Lowe's Parking Lot Project

Initial Study and
Mitigated Negative Declaration

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570-1998

Consultant:

Kimley-Horn and Associates, Inc.
1100 Town and Country Road, Suite 700
Orange, California 92868

November 2023

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1.0 INTRODUCTION

1.1 Purpose and Scope of the Initial Study

This Initial Study has been prepared to evaluate the potential environmental effects associated with construction and operation of the proposed Lowe's Parking Lot Project (proposed project or project). This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Section 15000 et seq). Pursuant to CEQA requirements, this Initial Study includes a description of the proposed project; an evaluation of the project's potential environmental impacts; the findings of the environmental analyses; and recommended standard conditions and mitigation measures to avoid or lessen the project's significant adverse environmental impacts.

This Initial Study evaluates each of the environmental issue areas contained in the Environmental Checklist Form provided in Section 3.0. It provides decision-makers and the public with information concerning the potential environmental effects associated with the project's construction and ongoing operations, and ways to avoid or reduce potential environmental impacts.

Pursuant to State CEQA Guidelines Section 15367, the City of Perris (City) is the Lead Agency for the project. The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. The City has the authority for environmental review in accordance with CEQA and certification of the environmental documentation. The City will use this Initial Study as a resource when considering and taking action on the proposed project. Any responsible agency may elect to use this environmental analysis for discretionary actions associated with project implementation.

1.2 Summary of Findings

Based on the Environmental Checklist Form completed for the proposed project and supporting environmental analyses, the project would result in no impact or a less than significant impact on the majority of the environmental issue areas analyzed in this Initial Study. The following environmental issue areas would have no impact or a less than significant impact: Aesthetics, Agriculture and Forestry Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. The project's impacts on the following issue areas would be less than significant with mitigation incorporated: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, and Tribal Cultural Resources. All impacts would be less than significant after mitigation.

As set forth in the State CEQA Guidelines Section 15070 (Decision to Prepare a Negative or Mitigated Negative Declaration), a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

(b) The initial study identifies potentially significant effects, but:

    (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated 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 effects would occur, and

(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

1.3 Initial Study Public Review Process

The City has provided the Notice of Intent (NOI) to adopt a Mitigated Negative Declaration (MND) to the Riverside County Clerk and mailed the NOI to responsible agencies, nearby property owners, and others who expressed interest in receiving the NOI. In conjunction with the NOI, the City has released the IS/MND for a 30-day public review period in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND, including the technical appendices, can be accessed on the City's website, Office of Planning and Research's State Clearinghouse Portal, and is available for review at the City Department of Planning and Development, as listed below.

City's Website:
https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review

State Clearinghouse Portal:
https://opr.ca.gov/sch/

City of Perris
Planning Division
135 North D Street
Perris CA 92570

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the adequacy of the document in identifying and analyzing the project's potential environmental impacts and the ways in which the potentially significant impacts can be avoided or mitigated. If public agencies or any members of the public have comments on the IS/MND, they can be sent to:

Alfredo Garcia, Associate Planner
City of Perris Planning Division
135 North D Street
(951) 943-5003 ext. 287
algarcia@cityofperris.org

Comments sent via email should include the project title in the subject line and a valid mailing address.

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether these comments raise any substantial new environmental issues. If so, further documentation may be required. If not or if the issues raised do not provide substantial evidence that the project would have a significant effect on the environment, the IS/MND and the project will be considered for adoption and approval, respectively.

1.4 Report Organization

This document includes the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the Initial Study conclusions.

Section 2.0 – Project Description. This section identifies the project location, objectives, and key characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Environmental Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 –Evaluation of Environmental Impacts. This section contains an analysis of environmental impacts for each resource area identified in the Environmental Checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

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2.0 PROJECT DESCRIPTION

The proposed project would develop a vacant parcel into a surface parking lot for truck trailer storage and holding to serve the existing Lowe's distribution center located at 3984 Indian Avenue.

The project site is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris, which covers approximately 5.23 square miles in the northern portion of the City. The PVCCSP was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284) and was implemented to facilitate the development of high-quality light and general industrial, commercial, business parks, professional offices, public facilities to serve residents and businesses in the City. As of the date that this Initial Study was prepared, the PVCCSP been subsequently amended 14 times through January 2023. 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 City Council 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 PVCCSP planning area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines (14 CCR 15000 et seq.), a program EIR can "[p]rovide the basis in an Initial Study for determining whether the later activity may have any significant effects." As such, the environmental analysis for the 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 analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the PVCCSP EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects within the PVCCSP planning area comply with the required PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures as outlined in the MMRP, and that these requirements are to be implemented in a timely manner. Relevant PVCCSP EIR mitigation measures that are applicable to the proposed project are listed in the analysis for each topical issue in Section 3 and are assumed in the analysis presented.

2.1 Location and Setting

The project site is shown in a regional and local context in **Exhibit 2-1: Regional Vicinity Map** and **Exhibit 2-2: Site Vicinity Map,** respectively. The project site is located at 3984 Indian Avenue in the northwestern portion of the City of Perris, Riverside County, California. The project site is currently a vacant lot consisting of compacted dirt and gravel that is used for truck trailer storage. The project site is adjacent to an existing Lowe's distribution center with surface parking for truck trailer storage. Specifically, the project site is an approximately 12-acre triangular portion of vacant property, east of the existing surface parking lot fronting Indian Avenue. The project site is legally described as Assessor Parcel Numbers (APN) 303-060-016, 303-070-007, and 303-030- 019.

The project site is generally bordered by the existing Lowe's truck trailer surface parking lot and stormwater detention basin to the north, Indian Avenue to the east, Morgan Street to the south, and the existing surface parking lot for truck trailer storage and Lowe's distribution center to the west. Surrounding land uses are predominately light industrial warehouses, distribution centers, and shipping

and logistics. The project site is relatively flat with an elevation of 1,465 to 1,471 feet above mean sea level (msl).[1]

2.1.1 Surrounding Land Uses

Table 2-1: Land Uses and Land Use Designations summarizes the land uses adjacent to and near the project site and identifies the land use designations and respective zoning district (also see **Exhibit 2-2: Local Vicinity Map**).

