscaped areas are proposed around the proposed buildings in order to maximize the chances of runoff dispersing into landscaped areas before being captured. All inlets onsite are provided with an MWS Treatment Vault for water quality treatment.~~

Therefore, with implementation of the BMPs in the PWQMP and compliance with NPDES MS4 permit requirements, potential impacts associated with water quality and waste-discharge impacts would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The Project Site is in the EMWD Perris North groundwater basin in the San Jacinto Groundwater Management Plan Area. According to the EMWD's Urban Water Management Plan, a cooperative groundwater management plan is already in place for the Groundwater Management Plan Area to insure the reliability and quality of the water supply.

Development of the Proposed Project would involve paving a large amount of the 20.14-acre Project Site (of which 19.12 acres represent the Project components and 1.02 acres represents road improvements), thereby increasing impervious surfaces on the Project Site. The PWQMP prepared for the Proposed Project identifies that all runoff will be collected in a network of catch basins and inlets. Ten (10) Modular Wetland System (MWS) treatment vaults in tandem with inlets will treat for water quality requirements. All captured onsite runoff will then be directed towards underground storage chambers, then discharged into the proposed extension of Lateral A-B-10 located along Redlands Ave via a proposed pump and a preliminary outlet structure. These mitigated flows will be conveyed north towards the existing MDP Line A-B which ultimately discharges into the PVSD Channel. ~~will be dispersed to landscaped swales. The landscape swales will retain stormwater runoff during storm events and gradually release it back into the ground and the City's storm drain system.~~ The Proposed Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Therefore, potential impacts associated with groundwater supplies or groundwater recharge would be less than significant, and no mitigation would be required.

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:

- *result in substantial erosion or siltation onsite or offsite;*

Less Than Significant Impact: Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. All construction and grading activities would comply with City's grading ordinance using BMPs, including the use storm drain inlet protection, efficient irrigation systems and landscape design, and common area litter control. Upon completion, the Project Site would be developed with one ~~330,040~~ 301,101 SF non-refrigerated warehouse that would include paved surfaces and landscaping that would prevent substantial erosion from occurring. Therefore, potential impacts associated with erosion would be less than significant, and no mitigation would be required.

- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;*

Less Than Significant Impact: The Proposed Project would not alter the existing drainage pattern of the Project Site or alter the course of a stream or river. The post-construction drainage pattern would remain the same as the preconstruction drainage pattern, and on-site runoff would not exceed that of the existing condition. Stormwater runoff is captured through a series of catch basins and inlets throughout the Project Site. Captured flows are then directed towards proposed treatment devices for water quality requirements. Treated flows are then directed towards proposed underground storage chambers in order to mitigate the peak flow rates exiting the Project Site. The storage chambers proposed are 45-inch-tall chambers with varying widths of perimeter stone that contribute to the total storage volume. Mitigated flows are then discharged into a proposed 1,050 linear foot extension of Lateral A-B-10 along Redlands Avenue via a proposed pump (preliminarily sized with a capacity of Q= 5.0 cfs). These mitigated flows are conveyed north towards the existing MDP Line A-B which discharges into the PVSD Channel.

The Proposed Project would not increase the runoff from the Project Site because all onsite runoff will be captured and will then be directed toward the proposed underground storage chambers. The storage chambers ensure that the capacity of MDP Line A-B is not exceeded by the development of the Redlands West project.

Therefore, potential impacts associated with on or off-site flooding due to an altered drainage pattern would be less than significant, and no mitigation would be required.

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

Less Than Significant: The Proposed Project would not alter the existing drainage pattern of the Project Site and would not increase flow rates from the existing condition. The Proposed Project includes a drainage system that would be designed and installed to temporarily store and infiltrate runoff, primarily from rooftops and other impervious area (Appendix F). Non-structural BMPs such as activity restrictions, common area landscape maintenance, and litter control would also contribute toward runoff control and water quality protection. In addition, the Property Owner/Developer would be required to comply with the NPDES permit requirements to reduce any potential water quality impacts.

The discharges from Project Site post-development would not alter the drainage characteristics of the Project Site as drainage would follow existing conditions. Therefore, potential impacts associated with runoff that would exceed the capacity of the drainage systems or provide additional sources of polluted runoff would be less than significant, and no mitigation would be required.

- *impede or redirect flood flows?*

No Impact: The Project Site is in Flood Zone X, outside of the 100-year floodplain (FEMA Map 06065C1430H)[4]. Therefore, no impacts associated with impeding or redirecting flood flows would occur, and no mitigation would be required.

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

No Impact. The Project Site is in Flood Zone X, outside of the 100-year floodplain (FEMA Map 06065C1430H) and would not impede or redirect flood flows.

The Project Site is inland, more than 40 miles northeast of the Pacific Ocean, and is not subject to tsunami hazards.

Seiches are surface waves created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to development near large water bodies and water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The closest dam is the Lake Perris reservoir, approximately 2 miles east of the Project Site.

According to the City of Perris General Plan Safety Element Exhibit S-15, the Project Site is located within the maximum dam inundation zone of the Lake Perris reservoir (City of Perris, 2021). In July 2005, the California Department of Water Resources (DWR) identified potential seismic safety problems with Perris Dam that could result in significant damage and uncontrolled water releases in the event of a major earthquake. 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 2022). Although the Project site is within the dam inundation zone, occurrence of flooding from the Lake Perris Reservoir in the City is extremely remote, as the Perris Dam has been engineered, constructed, and retrofitted with the knowledge that the area is seismically active. For these reasons, impacts related to the release of pollutants due to inundation are considered less than significant.

The surrounding topography of the Project Site is flat and would not be subject to inundation by mudflow.

Therefore, no impacts associated with seiche, tsunami, or mudflow would occur, and no mitigation would be required.

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

Less Than Significant Impact. The Proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during

[4] https://map1.msc.fema.gov/firm?id=06065C1430H

grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Canyon Lake and Lake Elsinore). Therefore, the Proposed Project will not interfere with the implementation of a water quality control plan.

The EMWD works cooperatively with the cities within its service area to plan for future water supply. The PVCCSP, finalized in 2018, was therefore considered as part of the need for the City of Perris in the EMWD's most recent UWMP (EMWD, July 1, 2021). Therefore, the Proposed Project will not conflict or obstruct a sustainable groundwater management plan. No aspect of the Proposed Project involves groundwater wells or groundwater pumping.

Therefore, potential impacts associated with the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Hydrology and Water Quality apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Hydrology and Water Quality would be less than significant, and no mitigation would be required.

5.11 Land Use Planning

Environmental Setting

The Project Site is on eight vacant parcels that would be consolidated into one parcel within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The Project Site is on the west side of Redlands Avenue, approximately 0.5 miles south of the intersection of Redlands Avenue and E Rider Street, and approximately 0.32 miles north of the intersection of Redlands Avenue and Placentia Avenue. It is bounded by light industrial uses to the north, vacant land to the south, a 30-foot-wide SCE easement and Single Family Residential, zoning R-10,000 and R-6,000 (density of 2 to 7 dwellings per net acre) uses to the west, and Redlands Avenue to the east. Single-family residential uses also exist along the south side of Placentia Avenue, located southerly of the Project Site.

The Project entitlements also include a vacation of Russell Way, which was a cul-de-sac street identified in the PVCCSP. With the Project entitlements, all eight parcels, and Russell Way, will be consolidated into one parcel.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use, site placement and design and have been incorporated as part of the Proposed Project and this analysis. There are no mitigation measures for Land Use and Planning included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The Project Site is undeveloped and bordered by light industrial uses to the north, vacant land to the south, a 30-foot-wide SCE easement and Single Family Residential, zoning R-10,000 and R-6,000 (density of 2 to 7 dwellings per net acre) uses to the west, and Redlands Avenue to the east. The planned land uses in the vicinity of the Project Site have PVCCSP land use designations of Light Industrial. The PVCCSP was developed "to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses." The Proposed Project is consistent with the surrounding planned zoning designation. Therefore, no impacts associated with the division of an established community would occur, and no mitigation would be required.

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

Less Than Significant Impact. Land use is guided by both the City of Perris General Plan and the PVCCSP, in which the Project Site is designated and zoned PVCCSP. **Table 10** – *General Plan Consistency* provides an evaluation of the Proposed Project's consistency with General Plan goals, policies and implementation measures that have been adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan identifies "Goals" as representing a synthesis of input from those who live and work in the City of Perris and define desired General Plan outcomes. "Policies" provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals while also providing a measure of flexibility needed to adapt the action to changes over the life of the General Plan. "Implementation Measures" are specific, discreet actions the City may take to achieve the future conditions reflected in the General Plan element. Implementation Measures define the municipal work program for providing transportation improvements needed to meet Goals identified in the General Plan element, consistent with the element's policies.

The Proposed Project includes a non-refrigerated warehouse building, which is consistent with the PVCCSP Light Industrial (LI) land use designation. This zone provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019).

For the purposes of Table 10, only those Goals, policies and implementation measures that are applicable to the Proposed Project approvals are identified.

Table 8 General Plan Consistency

General Plan Goal or Policy	Project Consistency Analysis
Circulation Element	
Goal I: A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.	
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-n-ride facilities, and pedestrian facilities.* **Implementation Measure I.B.1:** Require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts and transit stop and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist, and employment centers, etc.).	*Consistent.* The applicant contacted the RTA on May 24, 2022, requesting comment as to the provision of bus routing within any street adjacent to the Project Site. The RTA responded on May 24, 2022, stating that it had no comments from the Agency. Bicycle parking would be provided at the Project Site to encourage employees to bike to work. The Property Owner/Developer would pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options.
Goal II: A well planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.	
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.* **Implementation Measure II.B.1:** Limiting access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflicts and enhance continual traffic flow. Access points must be located a sufficient distance away from major intersections and from access points on adjoining parcels to allow for safe, efficient operation.	*Consistent.* Street improvements include curb, gutter, and installation of a median and dedicated turn lanes, consistent with the General Plan Circulation Element and the PVCCSP requirements as directed and approved by City Engineers.
Goal III: To financially support a transportation system that is adequately maintained.	
Policy III.A *Implement a transportation system that accommodates and is integrated with new and*	*Consistent*. Street improvements include curb, gutter, and installation of a median and dedicated turn lanes, consistent with the General Plan Circulation Element

General Plan Goal or Policy	Project Consistency Analysis
existing development and is consistent with financing capabilities. **Implementation Measure III.A.4:** Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	and the PVCCSP requirements as directed and approved by City Engineers. The Proposed Project is subject to all transportation and development fees for future road improvements.
Goal V: Efficient goods movement. ***Policy V.A*** *Provide for safe movement of goods along the street and highway system.* **Implementation Policy V.A.7** Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.	*Consistent*. As discussed in Section 4.17, Transportation, all improvements are designed to be consistent with applicable engineering and design improvements to ensure that the Proposed Project would not result in unsafe movements.
Conservation Element	
Goal I. Agricultural Resources: Orderly conversion of agricultural lands to other approved land uses. ***Policy I.A.*** *Establish growth management strategies to ensure the proper timing and economic provisions for utilities, major streets, and other facilities so that orderly development will occur.*	*Consistent.* The Project Site is classified as Farmland of Local Importance by the USDA, although the Project Site is not undergoing active farming. The proposed warehouse activities would be consistent with the General Plan Land Use Element and the PVCCSP, which identified the conversion of the surrounding area to General Industrial. The analysis in Section 4.2 Agriculture identified that the conversion of the 20.14-acre Project Site from Farmland of Local Importance to Light Industrial is less than significant. The Proposed Project includes dedication and improvement of street rights-of-way and the installation of utilities to ensure an orderly conversion of farmlands to Light Industrial, as envisioned by the PVCCSP.