Table 2-1: Land Uses and Land Use Designations

Direction	Existing Land Uses	General Plan Designation	Zone Classification
Project Site	Vacant undeveloped land	Perris Valley Commerce Center Specific Plan	Perris Valley Commerce Center Specific Plan – Light Industrial
North	Truck trailer parking, stormwater detention basin, Ramona Expressway	Perris Valley Commerce Center Specific Plan	Perris Valley Commerce Center Specific Plan – Light Industrial
South	Morgan Street, existing distribution and shipping/logistics warehouses and associated truck trailer parking and docks	Perris Valley Commerce Center Specific Plan	Perris Valley Commerce Center Specific Plan – Light Industrial
East	Indian Avenue, existing distribution and shipping/logistics warehouses and associated truck trailer parking and docks	Perris Valley Commerce Center Specific Plan	Perris Valley Commerce Center Specific Plan – Light Industrial
West	Lowe's distribution center, Brennan Avenue, light industrial uses and legal, non-conforming single family residential	Perris Valley Commerce Center Specific Plan	Perris Valley Commerce Center Specific Plan – Light Industrial

Source: Kimley-Horn, 2023.

2.2 Existing Land Use and Zoning

The project site has a General Plan land use designation of Perris Valley Commerce Center Specific Plan (PVCC SP). The project site is PVCCSP planning area of the City of Perris. The PVCCSP establishes the zoning for the properties within the PVCCSP planning area. The zoning designation for the site is Light Industrial (LI), which permits light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. The proposed project would construct a parking lot to support the existing Lowe's distribution center. **Exhibit 2-3: Existing Land Use Designations** depicts the project site and surrounding properties' land use designations. **Exhibit 2-4: Existing Zoning** depicts the existing zoning districts for the project site and surrounding properties.

[1] Google. (2021). Google Earth Pro.

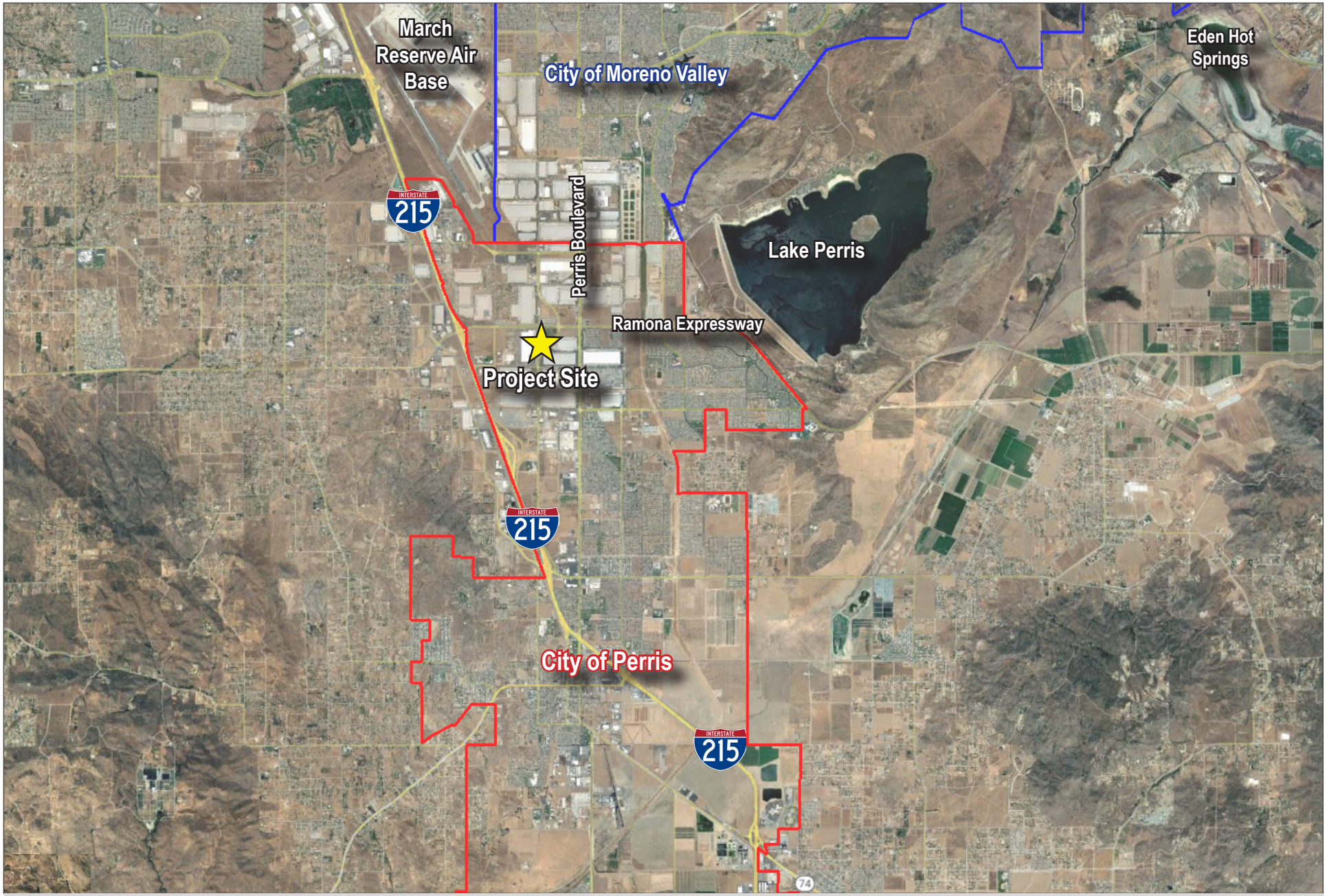

EXHIBIT 2-1: Regional Vicinity Map
Lowe's Parking Lot Project

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EXHIBIT 2-2: Local Vicinity Map
Lowe's Parking Lot Project

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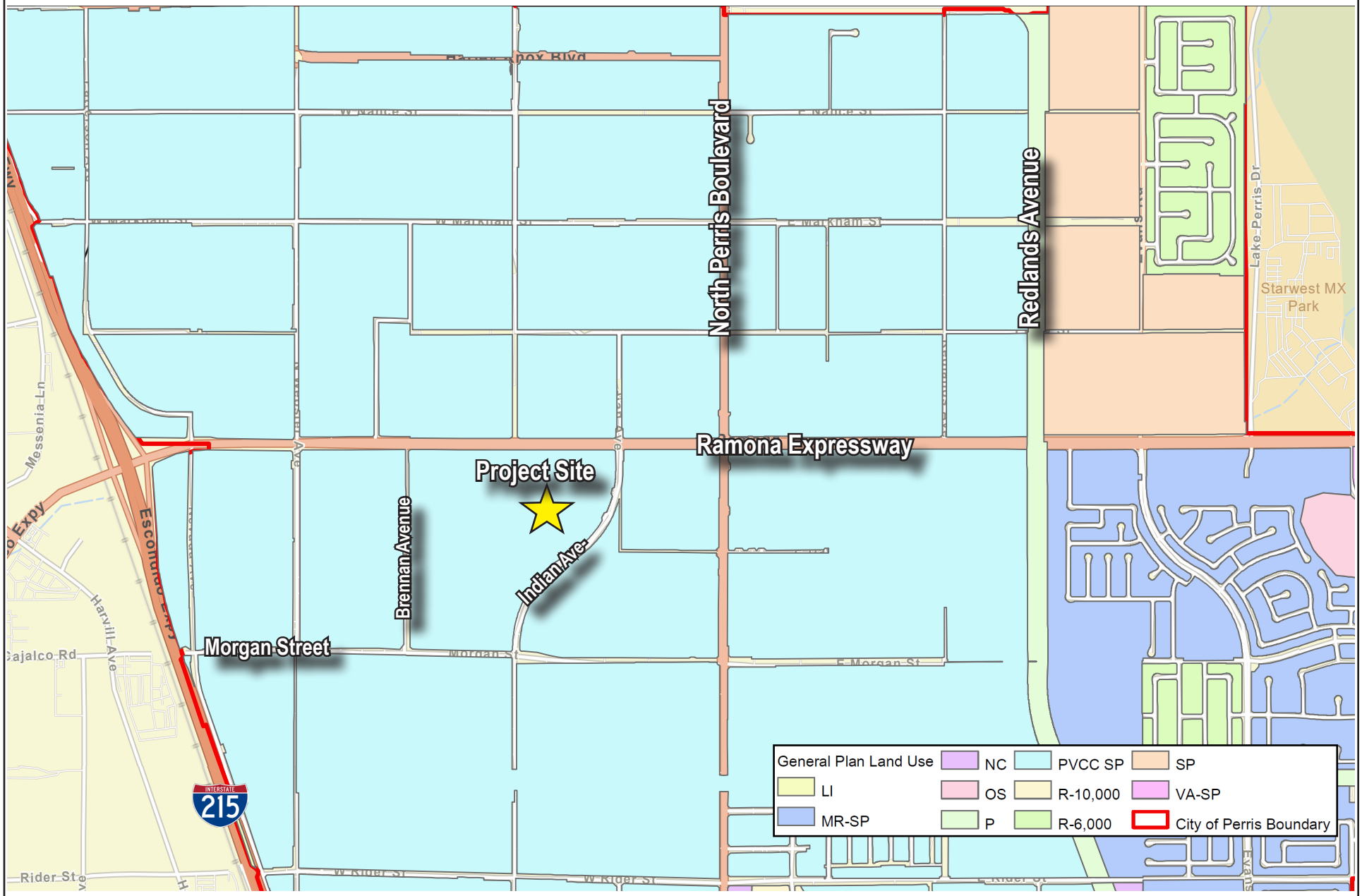

EXHIBIT 2-3: Existing Land Use Designations
Lowe's Parking Lot Project

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2.3 Project Characteristics

2.3.1 Site Development

Currently, due to truck trailer parking limitations and increased business operations, the Lowe's distribution center utilizes off-site parking lots located at other facilities within the Inland Empire to accommodate it's existing parking demand. The project is proposed to enhance existing operational efficiencies by increasing the warehouse's trailer holding capacity and reducing shuttle activity between the project site and other Inland Empire facilities.

The conceptual site plan is provided in **Exhibit 2-5: Conceptual Site Plan**. As proposed, the project would convert 12 acres of vacant land into a paved surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. Parking spaces would measure 60 feet long while internal drive aisles would measure 70 feet. Limited portions of the existing parking lot would be rehabilitated through mill and overlay.[2] Other improvements would include new pedestrian facilities (sidewalks) along southbound Indian Avenue, new landscaping and screen walls, new storm drainage infrastructure, and infiltration basin for water quality purposes. No changes or improvements to the existing distribution facility are proposed. All parking stalls would be used exclusively by Lowe's.

[3] PVCC Specific Plan Amendment 12, February 2022, Table 4.0-1 Development Standards by Land Use, Available at: https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000, Accessed May 31, 2023.