General Plan Goal or Policy	Project Consistency Analysis
Goal II – Biological Resources. 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.* **Implementation Measure II.A.2:** For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.	*Consistent*. The Biological Resources Assessment prepared for the Proposed Project included biological surveys on the Project Site. Mitigation measures in Section 4.4, Biological Resources, would ensure that the Proposed Project would comply with state and federal regulations to ensure biological resources on site are protected to the extent feasible. Therefore, the Proposed Project would be consistent with this policy.
Goal III – Biological Resources. 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*.	*Consistent*. Section 4.4, Biological Resources, addresses the consistency of the Proposed Project with the requirements of the MSHCP. Therefore, the Proposed Project would be consistent with this policy.
Goal IV. Cultural Resources: Protection of historical, archaeological, and paleontological sites.	
Policy IV.A: *Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.*	*Consistent*. The Cultural Resources Report and Paleontological Resources Report prepared for the Proposed Project identified no significant resources. The Proposed Project is required to comply with mitigation measures as identified in Section 4.5, Cultural Resources, Section 4.7, Geology and Soils, and Section 4.18, Tribal Cultural Resources, to ensure all known and undiscovered resources on site are protected to the extent feasible. These measures also ensure that the Proposed Project would comply with state and federal regulations ensuring the preservation of historical, archaeological, and paleontological resources.
Goal V – Water Supply. Provide an adequate water supply to support existing and future land uses, as anticipated in the Land Use Element.	
Policy V.A*: Coordinate land-planning efforts with local water purveyors.*	*Consistent*. As part of the planning process, the Applicant has coordinated with Eastern Municipal Water District (EMWD), the local water purveyor. On

General Plan Goal or Policy	Project Consistency Analysis
	March 31, 2022, EMWD issued a will-serve letter indicating that it can serve the Proposed Project.
Goal VI – Water Quality. Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.	
Policy VI.A: *Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	*Consistent*. The Proposed Project is subject to the NPDES General Construction Permit. Section 4.10, Hydrology and Water Quality, discusses how the Proposed Project will comply with requirements of the NPDES. Therefore, the Proposed Project would be consistent with this policy.
Goal VIII – Sustainable Future. Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.	
Policy VIII.A: *Adopt and maintain development regulations that encourage water and resource conservation.*	*Consistent*. Drought tolerant ground cover is proposed around the building perimeter and along the property boundary perimeter. The existing drainage patterns were identified during site design, and the design preserves the overall drainage pattern. As part of the Proposed Project, a network of an on-site storm drain system will be constructed to collect and convey the storm water runoff to match the existing site gradients to proposed permanent structural best management practices (BMPs) for treatment purpose, which includes MWS to treat the on-site runoff prior to discharging the treated flow into the extension of Lateral A-B-10, which will eventually flow into the PVSD. Therefore, the Proposed Project would be consistent with this policy (Policy VIII.A) and comply with the requirements of the WQMP guidance document for the Santa Ana Region of Riverside County, dated October 22, 2012.
Policy VIII.B: *Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.*	*Consistent*. The Proposed Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that Project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2019 CalGreen Code, which requires that 65 percent of construction waste be diverted.

General Plan Goal or Policy	Project Consistency Analysis
Land Use Element	
Goal II: New development consistent with infrastructure capacity and municipal services capabilities.	
Policy II.A: *Require new development to pay its full, fair share of infrastructure costs.*	*Consistent*. As required by City Ordinance No. 1182, the Applicant will pay applicable development fees to mitigate the cost of public facilities that support new development.
Policy II.B: *Require new development to include school facilities or pay school impact fees, where appropriate*.	*Consistent*. The Project applicant will pay applicable school facilities as required by local and state laws.
Goal III: Commerce and industry to provide jobs for residents at all economic levels.	
Policy III.A: *Accommodate diversity in the local economy.*	*Consistent*. The Proposed Project is consistent with the existing land use designation for the Project Site within the PVCCSP, which was adopted by the City to provide for a diversity of land uses within the community.
Goal V: Protection from natural or manmade disasters.	
Policy V.A: *Restrict development in areas at risk of damage due to disasters.* **Implementation Measure V.A.1** Consult hazards maps as part of the review process for all development application.	Consistent. The closest fault to the Project Site is the San Jacinto fault, approximately 10 miles to the east. The Proposed Project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project Site. In addition, the Project Site is not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the Proposed Project would comply with the site plan review and permitting requirements of the City. The PVCCSP is in an area that is flat and is not near any areas that possess potential landslide characteristics. Therefore, the Proposed Project would be consistent with this policy. As discussed in Section 4.10, Hydrology and Water Quality, the Project Site is not within a tsunami, seiche, or flood zone. The Project Site is within a dam inundation area; however, dam upgrades were recently made to reduce seismic risks to the dam. The potential for liquefaction is low, and damage due to

General Plan Goal or Policy	Project Consistency Analysis
	direct fault rupture is considered unlikely. Therefore, the Proposed Project would be consistent with this policy.
Policy V.B: *Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).*	*Consistent.* The Project Site is in the MARB ALUCP, B1, Accident Potential Zone B-2 refer to Figure 11). This zone prohibits many uses that involve hazardous materials (such as gas stations), and those uses that have higher densities of people per acre. The PVCCSP, Section 12, Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table contains a number of design requirements relative to development within the MARB ALUCP and are incorporated as part of the Proposed Project. These include but are not limited to: • Locate structures maximum distance from extended runway centerline; • Sound attenuation as necessary to meet interior noise level criteria; • Airspace review required for objects >35 ft. tall; • Electromagnetic radiation notification; and • Avigation easement dedication and disclosure. Additionally, industrial land uses in the B-2 Zone are prohibited from exceeding a site average of 100 persons per acre a maximum single-acre intensity of 250 people per acre. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,030 SF of Light Industrial space, the ~~334,040~~ 301,101 SF warehouse Project would result in the generation of approximately ~~324~~ 293 employees. This would equate to a site average density of ~~17~~ 15.3 employees per acre for the 19.12-acre Project site (the 19.12-acre factor does not include the 1.02 acre for road improvements because this analysis focuses on worker density). These employees would work within the ~~334,040~~ 301,101 SF non-refrigerated warehouse building, which would cover an area of approximately ~~7.6~~ 6.8 acres and equate to an average of 43 people per acre. The Proposed Project would not violate the MARB Land Use Compatibility Plan regulation of a maximum of 100 people per acre.

General Plan Goal or Policy	Project Consistency Analysis
Safety Element	
Goal S-2: A community designed to effectively respond to emergencies and ensure the safety of residents and businesses.	
Policy S-2.1 – Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	*Consistent.* The Proposed Project site plan has been designed to meet all requirements for emergency vehicle access to the property, including Fire Department vehicles. The site plan has been reviewed by City staff from relevant departments (including Planning, Fire, Engineering, and Traffic) and a preliminary finding of compliance with regulations has been made. Further review of the site plan will take place during the permit plan check process.
Policy S-2.2 - Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	*Consistent.* The Proposed Project includes the necessary infrastructure improvements, including roadway and utility improvements, to support the proposed use of the property. Vehicular access improvements have been designed to not conflict with future right-of-way acquisitions and future roadway improvements along Redlands Avenue.
Policy S-2.5 - Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	*Consistent.* The Proposed Project provides three driveway access points onto Redlands Avenue into the Project Site. The width and design of the driveway entrances complies with City of Perris engineering standards for commercial driveways.
Goal S-4: A community where the potential impacts associated with flood-related hazards are minimized.	
Policy S-4.1 - Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	*Consistent*. The Project Site is in Zone X and is outside the 100-year floodplain. The Proposed Project is not required to have flood mitigation plans because the Project Site is not in the 100-year floodplain. The Proposed Project's stormwater management would adequately convey flows and provide flood protection in the 100-year storm event. The Project Site is within a dam inundation area; however, dam upgrades were recently made to reduce seismic risks to the dam. Therefore, the Proposed Project would be consistent with this policy.

General Plan Goal or Policy	Project Consistency Analysis
Policy S-4.3 - Require new development projects and major remodels to control stormwater runoff on site.	*Consistent.* The Proposed Project requires approval of a PWQMP by City Staff prior to issuance of grading or building permits, which requires retention and treatment of all construction and operation stormwater runoff on-site as part of the system design.
Policy S-4.4 - Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	*Not applicable*. The Project Site is in Zone X and outside the 100-year floodplain.
Goal S-5: A community prioritizing fire hazard reduction and mitigation for residents, businesses, and visitors.	
Policy S-5.3 – Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible	*Consistent*. The Safety Element Wildfire Hazards map shows that the Project Site is not located in a Very High Fire Hazard Severity Zone.
Policy S-5.6 – All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	*Consistent.* The Proposed Project provides three driveway access points onto Redlands Avenue, the only adjacent roadway to the Project Site. The width and design of the driveway entrances complies with City of Perris engineering standards for commercial driveways.
Policy S-5.10 - Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	*Consistent.* The Project applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient water supplies to serve the Proposed Project. Utility improvements for the Proposed Project, including water lines and backflow preventers, are provided to facilitate compliant access to water for firefighting per City code requirements.
Goal S-6: Ensure effective response to aircraft hazards.	
Policy S-6.1 – Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	*Consistent.* The Project Site is within Compatibility Zone B-2 of the MARB/IPA ALUCP. Please see response to Land Use Element ***Policy V.B*** and Noise Element ***Policy IV.A*** for specific information on project land use compatibility.

General Plan Goal or Policy	Project Consistency Analysis
Policy S-6.2 – Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	*Consistent.* The Project Site is within Compatibility Zone B-2 of the MARB/IPA ALUCP. Please see response to Land Use Element ***Policy V.B*** and Noise Element ***Policy IV.A*** for specific information on project land use compatibility.
Policy S-6.3 - Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	*Consistent.* The Project Site is within Compatibility Zone B-2 of the MARB/IPA ALUCP. Please see response to Land Use Element ***Policy V.B*** and Noise Element ***Policy IV.A*** for specific information on project land use compatibility.
Goal S-7: A built environment that is resilient to the effects of seismic ground shaking and other geologic hazards and better able to recover from these events.	
Policy S-7.1 - Require all development to provide adequate protection from damage associated with seismic incidents.	*Consistent.* The Proposed Project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the Project Site. Therefore, the Proposed Project would be consistent with this policy.
Policy S-7.2 - Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	*Consistent.* A geotechnical report (Appendix D) has been prepared to evaluate the impacts on seismic and geologic hazards as part of the preparation of the IS-MND. Therefore, the Proposed Project would be consistent with this policy.
Environmental Justice Element	
Goal 3.1: A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.	
• Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	*Consistent.* The Project Site is undeveloped and bordered by vacant lots to the north, east, and south, and with single-family residential and mobile home park residential to the west. The planned land uses in the vicinity of the Project Site have PVCCSP land use designations of Light Industrial. The PVCCSP was developed "to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses." The Proposed Project is consistent with the surrounding planned zoning

General Plan Goal or Policy	Project Consistency Analysis
	designation. PVCCSP and project specific mitigation measures have been recommended to address potential environmental impacts to adjacent uses, including construction of a 14-foot-tall sound wall along the west property line.
• Support identification, clean-up and remediation of local toxic sites through the development review process.	*Consistent.* The Project Site is not located on any site that has been identified as a hazardous materials site in accordance with Section 65962.5 of the Government Code. Therefore, no remediation activities are required as part of the Proposed Project.
• 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."	~~At the time of the preparation of this report, the City of Perris has not adopted a "good neighbor policy" for industrial development. The Proposed Project is larger than 100,000 square feet and would be subject to such a policy if it was in place.~~ *Consistent*. The City of Perris adopted Good Neighbor Guidelines (GNG) on September 27, 2022. While the GNG is not applicable to the project because it was formally submitted prior to the effective date of the policy, several project features were modified to satisfy aspects of the GNG. Namely, dock doors are located over 300 feet from the nearest sensitive receptor, and a 41-foot landscape buffer, 14-foot-tall wall and 48-inch box trees separate the building from the nearest sensitive receptor. The Project Site is not adjacent to existing or proposed churches, parks, day-care centers, schools, or nursing homes. There is an existing single-family housing development and mobile home park to the west of the Project Site. PVCCSP and project specific mitigation measures have been recommended to address potential environmental impacts to adjacent uses, including air quality and noise.
Goal 5.1: Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents. • 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.	*Consistent.* Street frontage improvements along Redland Avenue would include sidewalks consistent with City of Perris engineering standards. Bicycle parking would be provided at the Project Site to encourage employees to bike to work. The Property Owner/Developer would pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options as outlined in the Active Transportation plan.

General Plan Goal or Policy	Project Consistency Analysis
Noise Element	
Goal I – Land Use Siting. Future land uses compatible with projected noise environments. ***Policy 1.A:*** *The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.* **Implementation Measure I.A.1:** All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	*Consistent.* The General Plan Noise Element identifies noise levels of up to 70 dBA CNEL as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. Exhibit S-17 of the Safety Element of the City's General Plan shows that the Project Site is in the airport's 65 dBA CNEL noise contour. However, Figure 4-2 of the more recent *Final Air Installations Compatible Use Zones Study for March Air Reserve Base* (Air Force Reserve Command, 2018) (Final AICUZ (AFRC, 2018)) the Project Site is located within the airport's 60 dBA CNEL noise contour Therefore, the Proposed Project is consistent with this policy.
Goal IV – Air Traffic Noise: Future land uses compatible with noise from air traffic. ***Policy IV.A:*** *Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.* **Implementation Measure IV.A.1:** As part of any approvals for new sensitive land uses within the 60 dBA CNEL or higher noise contours associated with March Inland Port, and for such new uses within the flight paths associated with the Perris Valley Skydiving Center, the City will require the developer to issue disclosure statements identifying exposure to regular aircraft noise. This disclosure shall be issued at the time of initial and all subsequent sales of the affected properties.	*Consistent.* The Proposed Project is an industrial warehouse, which is not considered a sensitive land use, although employees will be working in and around the Project Site. The Project Site is near the March Air Reserve Base/Inland Port Airport, specially where noise contours range from 65 to 70 dBA, according to the City's General Plan. The MARB ALUCP requires that office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Per the Final AICUZ (AFRC, 2018), the Project Site is both outside of and within the airport's 60 dBA CNEL noise contour. Therefore, with standard building construction, the associated office use would not be anticipated to have airport related noise levels exceeding 45 dBA CNEL.
Goal V – Stationary Source Noise: Future non-residential land uses compatible with noise sensitive land uses. ***Policy V.A:*** *New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable*	*Consistent*. The nearest residential uses are the two non-conforming rural residential properties: adjacent southern property line; and approximately 500 feet east of the eastern property line. As discussed in

General Plan Goal or Policy	Project Consistency Analysis
level as required by the State of California Noise/Land Use Compatibility Criteria.	Section 5.13, Noise, the noise levels associated with operational activities at the Project Site would not exceed 60 dBA CNEL.
Healthy Community Element	
Goal HC-1: Citywide Health – Foster educational opportunities that show a connection between "place" and health.	
Policy HC 1.3: *Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*	*Consistent.* The Proposed Project would include installation of lighting, including security lighting consistent with lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. Therefore, the Proposed Project would be consistent with this policy.
Goal HC-6: Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region's environment.	
Policy HC 6.3: *Promote measures that will be effective in reducing emissions during construction activities.*	*Consistent.* As discussed in Section 4.3, Air Quality, the Proposed Project would comply with applicable regulations (including PVCCSP mitigation measures) that would reduce emissions during construction activities.

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

As provided in Table 10, the Proposed Project would be consistent with the applicable General Plan goals and policies and would not conflict with an applicable land use plan, policy, or regulation that has been adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, potential impacts associated with land use consistency would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Land Use and Planning would be less than significant, and no mitigation would be required.

5.12 Mineral Resources

Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Mineral Resource Zones (MRZ) classifications are designed by the State Geologist in accordance with the State Mining and Geology Board (SMGB)'s priority list, as follows:

- MRZ-1 – areas where geologic information indicates no significant mineral deposits are present;
- MRZ-2 – areas that contain identified mineral resources;
- MRZ-3 – areas of undetermined mineral resource significance;
- MRZ-4 – areas of unknown mineral resource potential.

Environmental Setting

The Project Site is on eight vacant parcels that would be consolidated into one parcel within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The California Department of Conservation, Division of Mines and Geology has not identified significant mineral resources within the City of Perris.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not includes Standards and Guidelines relevant to mineral resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. There are no mitigation measures for Mineral Resources included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. According to the California Geologic Survey "Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California" map and the City of Perris General Plan EIR, the Project Site is designated Mineral Resource Zone (MRZ) 3 (CGS 2008, Perris 2004). Areas designated MRZ-3 are defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. MRZ-2 areas are where geologic data indicate that significant mineral resources are present. Since the Project Site is not designated MRZ-2, development of the Project Site would not impact the availability of known mineral resources in the surrounding area. Therefore, no impacts associated with any known mineral resource that would be of value to the region and the residents of the state would occur, and no mitigation would be required.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. No areas in the City of Perris have been designated as locally important mineral resource recovery sites on any local plan. Therefore, no impacts associated with the availability of any locally important mineral resource recovery sites would occur, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Mineral Resources would be less than significant, and no mitigation would be required.

5.13 Noise

Ganddini Group prepared a Noise Impact Analysis to determine potential impacts from noise associated with the development of the Proposed Project (**Appendix H** – *Redlands Avenue West Industrial Project Noise Impact Analysis,* Ganddini Group, August 27, 2021, revised July 25,2023).

~~Please note that the study performed as part of Appendix H assumed an earlier building design which was slightly larger (334,447 SF) than the 334,040 SF building proposed. This difference is not significant because the study exceeded the square footage identified in the final Proposed Project.~~

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. A three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

The FHWA identifies ranges of noise perceptibility as follows:

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Noise Descriptors

The noise descriptors utilized in the noise study for the Proposed Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.
- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to

people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Table 11 – *Vibration Source Levels for Construction Equipment* identifies typical construction sources of vibration as identified by the Federal Transit Administration.

Table 9 – Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

Regulatory Setting

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold.

The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable in which local agencies can utilize as a guide in establishing their own policies.

City of Perris

The City of Perris outlines its noise regulations and standards within the Municipal Code and the General Plan, Noise Element, adopted in 2005.

The City of Perris Municipal Code sets limits for exterior noise levels. Section 7.34.060 states that between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays no one may erect, construct, demolish, excavate, alter, or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the City.

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

The March Air Reserve Base Airport Land Use Compatibility Plan (MARB ALUCP) requires that all new residences and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior levels from exterior aviation-related sources to no more than 40 dBA CNEL. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB.

The MARB ALUCP also requires that an acoustical study be required to be completed for any development proposed to be situated where the aviation related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

Environmental Setting

The Project Site is on eight vacant parcels that would be consolidated into one parcel within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the “Light Industrial” General Plan Land Use designation (City of Perris,

February 20, 2019). The Project Site is on the west side of Redlands Avenue, approximately 0.5 miles south of the intersection of Redlands Avenue and E Rider Street, and approximately 0.32 miles north of the intersection of Redlands Avenue and Placentia Avenue. It is bounded by industrial and vacant land uses to the north, vacant land to the south, residential uses to the west, and Redlands Avenue to the east. Single-family residential uses exist along the south side of Placentia Avenue, located southerly of the Project Site.

Exhibit S-17 of the Safety Element of the City's General Plan shows that the Project Site is in the MARB's 65 dBA CNEL noise contour. However, Figure 4-2 of the more recent AICUZ for March Air Reserve Base (AFRC, 2018) shows that most of the Project Site is located within the airport's 60 dBA CNEL noise contour.

The Noise Impact Analysis (Appendix H) identified background noise and modeled existing noise by collecting four (4) 15-minute daytime noise measurements between 12:55 PM and 3:20 PM, and two (2) 15-minute daytime noise measurements between 1:06 PM and 1:57 PM. In addition, two (2) long-term 24-hour noise measurement were also collected.

Noise measurements were collected at the following locations as shown on **Table 12** – *Noise Measurement Locations* and on **Figure 12** – *Noise Monitoring Locations.*

Table 10 – Noise Measurement Locations

Station Number	Location	Land Use
STNM1	2977 and 2997 Lake View Drive; adjacent to the west of near the intersection of Punta Prieta Drive and Lake View Drive.	Existing Conforming Residential
STNM2	431 Placentia Avenue; approx. ~~1,072~~ 1,055 feet south along the southern side of Placentia Avenue	Existing Conforming Residential
STNM3	2865 Redlands Avenue; 335 feet to the southeast	Existing Non-Conforming Residential
STNM4	2980 and 3040 Wilson Avenue; 695 feet to the east of the Project boundary near recently demolished residential uses	~~Existing Non-Conforming Residential~~ Vacant (current)
STNM5	3085 Redlands Avenue; east of Project Site near recently demolished residential uses	Vacant (current)
STNM6	336 E Rider Street; north of Project Site along Rider Street.	Existing Non-Conforming Residential
LTNM1	Near the center of the Project Site	Vacant (warehouse application pending).
LTNM2	2865 Redlands Avenue; southeast of the Project Site near the existing residential land use.	Existing Non-Conforming Residential

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to noise and are incorporated as part of the Proposed Project, and as such are incorporated into the analysis in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during

planning, design, construction and permitting. The following table identifies how the Proposed Project will implement the PVCCSP EIR mitigation measures related to noise.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Noise 1:	**Guidelines for noise attenuation during construction**	**Project-specific mitigation**
MM Noise 2:	**Guidelines for construction equipment, stockpiling and vehicle staging placement**	**Project-specific mitigation**
MM Noise 3:	**Guidelines for noise attenuation near occupied residences**	**Project-specific mitigation**
MM Noise 4:	**Coordination of supplies and construction equipment deliveries**	**Project-specific mitigation**
MM Noise 5:	Guidelines for noise attenuation for new sensitive land uses	Not applicable – the Project is not a new sensitive use.

Impact Analysis

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

Discussion

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated. The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to City standards.

Construction Impacts

Construction is considered a short-term impact and would be considered significant if construction activities occur outside the allowable times in the City's Municipal Code Section 7.34.060. Construction would occur during the permissible hours according to the City's Municipal Code.

Existing sensitive receptors that may be affected by noise associated with construction of the Proposed Project include single-family residential and mobile home park uses adjacent to the west of the Project Site~~,~~ and approximately ~~1,072~~ 1,055 feet south of the Project Site~~, and to the north of the Project Site~~ along ~~Rider Street~~ Placentia Avenue. Non-conforming single-family residential uses located approximately 335 feet to the southeast, ~~1,055 feet southeast, 500 feet northeast, 697 feet east,~~ and 780 feet north are zoned for Light Industrial land uses in the PVCCSP but have not been redeveloped. The non-conforming single-family residential uses located east of the project site along the eastern side of Redlands Avenue and western side of Wilson Avenue have been demolished.

The Applicant has committed to obtaining all necessary permits for construction of the Proposed Project and has committed to limiting all construction to between the hours 7:00 a.m. and 7:00 p.m. Monday through Saturday. The City of Perris Municipal Code sets limits for exterior noise levels. Section 7.34.060 states that between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays.

Section 7.34.060 of the City's municipal code prohibits construction activity from exceeding 80 dBA Lmax in residential zones within the City. In order to determine if construction noise levels to the nearby sensitive receptors would be within the 80 dBA L_{max} noise standard, the construction noise levels have been calculated through use of the FHWA's Roadway Construction Noise Model (RCNM) (Appendix H). The Noise Impact Analysis assumed a usage factor of 40 percent for each piece of equipment. **Table 13** – *Construction Noise Levels (L_{max}) at the Nearest Sensitive Receptors* identifies the potential construction noise at the existing nearest sensitive receptors.

Table 11 – Construction Noise Levels (L_{max}) at the Nearest Sensitive Receptors

Phase	Receptor Location	Closest Measured Ambient Noise Location	Existing Measured Noise Levels (dBA, Lmax)	Construction Noise Levels (dBA Lmax)	Combined Measured Ambient and Modeled Construction Noise Levels (dBA, Lmax)	Increase In Ambient Noise Levels Due to Construction	Exceeds Daytime 80 dBA Lmax Standard (Y/N)
Grading	Residential property line adjacent to west	STNM1	68.2	66.4	70.4	2.2	No
	Residential property line to southeast (along Redlands Avenue)	STNM3	87.1	59.6	87.1	0.0	No
	Residential property line to north (along northern side of Rider Street)	STNM6	84.7	57.3	84.7	0.0	No
Building Construction	Residential property line adjacent to west	STNM1	68.2	65.4	70.0	1.8	No
	Residential property line to southeast (along Redlands Avenue)	STNM3	87.1	58.6	87.1	0.0	No
	Residential property line to north (along northern side of Rider Street)	STNM6	84.7	56.3	84.7	0.0	No
Paving	Residential property line adjacent to west	STNM1	68.2	66.4	70.4	2.2	No
	Residential property line to southeast (along Redlands Avenue)	STNM3	87.1	59.6	87.1	0.0	No
	Residential property line to north (along northern side of Rider Street)	STNM6	84.7	57.3	84.7	0.0	No
Architectural Coating	Residential property line adjacent to west	STNM1	68.2	61.4	69.0	0.8	No
	Residential property line to southeast (along Redlands Avenue)	STNM3	87.1	54.6	87.1	0.00	No
	Residential property line to north (along northern side of Rider Street)	STNM6	84.7	52.3	84.7	0.0	No

Phase	Receptor Location	Existing Measured Noise Levels (dBA, Lmax)[j]	Construction Noise Levels (dBA Lmax)	Exceeds Daytime 80 dBA Lmax Standard (Y/N)
Grading	West	68.2	66.4	No
	Southeast	87.1	59.6	No
	North	84.7	57.3	No
Building Construction	West	68.2	65.4	No
	Southeast	87.1	58.6	No
	North	84.7	56.3	No
Paving	West	68.2	66.4	No
	Southeast	87.1	59.6	No
	North	84.7	57.3	No
Architectural Coating	West	68.2	61.4	No
	Southeast	87.1	54.6	No
	North	84.7	52.3	No

~~Table 13 identifies that ambient noise in some locations already exceeds 80 dBA in areas along the southeast and north sides of the Project Site. There would be no increase in ambient noise levels due to construction in these locations already exceeding 80dBA. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing near the Project Site but is less than significant because the Proposed Project will be constructed during permissible hours, and the construction noise will be temporary in nature.~~

Modeled maximum construction noise levels ranged between 52.3 to 66.4 dBA Lmax at the nearest residential property lines to the project site. Section 7.34.060 of the City's municipal code prohibits construction activity from exceeding 80 dBA Lmax in residential zones within the City. Project construction noise will not exceed the City's construction noise threshold of 80 dBA Lmax at nearby residential uses.

~~Existing sensitive land uses that may be affected by project noise include single-family residential and mobile home park uses adjacent to the Project Site to the west, and single-family residential uses located approximately 335 feet to the southeast, 1,055 feet southeast, 500 feet northeast,~~

~~697 feet east, and 780 feet north. Per a site visit on July 15, 2021, the single-family residential uses located directly east of the Project Site, along the eastern side of Redlands Avenue, have been demolished.~~ The SoundPLAN noise model was utilized to calculate the community noise equivalent noise level (CNEL) associated with project operational noise as well as the expected maximum noise level at the nearest sensitive receptors. The modeling effort was very conservative as it was assumed that peak hour operation would occur every hour of the 24-hour period. A 14-foot block wall along the western project property line and portions of the northern and southern property lines is proposed as a part of the project and was included in the modeling.