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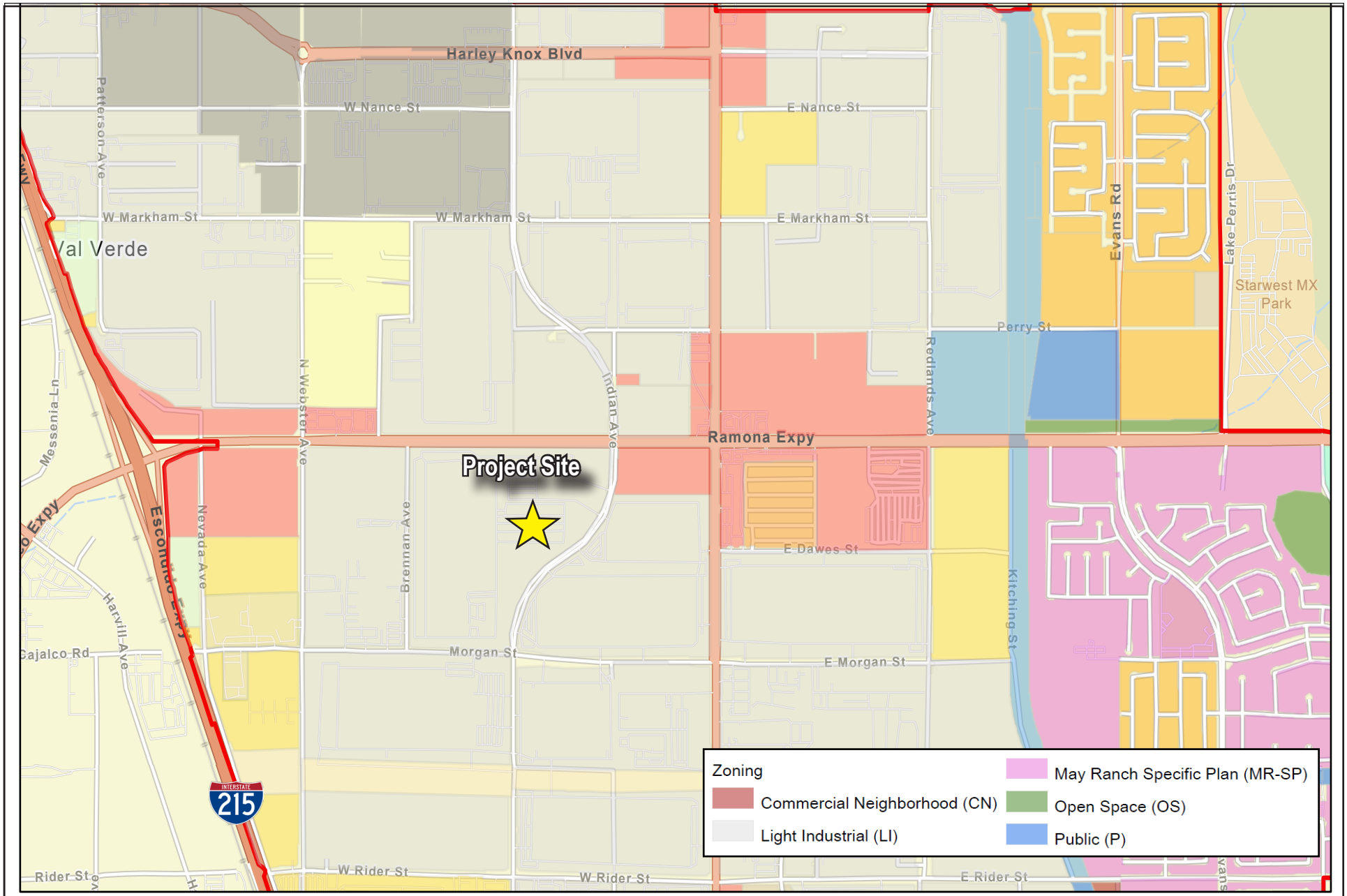

EXHIBIT 2-4: Existing Zoning
Lowe's Parking Lot Project

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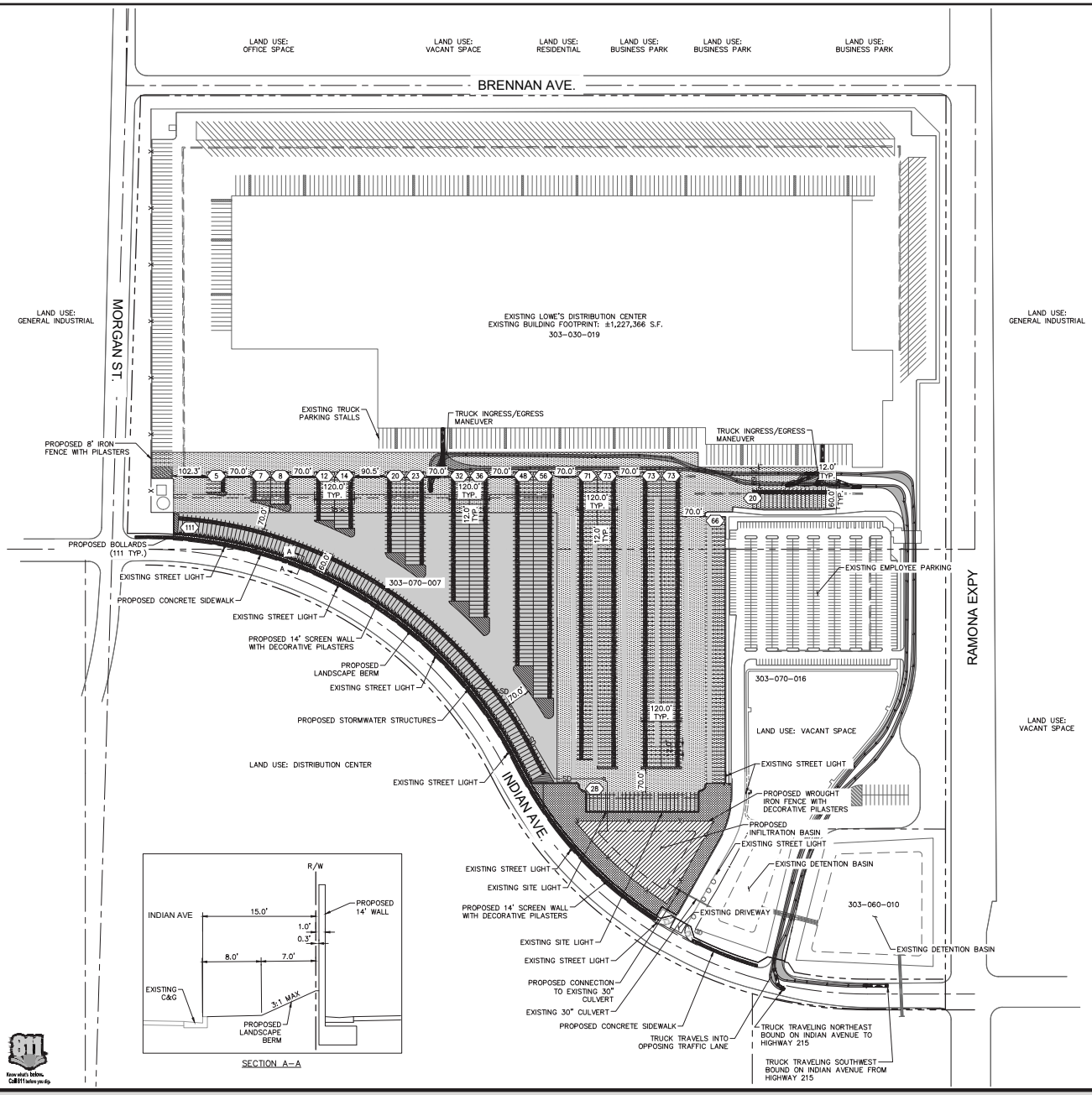