~~**Table 14 –** *Project Operational Noise Levels (dBA, CNEL)*~~ and **Figure 13** – ~~*Unmitigated Operational Noise Level Contours (CNEL)*~~ *Project Operational Noise Levels (dBA, CNEL)* and **Figure 14** – *Project Operational Noise (dBA, Lmax),* identify the modeled potential operational noise levels near conforming residential uses south and west of the Project Site. A point noise source representative of larger truck venting air brakes (110 Lw) was utilized to model a maximum noise event near a sensitive receptor.

Operational Noise Levels – CNEL

As shown in ~~Table 14 and~~ **Figure 13** - *Project Operational Noise Levels (dBA, CNEL),* project operation would range between ~~36~~ 39 and ~~44~~ 43 dBA CNEL at the property line of nearby receptors. Project operation would not exceed the City's General Plan land use compatibility criteria of 60 dBA CNEL at adjacent residential land uses~~, with the exception of Receptor R5. However, this is due to the existing measured ambient noise level being above 60 dBA CNEL. Furthermore, the residential use in this location has recently been demolished.~~ Residential construction typically provides an exterior to interior noise reduction of 20 dB with a windows-closed condition. Project operation is not expected to exceed the State of California interior noise level standard of 45 dBA CNEL (State of California 2019) at nearby residences. This impact would be less than significant.

Operational Noise Levels – Lmax

Section 7.34.040 of the City's Noise Ordinance prohibits the generation of amplified sound (music and/or human voice) beyond the property line of the property from which the sound emanates that exceeds 80 dBA Lmax from 7:01 AM to 10:00 PM or 60 dBA Lmax from 10:01 PM to 7:00 AM at the property line of the property from which the sound emanates. Section 7.34.050 applies these noise standards to any noise in a residential neighborhood. A point noise source representative of larger truck venting air brakes (110 Lw) was utilized to model a maximum noise event near a sensitive receptor. As shown in **Figure 14** ~~**Table 15**~~ – *Project Operational Noise Levels (dBA, Lmax),* maximum operational noise levels may reach up to ~~66~~ 60 dBA Lmax at the nearest sensitive receptor. Operation of the Proposed Project would not result in activities that would cause maximum noise events that exceed the daytime noise standard of 80 dBA Lmax~~, but could exceed~~ or the nighttime noise standard of 60 dBA Lmax as set forth in City Ordinances 7.34.040 or 7.34.050. This impact would be less than significant. ~~with mitigation. A measure prohibiting the venting of brakes between the hours of 7:00 AM and 10:00 PM has been added as mitigation measure **MM Noise-9**.~~

~~Table 14 – Project Operational Noise Levels (dBA, CNEL)~~

~~Receptor Location~~	~~Closest Measured Ambient Noise Location[1]~~	~~Existing Measured Noise Levels (dBA,CNEL)~~	~~Operational Noise Levels (dBA, CNEL)~~	~~Combined Existing Measured Ambient and Modeled Operational Noise Levels (dBA, CNEL)~~	~~Increase In Ambient Noise Levels Due to Project Operation~~	~~Exceeds Daytime 60 dBA CNEL Standard (Y/N)~~
~~R1 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~41~~	~~50.2~~	~~0.6~~	~~No~~
~~R2 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~42~~	~~50.3~~	~~0.7~~	~~No~~
~~R3 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~44~~	~~50.7~~	~~1.1~~	~~No~~
~~R4 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~41~~	~~50.2~~	~~0.6~~	~~No~~
~~R5 (Property line of recently demolished residential uses to east)~~	~~STNM5~~	~~67.3~~	~~44~~	~~67.3~~	~~0.0~~	~~Yes~~

~~**Table 15 – Project Operational Noise Levels (dBA, Lmax)**~~

~~Receptor Location~~	~~Closest Measured Ambient Noise Location1~~	~~Existing Measured Noise Levels (dBA, Lmax)~~	~~Operational Noise Levels (dBA, Lmax)~~	~~Increase In Ambient Noise Levels Due to Project Operation~~
~~R1 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~52~~	~~0.0~~
~~R2 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~60~~	~~10.4~~
~~R3 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~66~~	~~16.4~~
~~R4 (Residential property line adjacent to west)~~	~~STNM1~~	~~49.6~~	~~59~~	~~0.0~~
~~R5 (Property line of recently demolished residential uses to east)~~	~~STNM5~~	~~67.3~~	~~34~~	~~0.0~~

Roadway Vehicular Noise Impact to Nearby Homes

Traffic noise impacts were analyzed using an older version of the site plan that proposed a 334,447 square foot building. The revised site plan proposes less square footage and would have fewer trips, therefore noise impacts associated with the revised site plan dated March 7, 2023 would be the same or less than those previously evaluated. During operation, the Proposed Project is expected to generate approximately 605 average daily trips with 51 trips during the AM peak-hour and 51 trips during the PM peak-hour. A project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model – FHWA-RD-77-108. Traffic noise levels were calculated at the right of way from the centerline of the analyzed roadway. The modeling is theoretical and does not consider any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without Project conditions. The results of the roadway noise are provided in **Table 14 ~~16~~** – *Change in Existing Noise Levels Due to Project Generated Vehicle Traffic (dBA CNEL).*

Table 12 – Change in Existing Noise Levels Due to Project Generated Vehicle Traffic (dBA, CNEL)

Roadway	Segment	Distance from roadway centerline to right-of-way (feet)[2]	Modeled Noise Levels (dBA CNEL)[1]				
			Existing Without Project at right-of-way	Existing Plus Project at right-of-way	Change in Noise Level	Exceeds Standards[3]	Increase of 3 dB or More?
Rider Street	West of Redlands Avenue	47	72.81	72.94	0.13	Yes	No
Placentia Avenue	West of Redlands Avenue	64	66.54	66.88	0.34	Yes	No
Redlands Avenue	North of Rider Street	47	65.48	68.06	2.58	Yes	No
	South of Rider Street	47	68.36	70.36	2.00	Yes	No
	North of Placentia Avenue	47	68.36	69.03	0.67	Yes	No
	South of Placentia Avenue	47	69.99	70.23	0.24	Yes	No

Notes:
(1) Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
(2) Right of way per the City of Perris General Plan Circulation Element.
(3) Per the City of Perris normally acceptable standard for single-family detached residential dwelling units.

As shown in Table 14~~6~~, modeled existing traffic noise levels range between 65.48-72.81 ~~66-73~~ dBA CNEL at the right-of- way of each modeled roadway segment; and the modeled Existing Plus Project traffic noise levels range between 66.88 to 72.94 ~~67-73~~ dBA CNEL at the right-of-way of each modeled roadway segment.

Pursuant to the PVCCSP EIR, project roadway noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development.

When the resulting noise levels at noise-sensitive land uses (e.g., residential, etc.):

1. are less than 60 dBA CNEL and the project creates a 5 dBA CNEL or greater Project-related level increase: or
2. exceed 60 dBA CNEL and the project creates a 3 dBA CNEL or greater project-related noise level increase.

Project generated vehicle traffic is anticipated to increase the noise between 0.13 to 2.58 dBA CNEL along affected road segments. Project generated increases in ambient noise levels would be less than 3 dBA CNEL and would be less than significant.

Although the construction and operations noise levels are below the City and PVCCSP thresholds, the Proposed Project is required to comply with the following PVCCSP EIR mitigation measures: **MM Noise 1**, **MM Noise 2**, **MM Noise 3**, and **MM Noise 4**. In addition, the Noise Impact Analysis prepared for the Project identifies seven best management practices that are recommended to further reduce construction noise emanating from the Project Site. Several of these are similar to the PVCCSP EIR mitigation measures. The ~~four~~ three recommendations that are different than the PVCCSP EIR mitigation measures are incorporated as Project mitigation measures **MM NOISE-5**, **MM NOISE-6**, and **MM NOISE-7**~~, and **MM NOISE-8**~~. Compliance with these measures would ensure that potential Project impacts associated with a substantial temporary or permanent increase in ambient noise levels in excess of standards would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. The Noise Impact Analysis (Appendix H) analyzed the potential vibration levels resulting from construction of the Proposed Project. The closest building is the residential unit approximately 26 feet to the west of the Project Site's western property line. At 26 feet, a vibratory roller would be expected to generate a PPV of 0.198 in/sec and a bulldozer would be expected to generate a PPV of 0.084 in/sec. Construction activities would not cause severe vibration related annoyance at the closest sensitive receptors. (Appendix H). Operation of equipment sensitive to low levels of ground-borne vibration is unlikely in residential areas. Further, the construction activities are anticipated to comply with the allowed hours for operation outlined in City Code 7.34.060. Therefore, potential impacts associated with construction and operational vibration would be less than significant, and no mitigation would be required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact With Mitigation Incorporated. The Project Site is approximately 2.8 miles southeast of the southern terminus of Runway 14-32 of the MARB/IPA's primary runway and is within the boundaries of the MARB/IPA ALUCP. Exhibit S-17 of the Safety Element of the City's General Plan shows that the Project Site is located within the airport's 65 dBA CNEL noise contour. However, Figure 4-2 of the more recent *Final Air Installations Compatible Use Zones Study* (AICUZ 2018) shows that the Project Site is located within the airport's 60 dBA CNEL noise contour. The Proposed Project is a ~~334,040~~ 301,101 square foot warehouse building. Neither the City of Perris Municipal Code nor the March Air Reserve Base Inland Port ALCUP establish airport noise criteria for industrial or warehouse land uses. Furthermore, as shown in Table MA-2, Basic Compatibility Criteria, of the March Air Reserve Base Inland Port ALCUP, industrial uses are considered allowed uses within Zone B2. Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. Table MA-2 from the MARB/IPA LUCP also states that office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Per the Final AICUZ (2018), the Project Site is located within the 60 dBA CNEL noise contour. Therefore, with standard building construction, the associated office use would not be anticipated to have airport related noise levels exceeding 45 dBA CNEL.

The Proposed Project is required to comply with the following PVCCSP EIR mitigation measures: MM Haz 2, MM Haz 3, MM Haz 4, MM Haz 5, and MM Haz 6, which are discussed in Section 5.9. Compliance with these measures would ensure that potential Project impacts would be less than significant and would not result in an excessive noise impact for people working at the Project Site because the Project Site is in an airport land use plan.

Mitigation Measures:

MM Noise 1:

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

MM Noise 2:

> During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closet sensitive receptor.

MM Noise 3:

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

MM Noise 4:

Construction contractors 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.

MM NOISE-5:

Equipment shall be shut off and not left to idle when not in use.

MM NOISE-6:

Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded, and noise shall be directed away from sensitive receptors.

MM NOISE-7:

The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

~~**MM NOISE-8**:~~

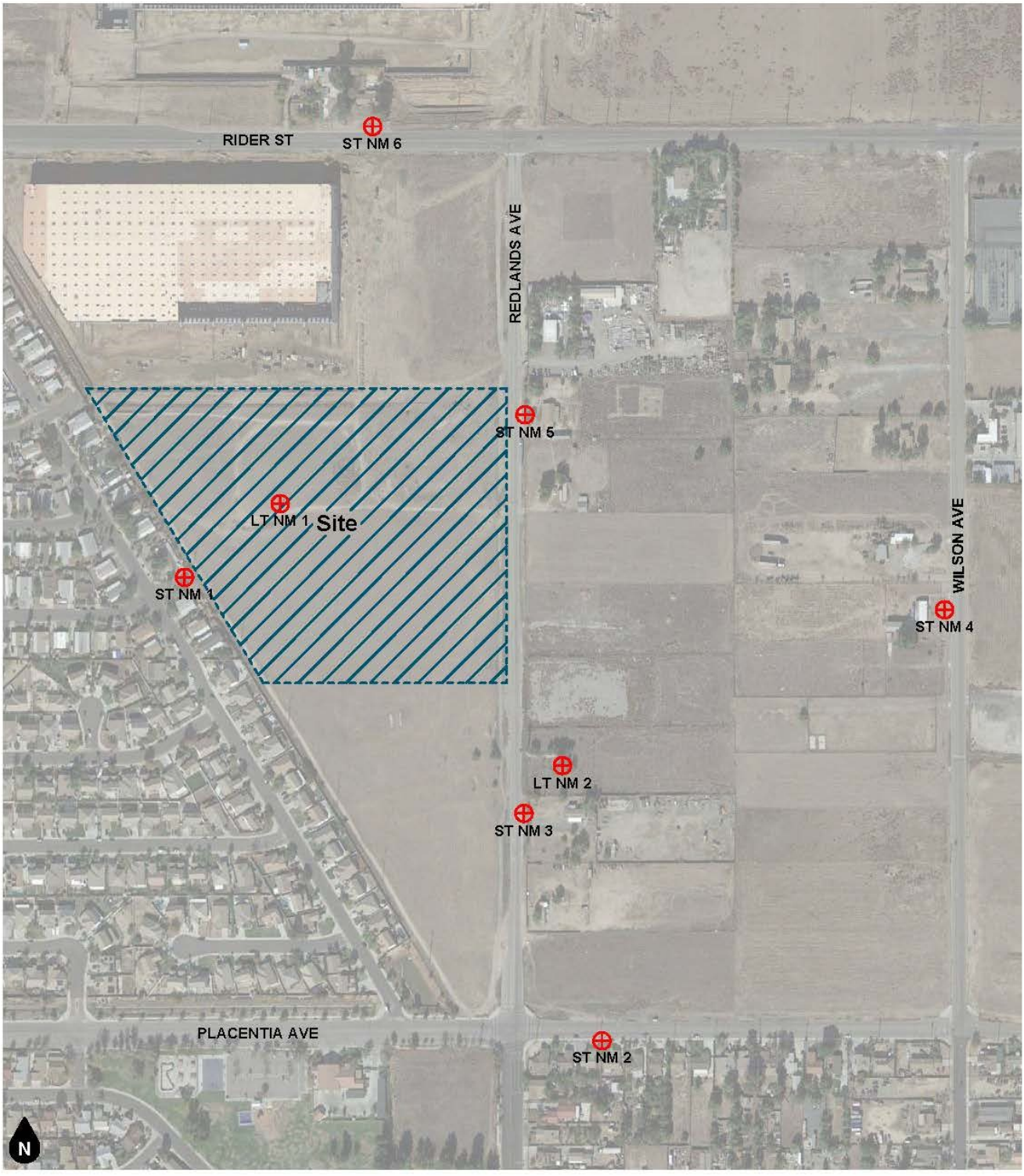
~~The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.~~

~~**MM NOISE-9**:~~

~~Truck brake venting on the Project Site shall be prohibited between the hours of 10:PM and 7:00 AM.~~

Conclusion

Implementation of the mitigation measures identified in Section 5.9, which are PVCCSP EIR mitigation measures **MM Haz 2, MM Haz 3, MM Haz 4, MM Haz 5,** and **MM Haz 6** would reduce potential impacts of the Proposed Project associated with Noise to less than significant levels. Although not considered significant, required implementation of PVCCSP EIR mitigation measures **MM Noise 1, MM Noise 2, MM Noise 3,** and **MM Noise 4**, along with Project mitigation measures **MM NOISE-5**, **MM NOISE-6**, and **MM NOISE-7**~~**, MM NOISE-8, and MM NOISE-9**~~ further reduce construction and operational noise emanating from the Project Site.



Legend

NM 1 Noise Measurement Location

ST NM Short-Term Noise Measurement

LT NM Long-Term Noise Measurement

Figure 12: Noise Monitoring Locations

Source: *Redlands Avenue West Industrial Project Noise Impact Analysis, July 25, 2023*

Figure 13: Project Operational Noise Levels (dBA, CNEL)

Source: *Redlands Avenue West Industrial Project Noise Impact Analysis, July 25, 2023*

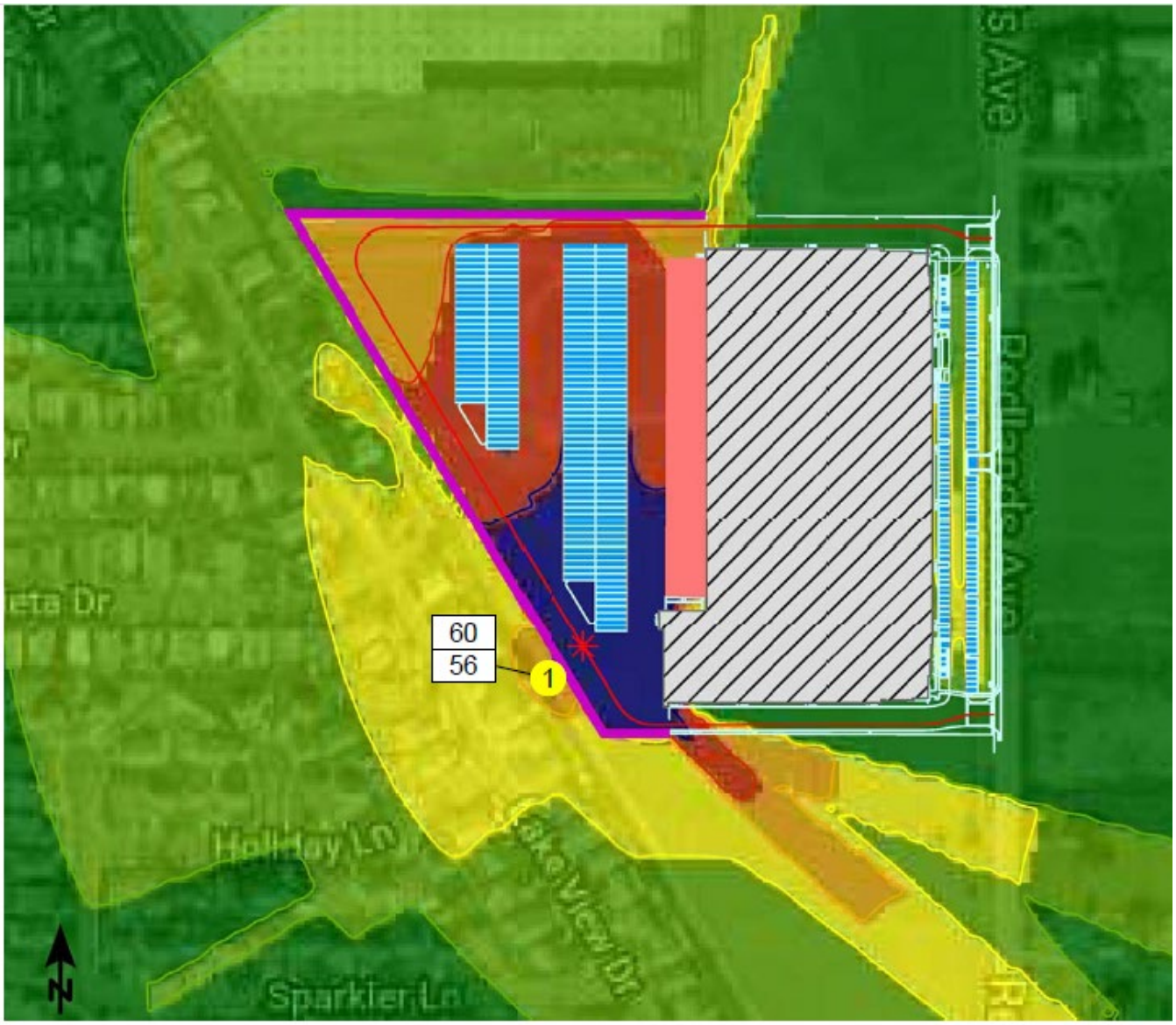


Figure 14: Project Operational Noise Levels (Lmax)

Source: *Redlands Avenue West Industrial Project Noise Impact Analysis, July 25, 2023*

5.14 Population and Housing

Environmental Setting

The Project Site is on eight vacant parcels that would be consolidated into one parcel within the PVCCSP – Light Industrial zone, which allows uses such as manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. This zone correlates with the "Light Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The Project Site is on the west side of Redlands Avenue, approximately 0.5 miles south of the intersection of Redlands Avenue and E Rider Street, and approximately 0.32 miles north of the intersection of Redlands Avenue and Placentia Avenue. It is bounded by light industrial uses to the north, vacant land to the south, a 30-foot-wide SCE easement and Single Family Residential, zoning R-10,000 and R-6,000 (density of 2 to 7 dwellings per net acre) uses to the west, and Redlands Avenue to the east. Single-family residential uses also exist along the south side of Placentia Avenue, located southerly of the Project Site. Census data in 2019 identified the population of the City of Perris as 79,291, which is a 15 percent increase from the population identified in 2010. The 2019 Census did not have data on the number of housing units in the City but identified that 65 percent of the housing was owner occupied. The City spans over 32 miles and has a population density estimated at 2,537 people per square mile.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines for residential development; however, those standards do not apply because the Proposed Project is a Light Industrial use. There were no mitigation measures in the PVCCSP EIR related to impacts to Population and Housing.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Proposed Project may create jobs both during construction and operation and therefore, may indirectly contribute to population growth within the City. However, it is anticipated that the majority of new jobs would be filled by workers who already reside in the City and that the Proposed Project would not attract a significant number of new residents to the City.

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 unplanned 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, potential impacts associated with population growth would be less than significant, and no mitigation would be required.

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

No Impact. The Project Site is currently vacant and does not contain any structures. The Proposed Project will not displace any existing housing and will not necessitate construction of replacement housing elsewhere. The Project Site is undeveloped and surrounded by residential uses to the west and south. Neither construction nor operation of the Proposed Project will displace these existing homes or substantial numbers of people necessitating the construction of replacement housing elsewhere. Therefore, potential impacts associated with displacement of existing people or housing would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Population and Housing would be less than significant, and no mitigation would be required.

5.15 Public Services

Environmental Setting

Fire and police services are provided by contract with the County of Riverside. The Val Verde Unified School District (VVUSD) provides the school services within the vicinity of the Project Site. The City of Perris provides recreation services.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to public services. There were no mitigation measures in the PVCCSP EIR related to impacts to Public Services.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

Discussion

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

Fire Protection

Less Than Significant Impact. The closest fire station to the Project Site is Fire Station 90 (North Perris Station) at 333 Placentia Avenue, approximately 0.25 mile southwest of the Project Site. This station would be the first to respond to calls for service from the Project Site. Fire Station 1 (Perris Station) at 210 West San Jacinto Avenue, approximately 3 miles south of the Project Site, could provide secondary response to the Project Site.

Development of the Proposed Project consists of a warehouse area and office. The remaining Project site would be paved parking and landscaping. The facility may increase the number of fire

or emergency services calls. However, considering the proposed use, concrete building type and existing firefighting resources available at the North Perris Station only 0.25 mile away from the Project Site, adverse impacts on the Riverside County Fire Department (RCFD) services are not expected to occur. The increase in fire service demand generated by the Proposed Project would not require the construction of a new fire station or improvements to either RCFD stations serving the City of Perris.

Additionally, the Proposed Project is required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards of the City and RCFD, as outlined in Chapter 16.08 (Building, Plumbing and Other Codes Adopted) of the City's municipal code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process.

Therefore, potential impacts associated with fire protection would be less than significant, and no mitigation would be required.

Police Protection

Less Than Significant Impact. The Perris Police Station is located at 137 North Perris Boulevard, approximately 2.6 miles south of the Project Site. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. Although the Proposed Project does not involve an increase in residential development, the Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

The Project Site will have perimeter fences/walls and will be secured during non-operating hours. It is unlikely that that the facility would trigger the need for new or expanded police facilities. Additionally, because the Project Site is already within the Perris Police Station service area, the Proposed Project would not require an expansion of Riverside County Sheriff's Department (RCSD) service area.

Development of the Project Site would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection would be less than significant, and no mitigation would be required.

Schools

Less Than Significant Impact. The Project Site is in the boundaries of the Val Verde Unified School District (VVUSD). The Proposed Project will not directly increase the City's population as it does not increase residential land use designations nor construct any housing. The Proposed Project would not generate the need for new or altered school facilities. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however, appropriate developer impact fees, as required by state law, shall be assessed, and paid to the school district. Since the Proposed Project does not include any new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Therefore, potential impacts associated with schools would be less than significant, and no mitigation would be required.

Recreational/Parks

Less Than Significant Impact. The Proposed Project will not directly require the construction or expansion of public recreational facilities as it does not propose 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 Development Impact Fees (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. Recreational amenities for future employees would be provided in accordance with the PVCCSP Industrial Development Standards and Guidelines. The physical impacts of building these amenities are addressed through the overall analysis of the site development and no unique or separate environmental impacts will occur as a result of building these facilities. Therefore, potential impacts associated with park facilities would be less than significant, and no mitigation would be required.

Other public facilities

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. 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, potential impacts associated with library facilities would be less than significant, and no mitigation would be required.

The nearest emergency medical service available to the Project Site is the Riverside County Regional Medical Facility located at 26520 Cactus Avenue in the City of Moreno Valley. Healthcare facilities are developed in response to perceived market demand by free enterprise. The development of the Proposed Project will not result in the construction for new or expanded medical facilities. The PVCCSP EIR 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. Therefore, potential impacts associated with medical facilities would be less than significant, and no mitigation measures would be required.

Mitigation Measures

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Public Services would be less than significant, and no mitigation would be required.

5.16 Recreation

The City of Perris provides recreational services throughout the City. There are no parks or recreational facilities within the vicinity of the Project Site.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to recreation. There were no mitigation measures in the PVCCSP EIR related to impact to Recreation.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from projects involving residential developments. The Project applicant proposes to construct a warehouse in an existing Light Industrial zone, and therefore, it does not include any residential development or permanent residents. 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 individuals who would fill the majority of jobs already reside in the vicinity of the Project Site. Indirect impacts to park facilities will be offset through payment of the applicable Recreational Facilities DIFs. Therefore, with payment of these fees, potential impacts associated with parks and other public recreational facilities would be less than significant, and no mitigation would be required.

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?

No Impact. The Proposed Project facility includes an outdoor bocce ball court in the parking lot. These amenities are integrated in the Project design, and the impacts of the associated development of these amenities have been addressed in this Initial Study. No adverse physical impacts beyond those already disclosed in this document would occur because of implementation of the Proposed Project's on-site recreational facilities. Further, no construction or expansion of existing facilities off-site would occur as a result of the Proposed Project. Therefore, no impacts associated with the construction or expansion of recreational facilities would occur, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Recreation would be less than significant, and no mitigation would be required.