EXHIBIT 2-5: Conceptual Site Plan

Lowe's Parking Lot Project

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2.3.2 Landscaping and Lighting

Exhibit 2-6: Conceptual Landscape Plan, depicts the project's proposed landscaping plan. Chapter 6 of the PVCCSP contains landscaping standards and design guidelines.

Light Industrial land uses are required to have a minimum landscape coverage of 12 percent.[3] Furthermore, the PVCCSP contains a visual overlay district, which specifies visual aesthetic treatments along certain roadways, including Indian Avenue, to screen loading areas from public reviews. Screen walls are required to be at least six feet high. Screen walls exceeding eight feet are required to be softened with earthen berms and dense landscaping Further, Perris Municipal Code Section 19.70.060 also prescribes a minimum of one tree per 30 feet of lineal frontage for industrial developments.

The proposed project would be required to provide a minimum of 1.33 acres, or 57,917 square feet, of landscaping. The proposed project would include 74,113 square feet of landscaping, including new perimeter landscaping along Indian Avenue, landscaped berms and screen walls, and other shrubs and groundcover throughout the project site. The proposed landscaping would exceed the City's 12 percent minimum landscape coverage requirement. The project applicant proposes 63 street trees including pink flowering plum and crape myrtles, which satisfies the City's street tree frontage requirements specified under Perris Municipal Code Section 19.70.060.

The project applicant also proposes a 14-foot-high screen wall with decorative pilasters (rectangular columns) along Indian Avenue to shield the proposed parking lot from public views on Indian Avenue. The screen wall would have a landscaped berm with a 3:1 slope, and would satisfy the PVCCSP landscape requirements.

Project implementation would remove 36 existing trees along the eastern property boundary fronting Indian Avenue. The project would replace all trees and provide a total of 77 new trees including Crape Myrtles, London Plane, and Pink Flowering Plumb. Shrubs and groundcover including Prostrate Acacia, Coyote Bush, and Irene Trailing Rosemary would also be planted and maintained. All plants would be irrigated with an automatically controlled irrigation system. Additionally, the plant schedule would include low water, drought tolerant plants, and groundcovers to provide a low maintenance, water efficient landscape pursuant to the City's water conservation regulations outlined in Perris Municipal Code Sections 19.70.030 and 19.70.050, which contain water conservation and efficiency requirements. Furthermore, the project would comply with the most applicable building code in effect at the time of permit issuance, which includes the 2022 California Green Building Standards Code. The proposed landscape plan would include low water efficient fixtures and drought tolerant planting, which would enhance energy efficiency.

Site lighting would be used to provide adequate lighting for circulation, safety, and security. Outdoor lighting provided for the parking areas would be consistent with the requirements set forth in PVCCSP Chapter 4.2.4 - Lighting. All parking lot lighting would maintain a minimum of one-foot candlepower per the PVCCSP requirements.

[3] PVCC Specific Plan Amendment 12, February 2022, Table 4.0-1 Development Standards by Land Use, Available at: https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000, Accessed May 31, 2023.

2.3.3 Parking and Access

The proposed project would add 370 additional truck trailer stalls, from the existing 1,076 stalls at the Lowe's distribution center to provide a total of 1,446 truck trailer stalls. The proposed project would not change the number of standard or accessible parking stalls.

Vehicular access to the Lowe's distribution center would not change from existing conditions. Currently, there are two driveways on Indian Avenue, referred to as Driveway 1 and Driveway 2 in this IS/MND. Driveway 1, which is approximately 850 feet south of the Indian Avenue and Ramona Expressway intersection, is restricted to employees only. Driveway 1 leads to an employee surface parking lot. Driveway 2, which is 530 feet south of the Indian Avenue and Ramona Expressway intersection, is restricted to deliveries and trucks only. Driveway 2 would lead toward the existing trailer storage and dock doors along the western or eastern elevation of the distribution center. Both driveways would remain as part of project implementation.

Access to the project site would be provided from the existing internal surface lot and no new driveway access is proposed or required. Trucks would continue to enter from Driveway 2 and either unload trailers at dock doors or park trailers within the surface lot. Trucks would utilize the interior perimeter drive aisles for access into the new parking area. Internal site circulation within the new parking area would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers for emergency vehicles and fire services.

Indian Avenue currently has pedestrian sidewalk along its northbound side but no pedestrian sidewalk on the southbound side along the project site's frontage. The project would include the construction of an eight-foot-wide pedestrian sidewalk along southbound Indian Avenue, providing path of travel from Morgan Street to Driveway 2.

According to the Perris Trail Master Plan, there are no existing or future-planned bikeways on Indian Avenue. The nearest bikeway is a Class I Bike Path along Ramona Expressway at the San Jacinto River crossing, 1.15 miles east of the project site. The nearest future proposed bikeway is a Class II bike lane on Ramona Expressway and Perris Boulevard, approximately 850 feet north and 1,450 feet east of the project site respectively. Project implementation would not interfere with existing or future planned bike facilities.