5.17 Transportation

Ganddini Group prepared a Traffic Impact Analysis to determine potential impacts from transportation associated with the development of the Proposed Project (**Appendix I** – *Redlands Avenue West Industrial Project DPR20-00020 Traffic Impact Analysis*, Ganddini Group, March 8, 2022). Please note that the studies performed as part of Appendix I assumed an earlier building design which was slightly larger (334,447 SF) than the 301,101 ~~334,040~~ SF building proposed. This difference is not significant because the studies exceeded the square footage identified in the final Proposed Project. Ganddini Group prepared a Trip Generation Comparison report to update the trip generation numbers for the revised site plan (Appendix L - *Redlands Avenue West Industrial Project Trip Generation Comparison,* Ganddini Group, April 7, 2023).

Regulatory Setting

Senate Bill 743

SB 743, passed in 2013, updated the way transportation impacts are measured in California for new development projects, to allow Californians more options to drive less. The change was made as part of the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]) to assist with achieving climate commitments.

In January 2019, the California Office of Planning and Research (OPR) issued guidance relative to evaluating a project's Vehicle Miles Traveled (VMT) to reduce GHG emissions. The CEQA Guidelines were also subsequently revised to require that lead agencies utilize VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, beginning on July 1, 2020. Until that time, jurisdictions utilized a Level of Service (LOS) to analyze traffic impacts. The OPR guidelines require that projects be evaluated using VMT metrics but also allows jurisdictions to continue to use the LOS method as a secondary methodology for non-CEQA purposes.

The State OPR also set forth guidance for agencies to use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (refer to CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and CEQA Guidelines Appendix G). The types of projects that are exempt from preparing a detailed VMT analysis are based on project size, maps, transit availability, and provision of affordable housing. Consistent with the requirements of CEQA Guidelines Section 15064.3, the City of Perris adopted significance criteria for transportation impacts based on VMT when evaluating VMT to determine traffic-related impacts for land use development projects. The screening criteria and significance criteria are contained in the *City of Perris Transportation Impact Analysis Guidelines for CEQA* (May 12, 2020) ["the City TIA Guidelines"].

Regional Transportation Plans

The Southern California Association of Governments (SCAG) is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino,

and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

City of Perris

The City of Perris's General Plan contains a Circulation Element that addresses the physical circulation system consisting of streets, highways, bicycle routes, equestrian facilities, paths, and sidewalks, as well as available modes of transportation, including cars, buses, bicycles, and walking. The Circulation Element also identifies goals and policies with respect to the City's transportation network. Table 10 identifies the Goals, Policies and Implementation Measures identified in the Circulation Element of the General Plan that are applicable to the Proposed Project.

Level of Service (LOS) analysis is performed for assessing conformance with General Plan and operational standards established by the City. LOS is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

In accordance with current CEQA provisions, a project's effect on automobile delay as measured by LOS shall not constitute a significant environmental impact. Therefore, LOS is not discussed as a measure of analysis as part of this report. Analysis related to LOS and General Plan consistency shall be discussed as part of the Planning entitlement review process associated with this document.

Study Methodology

The Traffic Impact Analysis (Appendix I) utilized the City TIA Guidelines for assessing VMT.

<u>Vehicle Miles Traveled</u>

The City TIA Guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study. The Proposed Project was evaluated for transportation impacts under CEQA using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines. The screening criteria for the City of Perris are:

A. Is the Project 100% affordable housing?

B. Is the Project within ½ 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 ADT?

Environmental Setting

Regional access to the Project Site is provided by the I-215 Freeway, approximately 1.5 miles west of the Project Site. Key roadways providing local circulation include Redlands Avenue, Rider Street, and Placentia Avenue. The 20.14 ~~12.59~~ -acre Project Site is located west ~~east~~ of Redlands Avenue, south of Rider Street, and north of Placentia Avenue in the City of Perris, California.

The Project Site would be developed with a ~~330,040~~ 297,101 square foot warehouse building with an additional 4,000 square foot mezzanine totaling ~~334,040~~ 301,101 square feet of gross floor area. The Project proposes three access driveways on Redlands Avenue. The north and south driveways will serve truck traffic only and the central driveway will serve passenger cars only. The Proposed Project is anticipated to be constructed and fully operational by year 2025~~23~~.

Truck Routes

The City of Perris General Plan identified Redlands Avenue as a Secondary Arterial. In February 2022, the City of Perris updated its Final General Plan Truck Route Map which now designates Redlands Avenue as a Secondary Arterial in front of the Project Site, and a Truck Route, beginning at Rider Ave, north of the Project Site, and continuing north.

Public/Mass Transit

The Riverside Transit Authority (RTA) operates 29 fixed bus routes providing public transit service throughout a 2,500 square mile area of Western Riverside County. Other public transportation available in the region includes Greyhound Bus Lines, Amtrack Passenger Rail Service and Metrolink. RTA currently has an existing bus route on Rider Street (Bus Route 41), approximately 0.2 mile north of the Project Site.

Bicycle and Pedestrian Facilities

There are currently no existing bicycle lanes along Redlands Avenue adjacent to the Project Site. It is noted that the City of Perris General Plan bike routes have not been updated to reflect the recent adoption of the Active Transportation Plan (City of Perris, December 2020). The City of Perris General Plan shows a proposed Class II bicycle lane on Redlands Avenue along the Project Site frontage, and the Active Transportation Plan identifies a Class I shared-use path.

Sidewalks are not currently provided on Redlands Avenue along the Project Site frontage.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP contains Standards and Guidelines relative to circulation and traffic. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which are assumed to be implemented in the analysis presented in this section. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures associated with impacts to Transportation.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Trans 1:	Future implementing development projects shall construct on-site roadway improvements pursuant to the general plan alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.	Included in Project design
MM Trans 2:	Site 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.	Included in Project design
MM Trans 3:	Each implementing development project shall participate in the phased construction of the off-site traffic signals through payment if 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.	Included in Project conditions
MM Trans 4:	Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designated 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.	Included in Project approval process, but also included as a Project-specific mitigation measure.
MM Trans 5:	Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	Included in Project design
MM Trans 6:	Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.	Not applicable – Project is not near the MWD Trail.
MM Trans 7:	Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC 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	Included in Project submittals

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
	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 will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.	
MM Trans 8:	Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.	Included in Project submittals

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

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

Less Than Significant Impact. The City of Perris General Plan Circulation Element and the PVCCSP govern the circulation system in the vicinity of the Project Site are.

City of Perris General Plan

The City of Perris General Plan was established to provide for a safe, convenient, and efficient transportation system for the City. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. Table 10 identified that the Proposed Project is consistent with applicable Circulation Element Goals, Policies, and Implementation Measures relative to the Proposed Project.

Truck Routes

Redlands Avenue is designated by the City as a Secondary Arterial at the Project Site (between Rider Avenue to the north and Placentia Avenue to the south). Effective February 2022, Redlands Avenue north of Rider Avenue is a designated Truck Route. Truck access would be from north of Redlands Avenue, and no aspect of the Proposed Project would require a change to the Redlands Avenue designation as a Secondary Arterial with a Truck Route north of Rider. Therefore, the Proposed Project is consistent with the truck routes identified in the Circulation Element of the General Plan.

Public/Mass Transit

RTA currently has an existing bus route on Rider Street (Bus Route 41), approximately 0.2 mile north of the Project Site. No bus stops are identified to be placed along Redlands Avenue. Therefore, the Proposed Project is consistent with this aspect of the General Plan.

Bicycle and Pedestrian Facilities

There are currently no existing bicycle lanes along Redlands Avenue adjacent to the Project Site. The Project Site Plan (**Figure 5**) includes a Class I shared-use path on the street frontage and is dedicating an additional 4 feet of right-of-way to allow for future striping of a Class I bike lane along Redlands Ave, consistent with the recently adopted Active Transportation Plan. Therefore, the Proposed Project is consistent with the objectives to support bikeways near the Project Site.

Roadway Operations

The Proposed Project is forecast to generate approximately ~~605~~ 544 daily vehicle trips, including ~~51~~ 48 vehicle trips during the AM peak hour and ~~51~~ 48 vehicle trips during the PM peak hour. The Proposed Project is forecast to generate approximately ~~857~~ 650 daily PCE trips, including ~~59~~ 60 PCE trips during the AM peak hour and ~~55~~ 52 PCE trips during the PM peak hour.

Perris Valley Commerce Center Specific Plan

Public/Mass Transit

The PVCCSP EIR identifies the existing bus stop at Rider Avenue/Redlands Avenue and a "potential bus stop" that would be placed at Redlands Avenue/Placentia Avenue. The PVCCSP does not identify existing or planned bus stops on the Project Site frontage. Therefore, the Proposed Project is not required to install a bus stop on its frontage based on the PVCCSP.

However, consistent with PVCCSP EIR mitigation measure MM Trans 4, the Applicant contacted RTA on May 24, 2022, to request information for future bus routing that would potentially require a bus stop on the frontage of the Project Site. The RTA responded on May 24, 2022, and confirmed there are no future plans for a route on Redlands Avenue. The requirement of PVCCSP EIR mitigation measure MM Trans 4 has been met and it is included as mitigation to ensure continued compliance through the CEQA process.

Bicycle and Pedestrian Facilities

To facilitate future planned bicycle facilities for employees, the PVCCSP MM Trans 5 requires that bike racks be installed in the parking lots for new projects. This has been included as a Project design feature. Therefore, the Proposed Project is consistent with this aspect of the PVCCSP.

Roadway Classification

As with the General Plan, the PVCCSP identifies Redlands Avenue in front of the Project Site as a Secondary Arterial. The components of the Proposed Project do not change the Redlands Avenue designation.

However, the PVCCSP identifies Russell Way, a 60-foot-wide cul-de-sac that travels west for approximately 670 feet from Redlands Avenue and does not connect to any other street. This roadway lies within the Project Site and serves no purpose for circulation. The Applicant has requested approval of Specific Plan Amendment (SPA) No. 22-05052, which would vacate Russell Way and remove it from the Circulation Plan in the PVCCSP. With the approval of SPA No. 22-05052, the Proposed Project will be consistent with the roadway designation aspect of the PVCCSP.

The PVCCSP EIR also included mitigation measures for projects in the PVCCSP planning area to ensure design compatibility with the road system. The requirements of PVCCSP EIR mitigation measures MM Trans 1 and MM Trans 2 have been included as Project design features. Therefore, the Proposed Project would be consistent with the PVCCSP's requirements for roadway design.

Roadway Operations

The PVCCSP EIR concluded that implementation of the PVCCSP would result in less than significant impacts associated with levels of service on roadways with implementation of PVCCSP EIR mitigation measures MM Trans 1 through MM Trans 8. PVCCSP EIR mitigation measures MM Trans 3 and MM Trans 7 are applicable to the Proposed Project and are included in its design and submittals. Therefore, the Proposed Project is consistent with the PVCCSP's requirements for roadway design.

The Proposed Project is consistent with the programs, plans, ordinances, and policies that address the circulation system, including transit, roadways, bicycle, and pedestrian facilities. Therefore, potential impacts associated with the circulation system would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. CEQA Guidelines Section 15064.3 provides that transportation impacts of projects are, in general, best measured by evaluating the Proposed Project's VMT. Automobile delay (LOS) will no longer be considered to be an environmental impact under CEQA.

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 comply with the latest CEQA requirements regarding VMT. These guidelines include a CEQA Assessment for VMT analysis and lists the VMT thresholds, screening tools, and methodologies. The City also maintains LOS policies as part of the General Plan and discretionary review process, which is separate and apart from the environmental analysis.

A trip generation evaluation and VMT screening analysis consistent with the City's guidelines was prepared for the Proposed Project (Appendix I). The City's guidelines allow for screening criteria to be used to determine where a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on recommendations from 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) for setting screening thresholds for land use projects. WRCOG also developed a web map to serve as a screening tool for potential VMT impacts associated with select land use projects in the WRCOG planning area in compliance with the SB 743 changes to the CEQA statute and its associated CEQA Guidelines.

Based on the WRCOG web app screening map, the Traffic Impact Analysis (Appendix I) identified that the Project Site is in an area of Perris mapped with low VMT. Projects within a low VMT generating traffic analysis zone (TAZ) may be presumed to have a less than significant VMT impact under the OPR Guidance and are not subject to a detailed VMT analysis. Therefore, potential impacts associated with a conflict or is inconsistency with CEQA Guidelines section 15064.3, subdivision (b) would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The Proposed Project includes seven feet of dedication of road right-of-way on Redlands Avenue, consistent with the City's General Plan Circulation Element and Active Transportation Plan. The Proposed Project does not involve any design features that would increase traffic hazards due to geometric design.

Roadway improvements and driveway locations on Redlands Avenue would reduce conflicts for trucks and passenger vehicles by providing separate driveways for trucks and passenger vehicles and limiting turn movements into and from these driveways.