Public transit service in the project vicinity is provided by the Riverside Transit Agency (RTA). There is an existing RTA bus stop located along Indian Avenue, immediately outside the project site boundaries, near Driveway 2. The bus stop provides service to RTA Bus 19 and 41, which connects to Moreno Valley Mall from the Perris Station Transit Station, and Mead Valley Community College to Riverside University Medical Center in Moreno Valley, respectively. Project implementation would not impact existing transit facilities or operations.

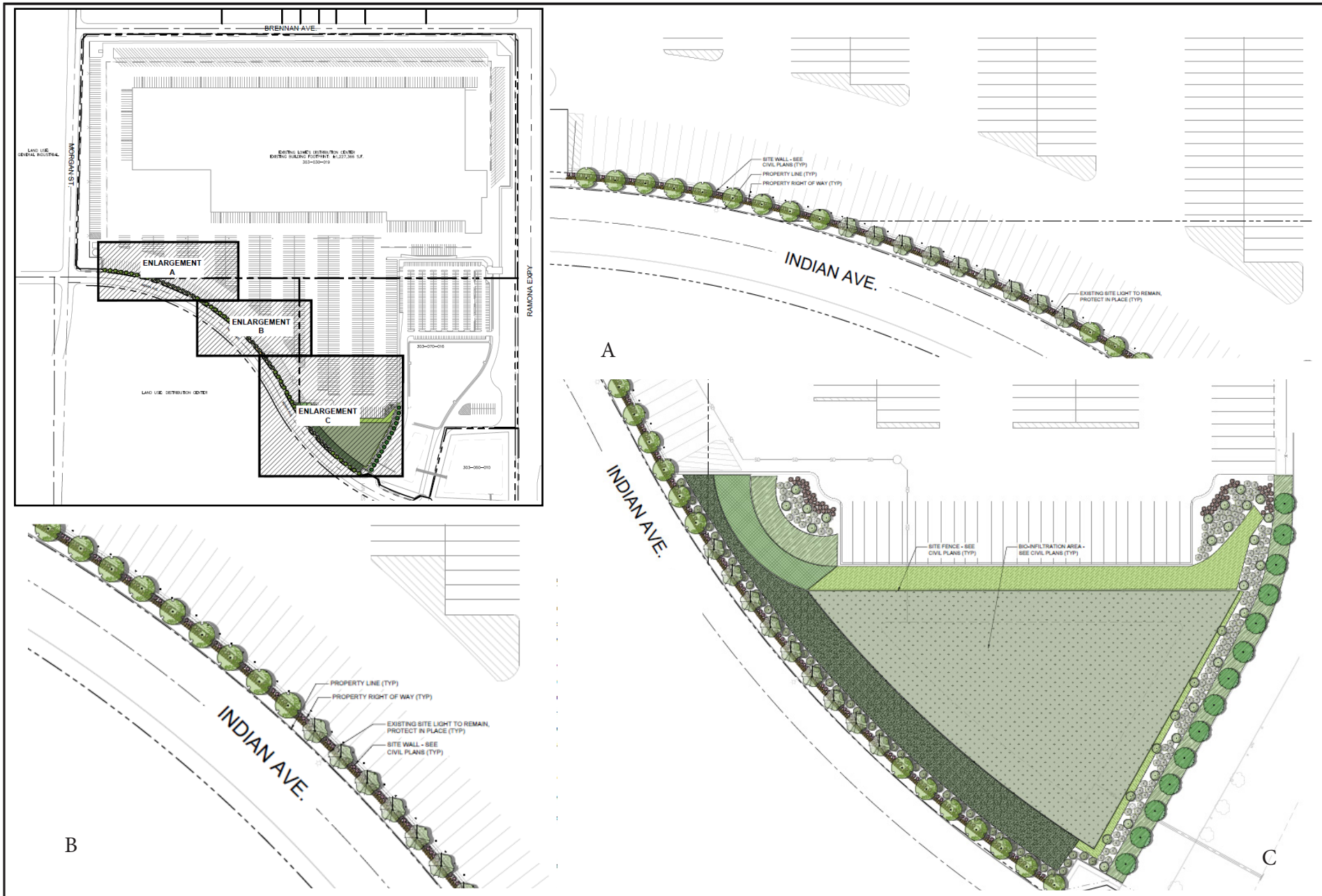

EXHIBIT 2-6: Conceptual Landscape Plan
Lowe's Parking Lot Project

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2.3.4 Utilities and Infrastructure

Water and Sewer Service. The Eastern Municipal Water District (EMWD) provides water and sewer service to the project site. The proposed project would not impact existing water or sewer lines.

Storm Water. The project would connect to an existing storm drainage infrastructure. A new 30-inch storm drain line with inlets would collect flows from the project disturbance area, and route flows toward a new infiltration basin, adjacent to Driveway 2. Excess flows would connect to an existing 30-inch culvert within Driveway 2 to the existing detention basin.

Electrical. Southern California Edison (SCE) provides electrical service to the project site.

Gas. SoCalGas provides gas service to the project site.

2.4 Project Construction Activities and Phasing

The following construction schedule was provided by Lowe's at the time the Initial Study was prepared. The analysis in this Initial Study relies on the following construction schedule information. Project construction is anticipated to take approximately seven months. For purposes of this analysis, opening year is assumed to be 2024. Project construction would begin February 2024 and end in Fall 2024. It has been estimated that the project would have 16,000 cubic yards of cut and 7,300 cubic yards of fill.

For purposes of this environmental analysis, project construction is assumed would occur over approximately seven months, in the following sequence:

- Site preparation: 10 days
- Grading: 80 days
- Paving: 47 days
- Architectural coating, and landscaping: 10 days

Approximately 8,700 cubic yards (cf) of soil would be exported off site. The final grading plan would be reviewed and approved by the City prior to Grading Permit issuance.