Project access and roadway improvements are as follows:

- Redlands Avenue (EW) at Project North Driveway (NS) [Study Intersection #2]
    - Truck access only
    - Construct one inbound lane and one outbound lane with eastbound stop-control
    - Northbound: two through lanes
    - Southbound: one through lane and one share through/right turn lane
    - ~~Eastbound: one right turn only lane~~
- Redlands Avenue (EW) at Project Central Driveway (NS) [Study Intersection #3]
    - Passenger car access only
    - Construct one inbound lane and one outbound lane with eastbound stop-control
    - Northbound: two through lanes and one left turn lane
    - Southbound: one through lane and one share through/right turn lane
    - Eastbound: one right turn only lane

- Redlands Avenue (EW) at Project South Driveway (NS) [Study Intersection #4]
    - Truck access only
    - Construct one inbound lane and one outbound lane with eastbound stop-control
    - Northbound: two through lanes
    - Southbound: one through lane and one shared through/right turn lane
    - Eastbound: one ~~shared~~ left/right turn lane

Employee auto parking is primarily along the Redlands Avenue building frontage, with trailer parking along the north, south, and west sides of the building. The parking configuration places workers near the building so workers do not have to cross truck traveled ways to enter and exit the building.

Additionally, the Traffic Impact Analysis (Appendix I) considered the potential impacts of turning movements on a proposed warehouse project directly across from the Project, also on Redlands Avenue. **Figure 15 ~~14~~** – *Redlands Avenue Striping Plan and Geometrics* identifies that the two projects have off-set driveways and a median to separate the passenger cars and trucks turning into the two warehouse facilities.

Therefore, the Proposed Project does not include a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. The Proposed Project would not create hazards or conflicts between pedestrians and vehicles internally, nor would it create a conflict between autos and trucks for ingress and egress. Therefore, potential impacts associated with hazards or incompatible uses would be less than significant, and no mitigation would be required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Proposed Project is required to comply with the City's development review process including review by the County Fire Department for compliance with all applicable fire code requirements for construction and access to the Project Site. The access and circulation features within the Project Site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project Site using the southern driveway entrance on Redlands Avenue. The internal circulation includes ample area that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project Site's ingress and egress will be reviewed by the City Engineer for appropriate width and lanes. All access lanes will meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project Site.

Each of the Proposed Project's driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The Project Site would be accessible to emergency responders during construction and operation of the Proposed Project and would not result in inadequate emergency access. Therefore, potential impacts associated with inadequate emergency access would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Transportation apply to the Proposed Project. The Proposed Project has complied with PVCCSP EIR mitigation measures MM Trans 1, MM Trans 2, MM Trans 3, MM Trans 4, MM Trans 5, MM Trans 6, and MM Trans 7 through integration into its design and submittal of the technical studies that support this environmental analysis.

Conclusion

Potential impacts of the Proposed Project associated with Transportation would be less than significant, and no mitigation would be required.

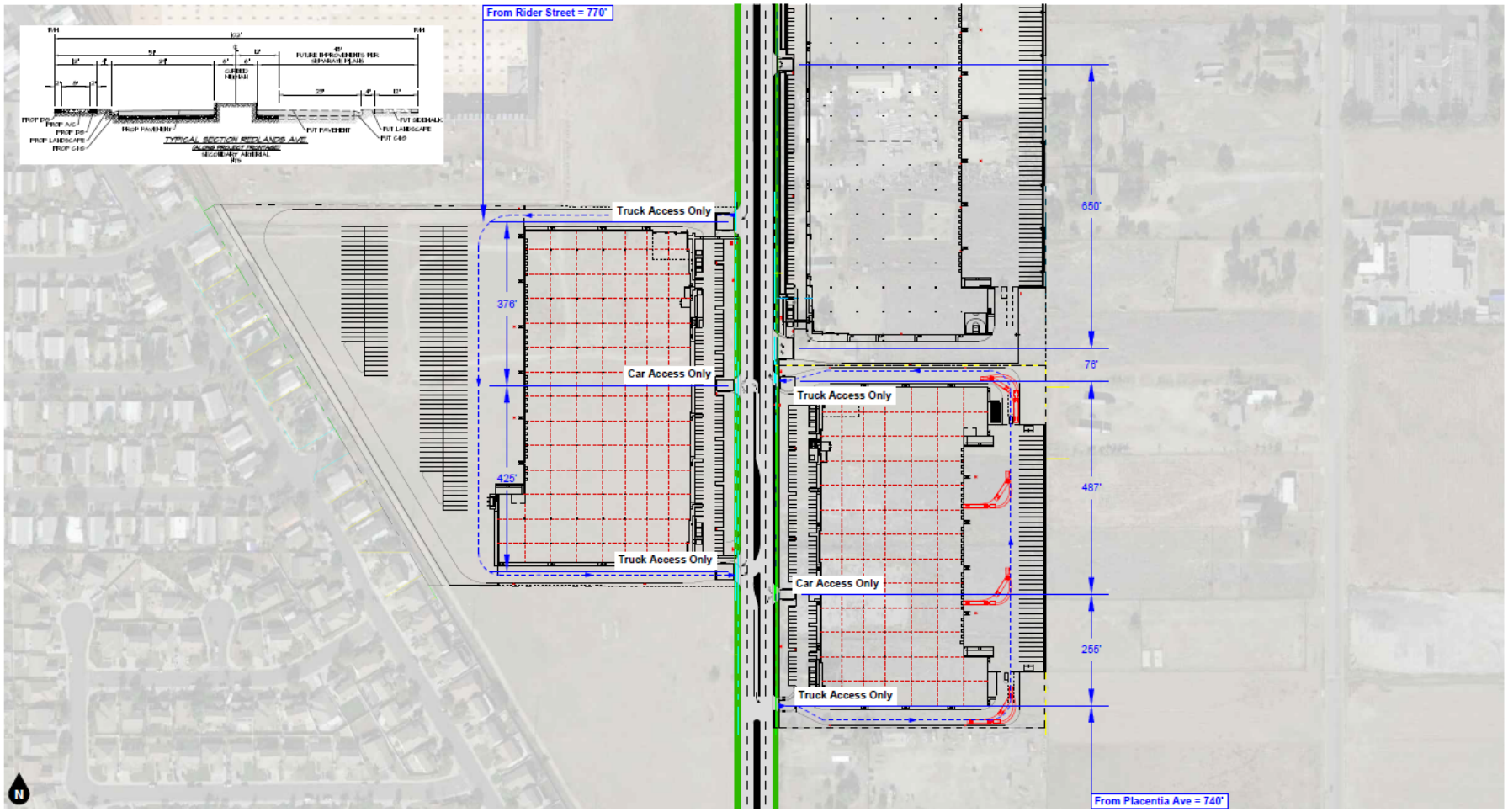


Figure 18
Redlands Avenue Conceptual Striping Plan

Figure 15: Redlands Avenue Striping Plan and Geometrics

Source: *Ganddini Group May 23, 2023*

5.18 Tribal Cultural Resources

Cogstone prepared a Cultural and Paleontological Resources Assessment for the Proposed Project (**Appendix C** – *Cultural and Paleontological Resources Assessment Report for the Redlands Avenue West Industrial Project*, Cogstone, July 2021). The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of Perris.

City of Perris AB 52 Tribal Consultation

On April 2, 2021, the City of Perris notified the following tribal entity representatives of the Proposed Project and that the 30-day timeframe in which to request consultation would end May 2, 2021, in accordance with AB52:

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians
- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians
- Destiny Colocho, manager, Rincon Band of Mission Indians
- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians

Of the tribes contacted, the following responses were received:

- Pechanga Band of Luiseño Indians – request for consultation received May 6, 2021. Consultation concluded.
- Agua Caliente Band of Cahuilla Indians – request for consultation received May 6, 2021. Consultation concluded.
- Rincon Band of Mission Indians – no response received. Consultation concluded.
- Soboba Band of Luiseño Indians – no response received. Consultation concluded.

City of Perris SB 18 Tribal Consultation

On March 1, 2022, the City of Perris notified the following tribal entity representatives of the Proposed Project and that the 90-day timeframe in which to request consultation would end May 30, 2022, in accordance with SB18:

- Mr. Joseph Ontiveros, Director of Cultural Resources, Soboba Band of Luiseño Indians
- Lavonne Peck, Chairperson, La Jolla Band of Mission Indians
- Ebru Ozdil, Planning Specialist, Pechanga Band of Luiseño Indians
- Destiny Colocho, Manager, Rincon Band of Mission Indians
- Patricia Garcia, Director of THPO, Agua Caliente Band of Cahuilla Indians
- William J. Pink, Luiseno Indians
- Raymond Huaute, Tribal Historic Preservation, Morongo Band of Mission Indians
- Shasta Gaughen, Historic Preservation, Pala Band of Mission Indians

- Tribal Council, San Luis Rey Band of Mission Indians
- May Ann Green, Chairperson, Augustine Band of Cahuilla Mission Indians
- Doug Welmas, Chairperson, Cabazon Band of Mission Indians
- Uther Salgado, Chairperson, Cahuilla Band of Indians
- Mary Resvaloso, Chairperson, Desert Cahuilla Indians (Torres-Martinez)
- Ray Chapparosa, Chairperson, Los Coyotes Band of Mission Indians
- Randall Majel, Chairperson, Pauma and Yuima Reservation
- Joseph Hamilton, Chairperson, Ramona Band of Cahuilla Mission Indians
- John Marcus, Chairperson, Santa Rosa Band of Mission Indians

Of the tribes contacted, the following responses were received:

- Pechanga Band of Luiseño Indians – request for consultation received XXX
- Agua Caliente Band of Cahuilla Indians – request for consultation received April 29, 2022. ACBCI has no comments but requested updates on project progress and changes to the project scope.
- Soboba Band of Luiseño Indians – no response received. Consultation concluded.
- La Jolla Band of Mission Indians – no response received. Consultation concluded.
- Rincon Band of Mission Indians – no response received. Consultation concluded.
- Lusieno Indians – no response received. Consultation concluded.
- Morongo Band of Mission Indians – no response received. Consultation concluded.
- Pala Band of Mission Indians – no response received. Consultation concluded.
- Tribal Council, San Luis Rey Band of Mission Indians – no response received. Consultation concluded.
- Augustine Band of Cahuilla Mission Indians – no response received. Consultation concluded.
- Cabazon Band of Mission Indians – no response received. Consultation concluded.
- Cahuilla Band of Indians – no response received. Consultation concluded.
- Desert Cahuilla Indians (Torres-Martinez) – no response received. Consultation concluded.
- Los Coyotes Band of Mission Indians – no response received. Consultation concluded.
- Pauma and Yuima Reservation – no response received. Consultation concluded.
- Ramona Band of Cahuilla Mission Indians – no response received. Consultation concluded.

- Santa Rosa Band of Mission Indians – no response received. Consultation concluded.

Environmental Setting

According to current ethnohistorical scholarship, the traditional territories of several Native American groups, including the Luiseño, the Serrano, the Gabrielino, and the Cahuilla, overlapped one another in the present-day Riverside-San Bernardino region during the Late Prehistoric Period. The Perris Valley area is recognized as a part of the traditional homeland of the Luiseño, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside. The Project Site is within the traditional territory of the Luiseño.

Anthropologists have divided the Luiseño into several autonomous lineages or kin groups, which represented the basic political unit among most Native Americans in southern California. Each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, the chiefs inherited their positions, and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of fresh water, always near subsistence resources (Bean and Shipek 1978).

The map provided in Volume 8 of the Smithsonian Institution's *Handbook of North American Indians; California* also shows that the Project Site is in Cahuilla territory (Appendix C). Although the Cahuilla have not described the Project Site with a place name, the oral histories documented by Francisco Patencio, nét of the Agua Caliente Band of Cahuilla Indians, in the book *Legends and Stories of the Palm Springs Indians* shows that the Perris Valley is important to the Cahuilla. Patencio stated that the Moreno Valley, located to the north of Perris, was where the first gathering of "a great people" occurred prior to separating and going to the four directions (Appendix C). It is also from Moreno Valley that Evon ga net, the leader of the Fox people (now known as the Agua Caliente Cahuilla), started naming areas on the landscape for the Cahuilla people.

It is estimated that when Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 individuals each, although other estimates place the total Luiseño population at 4,000-5,000 (Appendix C). Some of the villages were forcefully moved to the Spanish missions, while others were left intact. Luiseño population declined rapidly after European contact because of diseases such as smallpox and harsh living conditions at the missions and, later, on the Mexican ranchos, where the Native people often worked as seasonal ranch hands.

After the American annexation of Alta California, the large number of non-Native settlers further eroded the foundation of traditional Luiseño society. During the latter half of the 19th century, all of the remaining Luiseño villages were displaced, their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to tribal cultural resources. The PVCCSP EIR did not analyze tribal cultural resources under its own threshold, as it was not included as its own topic with thresholds in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the PVCCSP EIR did discuss impacts related to tribal cultural resources in thresholds in the Cultural Resources section. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The mitigation measures contained in the PVCCSP EIR relative to Tribal Cultural Resources are reflected in the mitigation measures for Cultural Resources (Initial Study, Section 5.5).

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

No resources are listed on or have been identified as eligible for listing on the California Register of Historic Places within or near the Project Site and no known potential impacts to Tribal Cultural Resources would occur. However, Project-specific mitigation measure MM CR-1 would be implemented to require monitoring during any ground disturbing activities on the Project Site and to avoid potential impacts to tribal cultural resources that may be unearthed by construction activities. Project-specific mitigation measure MM CR-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated. The Project Site is previously disturbed land currently under agricultural land use and are no resources that have been identified as significant within or near the Project Site. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project Site. As discussed above, Project-specific mitigation measure MM CR-1 would be implemented to require monitoring during any ground disturbing activities on the Project Site and to avoid potential impacts to tribal cultural resources that may

be unearthed by Project construction activities. Project-specific mitigation measure MM CR-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

Mitigation Measures

The Proposed Project will implement mitigation measures MM CR-1 and MM CR-2 as identified in Section 5.5 of this Initial Study, which will ensure impacts to tribal cultural resources are less than significant.