2.5 Agreements, Permits, and Approvals

The City of Perris, as the Lead Agency, has discretionary authority over the proposed project. To implement this project, at a minimum, the following discretionary permits/approvals would be granted by the City and others:

City of Perris

- **Adoption of the Mitigated Negative Declaration**. The proposed project requires CEQA compliance through the adoption of a Mitigated Negative Declaration (MND) prior to project approval. This Initial Study and the proposed MND would serve as the primary environmental document for all actions associated with approval of the Lowe's Parking Lot Project. In addition, this is the primary reference document for the formulation and implementation of a mitigation monitoring and reporting program for the project.
- **Development Plan Review 22-00011**. Development Plan Review (DPR) is required for new development in the City. The requested DPR would allow for the development of approximately 11 acres for a parking lot expansion for the existing Lowes distribution facility.

- Approvals and permits necessary to execute the proposed project, including but not limited to demolition permit, grading permit, building permit, etc.

Other

- 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.

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 Background

1.	**Project Title:** Lowe's Parking Lot Project
2.	**Lead Agency Name and Address:** City of Perris 101 North D Street Perris, CA 92570
3.	**Contact Person and Phone Number:** Alfredo Garcia, Associate Planner City of Perris Planning Division 135 North D Street Perris, CA 92570 (951) 943-5003 ext. 287 algarcia@cityofperris.org
4.	**Project Location:** 3984 Indian Avenue Perris, CA 92571
5.	**Project Sponsor's Name and Address:** Lowe's Companies, Inc 1000 Lowe's Boulevard Moorseville, North Carolina 28117
6.	**General Plan Designation:** Perris Valley Commerce Center Specific Plan (PVCC SP)
7.	**Zoning**: PVCCSP – Light Industrial
8.	**Description of Project:** See **Section 2.3: Project Characteristics**
9.	**Surrounding Land Uses**: See **Section 2.1.1: Surrounding Land Uses**
10.	**Other public agencies whose approval is required (e.g., permits).** ▪ Santa Ana Regional Water Quality Control Board
11.	**Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** The Pechanga Band of Luiseño Indians requested for consultation in June 2023. The Tribe has accepted the City's standard Mitigation Measures, which have been incorporated under Section 4. 5, Cultural Resources and Section 4.18, Tribal Cultural Resources.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Because no factors are checked, an EIR is not required.

	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

3.3 Lead Agency Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a potentially significant or a potentially significant unless mitigated impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

CITY OF PERRIS

Alfredo Garcia
Alfredo Garcia, Associate Planner

11-20-23
Date

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after State CEQA Guidelines **Appendix G**. An explanation is provided for all responses except "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed project: on and off the site, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

No Impact. The project would not have any measurable environmental impact.

Less Than Significant Impact. The project would have the potential to impact the environment, although this impact would be below established thresholds that are considered to be significant.

Less Than Significant with Mitigation Incorporated. The project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics could reduce these impacts to a less than significant level.

Potentially Significant Impact. The project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the project's impacts and identify mitigation.

The environmental analysis provided in this IS/MND provides evidence to substantiate the conclusions in the environmental checklist. The section briefly summarizes the conclusions of the PVCCSP EIR, and then discusses whether or not the proposed project is consistent with the findings contained in the PVCCSP EIR, or if further analysis is required in a supplemental or subsequent EIR. Mitigation measures referenced herein are from the PVCCSP EIR.

4.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code §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) If in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

4.1.1 IMPACT ANALYSIS

4.1a Would the project have a substantial adverse effect on a scenic vista?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would not have a substantial adverse effect on a scenic vista. The City is located within the Perris Valley, and the terrain is generally flat. Views surroundings the City included the Lake Perris Dam to the northeast, the Bernasconi Hills to the east, Gavilan Hills and the Motte-Rimrock Reserve to the west and March Air Reserve Base/Inland Port Airport (MARB/IPA) to the north. The PVCCSP area is surrounded by existing development and not located within a scenic vista. Additionally, the PVCCSP includes development standards that restrict building heights and provides required setbacks that further reduce the potential for impacts to scenic vistas. Therefore, impacts to scenic vistas would be less than significant.

Project Specific Impact Determination

No Impact. As discussed above, the PVCCSP area, inclusive of the project site, is surrounded by existing development and not located within a scenic vista. Further, the General Plan does not designate any scenic vistas or protected viewsheds within the City. Views of the surrounding foothills are available from public vantage points on Ramona Expressway and Indian Avenue. Due to the site's flat topography, no scenic vista views are accessible from the project site or the surrounding area. Further, no off-site improvements are proposed as part of the project that would impact views of scenic vistas. The proposed project would result in the construction of a new parking lot for additional truck trailer storage at the existing Lowe's distribution center. Long range views of the surrounding foothills would continue to be

available from public roadways. Project implementation would not have an adverse effect on a scenic vista. No impacts would occur and no mitigation is required.

4.1b Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that no specific scenic resources such as trees, rock outcroppings or unique features exist within the PVCCCSP planning area boundaries. The PVCCSP planning area is not located within a scenic highway corridor. The nearest "Officially Designated" State Scenic highway is Highway 243, located approximately 21 miles east of the PVCCSP planning area. Therefore, buildout of the PVCCSP would not impact views from a State scenic highway. Impacts were determined to be less than significant.

Project Specific Impact Determination

No Impact. The PVCCSP EIR does not identify any state scenic highways within the PVCCSP area. The nearest Officially Designated State Scenic highway is Highway 243, located approximately 24 miles east of the project site. The nearest eligible scenic highway is a portion of Route 74 that travels through the City located approximately 8 miles south of the project site. The project disturbance area is currently undeveloped and does not contain trees, rock outcroppings, or buildings within a State scenic highway that could be considered a scenic resource. The proposed project would not damage scenic resources within a State scenic highway. Therefore, no impact would occur and no mitigation is required.

4.1c If in a non-urbanized area, 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would change the visual character of the PVCCSP planning area. The PVCCSP includes architectural design and landscape guidelines that would meet the City's development standards and enhance the visual quality and protect visual character of the area. Therefore, the PVCCSP would not degrade the existing visual character or quality of the area or the surrounding properties and impacts would be less than significant.