Conclusion

Implementation of mitigation measures MM CR-1 and MM CR-2 as identified in Section 5.5 would reduce potential impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant levels.

5.19 Utilities and Service Systems

The Applicant has obtained letters from various utilities indicating that they can serve the project (**Appendix J** – *Will Serve Letters*).

Environmental Setting

Water and wastewater are supplied to the Project Site by the Eastern Municipal Water District (EMWD). Electricity is provided by Southern California Edison (SCE), and natural gas is provided by Southern California Gas Company . The applicant has obtained "will serve" letters from utility providers (Appendix J).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to utilities, except for standards for streetlights and project lighting. There were no mitigation measures contained in the PVCCSP EIR for Utility and Service System impacts.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact.

Water and Wastewater

Water and wastewater service is provided by the Eastern Municipal Water District (EMWD). The Applicant has obtained a "will serve" letter from the EMWD (Appendix J) indicating it can serve the water and sewer needs of the Proposed Project without impacts to its systems. Therefore, potential impacts associated with water and wastewater would be less than significant, and no mitigation would be required.

Storm Drainage

The Project Site is in the PVCCSP planning area and the Perris Valley Master Drainage Plan (MDP) area. The backbone drainage facility for this area is the existing storm drain Line-A-B (RFCF&WCD MS 94. No. 4-0-00537). The design of the Line-A-B storm drain system accounts for the fully developed condition of the tributary watershed it serves. Existing stormwater runoff discharges off the Project Site into natural conditions along the eastern boundary of the Project Site. From there, flows eventually end up being conveyed towards the Perris Valley Storm Drain (PVSD) Channel and discharged into the San Jacinto River.

For the proposed condition, stormwater runoff is captured through a series of catch basins and inlets throughout the Project Site. Captured flows are then directed towards proposed treatment devices for water quality requirements. Treated flows are then directed towards proposed underground storage chambers in order to mitigate the peak flow rates exiting the Project Site. The storage chambers proposed are 45-inches tall with varying widths of perimeter stone that contribute to the total storage volume. Mitigated flows are then discharged into the proposed extension of Lateral A-B-10 located along Redlands Avenue via a proposed pump (preliminarily sized with a capacity of Q= 5.0 cfs). These mitigated flows are conveyed north towards the existing MDP Line A-B which discharges into the PVSD Channel.

Electric Power, Natural Gas, or Telecommunications Facilities

Electric power service would be provided by SCE. The Applicant has obtained a "will serve" letter from SCE (Appendix J) indicating it can serve the electrical needs of the Proposed Project without impacts to its systems. Therefore, potential impacts associated with providing electric power would be less than significant, and no mitigation would be required.

Natural gas in the area is serviced by SoCal Gas, and telecommunications facilities are provided by Spectrum. The Project area is an urban area, and these services are readily available. Therefore, potential impacts associated with providing natural gas and telecommunications would be less than significant, and no mitigation would be required.

Summary

Based on the utilities' ability to serve the Proposed Project, and that the Proposed Project is designed consistent with existing drainage plans, the Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts to utilities would be less than significant, and no mitigation would be required.

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

Less than Significant Impact. The Project applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient water supplies to serve the Proposed Project. Therefore, potential impacts associated with water supplies would be less than significant, and no mitigation would be required.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The Project applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient wastewater capacity to serve the Proposed Project (Appendix J). Therefore, potential impacts associated with the wastewater treatment provider's capacity would be less than significant, and no mitigation would be required.

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?

Less than Significant Impact. Trash, recycling, and green waste service in the City of Perris is 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. 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 produced from the Proposed Project would be transported to a variety of landfills.

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. 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. The Project Site is within the PVCCSP planning area. Therefore, potential impacts associated with solid waste production during construction would be less than significant, and no mitigation would be required.

For operations, the Proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the Proposed Project's solid waste disposal needs. The Badlands and El Sobrante Landfills, which would serve the Project Site, have the capacity to support the construction and operational waste expected from the Proposed Project. Therefore, potential impacts associated with solid waste production during operations would be less than significant, and no mitigation would be required.

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

Less than Significant Impact. Solid waste generated by the Proposed Project would be disposed of at a variety of landfills and transfer stations in Riverside County. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations related to solid waste. This would include providing receptacles for green waste, recyclables, and garbage. Therefore, potential impacts associated with compliance with solid waste statutes and regulations would be less than significant, and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with Utilities and Service Systems would be less than significant, and no mitigation would be required.

5.20 Wildfire

Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of brush fires. The Project Site is flat and not within a high fire zone or near hillsides that are subject to fires.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to wildfire prevention. There were no mitigation measures in the PVCCSP EIR associated with impacts from Wildfire.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation would be required.

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?

No Impact. The Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation would be required.

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?

No Impact. The Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation would be required.

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?

No Impact. The Project Site is not located within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

Conclusion

The Proposed Project would have no impact associated with Wildfire risk, and no mitigation would be required.

5.21 Mandatory Findings of Significance

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines that apply to all projects within the Plan area. Applicable elements of the PVCCSP have been included in the Proposed Project design, construction, and operations plan. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which will be implemented to reduce impacts to less than significant.

Impact Analysis

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant With Mitigation Incorporated. The Project Site is vacant, contains no drainages, does not contain suitable habitat for any sensitive species, and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, other approved local, regional, or state habitat conservation plan. However, the Project Site is within the PVCCSP planning area and the PVCCSP EIR requires that projects comply with PVCCSP EIR mitigation measure **MM BR ~~Bio~~ 1** to reduce potential impacts to nesting birds and PVCCSP EIR mitigation measure **MM BR ~~Bio~~ 2** to reduce potential impacts to burrowing owl to less than significant levels.

According to the Phase I Cultural Resources Assessment (Appendix C), no cultural resources have been recorded within the Project Site, and the Project Site does not contain any resources that are important to major periods of California history or prehistory. However, the City of Perris requires projects to comply with City-standard mitigation measures **MM CR-1** to manage unanticipated discoveries of archeological and Native American resources when monitoring is not required by the Phase 1 cultural resources survey and **MM CR-2** to manage unanticipated discoveries of human remains. The Project Site is within Area 1 "High Sensitivity" for potential paleontological resources according to the City's Conservation Element of its General Plan and the Property Owner/Developer would be required to comply with City standard mitigation measures **MM GEO-1** and **MM GEO-2** to manage unanticipated discoveries of paleontological resources.

Implementation of these measures will ensure that Project-specific impacts would be less than significant.

With the implementation of PVCCSP EIR mitigation measures **MM BR ~~Bio~~ 1** and **MM BR ~~Bio~~ 2,** and project mitigation measures **MM CR-1, MM CR-2, MM GEO-1**, and **MM GEO-2**, the Proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an 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)?

The Proposed Project is being developed according to the PVCCSP and is a consistent and is an allowed use under the PVCCSP General Industrial land use designation. The analysis contained in the PVCCSP EIR determined that construction associated within the PVCCSP may have cumulatively significant impacts in the following areas: (PVCCSP EIR, p. 5.0-13.)

- *Air Quality:* Emissions generated by the overall PVCCSP area will exceed the 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.

The Proposed Project is consistent with local and regional plans, and its air quality emissions do not exceed established thresholds of significance. The Proposed Project would not cause a substantial increase in ambient noise levels or a significant increase in traffic volumes within the surrounding area.

Although the impacts of the Proposed Project would be less than significant, the Proposed Project would be subject to all of the applicable PVCCSP EIR mitigation measures as identified in this Initial Study Sections 5.3 (Air Quality), 5.9 (Hazards and Hazardous Materials), 5.13 (Noise), and 5.17 (Transportation), which would further ensure that any contribution to cumulative impacts resulting from implementation of the Proposed Project would be minimized. Therefore, with implementation of PVCCSP Mitigation Measures, potential cumulative impacts associated with Air Quality, Hazards and Hazardous Materials, Noise, and Transportation would be less than significant.

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

All potential impacts of the Proposed Project have been identified, and mitigation measures have been provided, where applicable, to reduce potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not result in substantial direct or indirect adverse impacts on human beings.

The Proposed Project would comply with PVCCSP project-specific mitigation measures that are identified throughout this document. Implementation of these measures will ensure that Project-specific impacts will be less than significant.

MM AES-1 would require lighting controls during construction to ensure light does not spill off-site. Therefore, with mitigation incorporated, the Proposed Project would not directly or indirectly cause substantial adverse effects on human beings.

6 LIST OF PREPARERS

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Public Works Traffic

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7 REFERENCES

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

Appendix A – *Redlands Avenue West Industrial Project Air Quality, Global Climate Change, HRA and Energy Impact Analysis*, Ganddini Group, August 26, 2021, revised July 24, 2023

Appendix B – *General Biology, including Survey for Burrowing Owl (Athene cunicularia), Narrow Endemic Plant Species, Criteria Area Plant Species, and other biological resources on the 20.26-acre Redlands Avenue West Industrial Project site (Assessor's Parcel Nos. 300-250-009, 300-250-010, 300-250-011, 300-250-012, 300-250-013, 300-250-014, 300-250-015, and 300-250-016), Perris, Riverside County, California*, Osborne Biological Consulting, November 28, 2020

Appendix C – *Cultural and Paleontological Resources Assessment Report for the Redlands Avenue West Industrial Project*, Cogstone, July 2021

Appendix D – G*eotechnical Investigation, Proposed Warehouse, Redlands Avenue, South of Rider Street Perris, California, for Black Creek Group,* Southern California Geotechnical, October 25, 2019

Appendix D-1 – *Update of* G*eotechnical Investigation, Proposed Redlands West Development, Redlands Avenue, South of Rider Street Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, August 6, 2020

Appendix D-2 – *Results of Infiltration Testing, Proposed Redlands West Development, Redlands Avenue, South of Rider Street Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, October 30, 2020

Appendix E – *Phase I Environmental Site Assessment Report Redlands Avenue West,* Partner Engineering and Science, Inc., August 26, 2020

Appendix F – *Preliminary Project Specific Water Quality Management Plan, Redlands West Industrial,* Albert A Webb Associates, January 2022, revised July 2023

Appendix G – *Redlands West Industrial Project DPR 20-00020 Preliminary Drainage Study*, Albert A. Webb Associates, May 2021, revised July 2023

Appendix H – *Redlands Avenue West Industrial Project Noise Impact Analysis,* Ganddini Group, August 27, 2021, revised July 25, 2023

Appendix I – *Redlands Avenue West Industrial Project DPR20-00020 Traffic Impact Analysis,* Ganddini Group, March 8, 2022

Appendix J – Utility Service Letters

Appendix K – *Perris Valley Commerce Center Specific Plan Mitigation Monitoring and Reporting Program*, City of Perris, November 2011

Appendix L – *Redlands West Industrial Project Trip Generation Comparison,* Ganddini Group, April 7, 2023

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Appendix A

Redlands Avenue West Industrial Project Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis

Ganddini Group

July 24, 2023 ~~August 26, 2021~~

Appendix B

General Biology, including Survey for Burrowing Owl (Athene cunicularia), Narrow Endemic Plant Species, Criteria Area Plant Species, and other biological resources on the 20.26-acre Redlands Avenue West Industrial Project site (Assessor's Parcel Nos. 300-250-009, 300-250-010, 300-250-011, 300-250-012, 300-250-013, 300-250-014, 300-250-015, and 300-250-016)

Perris, Riverside County, California

Osborne Biological Consulting

November 28, 2020

Appendix C

Cultural and Paleontological Resources Assessment Report for the Redlands Avenue West Industrial Project

Cogstone

July 2021

Appendix D

Geotechnical Investigation, Proposed Redlands West Development, Redlands Avenue, South of Rider Street Perris, California, for Lake Creek Industrial, LLC

Southern California Geotechnical

August 14, 2020

Appendix E

Phase I Environmental Site Assessment Report Redlands Avenue West

Partner Engineering and Science, Inc.

August 26, 2020

Appendix F

Preliminary Project Specific Water Quality Management Plan

Redlands West Industrial

Albert A. Webb Associates

July 2023 ~~January 2022~~

Appendix G

Redlands West Industrial Project DPR 20-00020 Preliminary Drainage Study

Albert A. Webb Associates

July 2023 ~~May 2021~~

Appendix H

Redlands Avenue West Industrial Project Noise Impact Analysis

Ganddini Group

July 25, 2023 ~~August 27, 2021~~

Appendix I

Redlands Avenue West Industrial Project DPR20-00020

Traffic Impact Analysis

Ganddini Group

March 8, 2022

Appendix J

Utility Service Letters

Appendix K

Perris Valley Commerce Center Specific Plan Mitigation Monitoring and Reporting Program

City of Perris

November 2011

Appendix L

Redlands West Industrial Project Trip Generation Comparison

Ganddini Group

April 7, 2023