Project Specific Impact Determination

Less than Significant Impact. CEQA Section 21071 defines an urbanized area as an incorporated city that either has a population of 100,000 persons or has a population of less than 100,000 persons if that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the United States Census Bureau, the City of Perris had a total population of 78,700 persons during the 2020 Decennial Census. However, Perris is adjacent to the incorporated cities of Moreno Valley and Menifee. Moreno Valley had a total population of 208,634 persons during the 2020 Decennial Census and Menifee had a population of 102,527 persons. Therefore, the City of Perris is an urbanized area under CEQA.

The proposed project would introduce additional truck trailer parking that would be consistent with the existing on-site and surrounding light industrial uses. No new structures are proposed as part of the project. Project implementation would be subject to design guidelines and development standards

related to visual quality and character within the PVCCSP. Specifically, the PVCCSP contains a Visual Overlay Zone along major corridors, including Ramona Expressway and Indian Avenue, with additional development standards to promote aesthetic enhancements along major roadways. The standards of the Visual Overlay Zone Include:

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

Both Ramona Expressway and Indian Avenue are identified as major roadway visual corridors. Thus, **Table 4.1-1: Consistency with PVCCSP Overlay Zone Standards**, describes the proposed project's compliance with the standards set forth by the PVCCSP Visual Overlay Zone for Major Roadway Visual Zones.

Table 4.1-1: Consistency with PVCCSP Overlay Zone Standards

Visual Overlay Zone Standard	Project Consistency
Integrated Screenwall Designs. Screenwall designs shall be integrated with accent landscaping.	**Consistent.** Screenwalls are proposed along the project's eastern boundary fronting Indian Avenue. A 14-foot-high screen wall with decorative pilasters would integrate with the proposed landscaping and groundcover as shown in **Exhibit 2-6.** Thus, the proposed Project would be consistent with this standard.
Screening, Loading and Service Areas. Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.	**Consistent.** The project would include a 14-foot-high screen wall with decorative pilasters surrounding the project disturbance area to screen onsite truck trailers from public view. In addition, new landscaping would provide screening to offset views into the parking lot. Thus, the proposed project would be consistent with this standard.

Table 4.1-1: Consistency with PVCCSP Overlay Zone Standards	
Heavily Landscape Parking Lot. If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.	**Consistent.** As shown in **Exhibit 2-6**, the proposed project would include heavily landscaped buffer adjacent to Indian Avenue. 77 trees are proposed along Indian Avenue, along with shrubs and new ground cover. The proposed landscaping would provide additional screening from the truck trailer parking from the public right-of-way. Thus, the proposed project would be consistent with this standard.
Source: Kimley-Horn, 2023.	

As discussed above, the proposed project would be consistent with the regulations regarding aesthetics and scenic quality in the PVCCSP. Therefore, while the proposed project would change the visual character of the site with additional truck trailer parking, it would not substantially degrade the existing visual character or quality of its surroundings. Therefore, impacts would be less than significant and no mitigation is required.

4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that buildout of the PVCCSP would introduce new sources of nighttime light and glare into the area from street lighting, as well as outdoor lighting from future project development. Spill of light onto surrounding properties, and "night glow" would be reduced by using shields and other design features on light fixtures. City Zoning Ordinance No. 1051 requires the use of specific types of light fixtures for non-residential uses. Inclusion of design features and compliance with Ordinance No. 1051 in the PVCCSP would reduce potential impacts from light and glare to a less than significant level.

Project Specific Impact Determination

Less Than Significant Impact with Mitigation Incorporated. The project site is within a developed urban area. Existing light sources in the project vicinity include streetlights, vehicle headlights, traffic signals, and parking lot lighting from adjacent warehouses. Light sources at the project site include nighttime and security lighting. Project construction could result in new sources of light or glare. During project construction, the site may include nighttime lighting, which would include light required for safety and security. Due to the distance between the construction area and Indian Avenue, such security lights may result in glare to motorists. Therefore, project-specific mitigation measure A-1 is recommended to ensure that project-specific impacts associated with construction-related nighttime lighting would be less than significant.

The proposed project would generate lighting from exterior sources, mainly from parking lot lighting and nighttime security lighting. Project implementation would introduce additional lighting sources in the surrounding area; however, the project site is located within an urbanized area that already has multiple lighting sources. Project lighting would be required to comply with Perris Municipal Code Section 19.02.110 (General Provisions-Lighting), which requires adequate illumination for safety and security.

Parking lot lighting fixtures are required to maintain a minimum of one-foot candlepower across the surface of the parking area. Lighting standards shall be energy efficient and in scale with the height and use of the structures on site. All lighting, including security lighting, shall be directed away from adjoining properties and the public right-of-way.

The proposed project's lighting conditions would be similar to that currently surrounding the project site and would not cause adverse effects. Due to the project site proximity to March Air Reserve Base/Inland Port Airport (MARB/IPA), the PVCCSP EIR identified mitigation measures MM Haz 3 and MM Haz 5, which details specific requirements for light fixtures to prevent conflicts with the airport operations. PVCCSP EIR mitigation measures MM Haz 3 and Haz 5 are applicable to the project, but are not require to reduce the project's specific impacts on light and glare. Therefore, a less than significant impact would occur and no mitigation is required. Since the proposed project does not include new structures or reflective surfaces, no glare impacts would occur. Therefore, a less than significant impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5 would be applicable to the proposed project. (Described under checklist question 4.9(e), below).

Project-Specific Mitigation Measures

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

4.2 Agriculture and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				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 §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §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

4.2.1 INTRODUCTION

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established by the State Legislature in 1982 to assess the location, quality, and quantity of agricultural lands and conversion of these lands over time. The FMMP has established five farmland categories:

- Prime Farmland comprises the best combination of physical and chemical features able to sustain long-term agricultural production. This land must be able to store moisture and produce high yields.
- Farmland of Statewide Importance possesses similar characteristics to Prime Farmland with minor shortcomings, such as less ability to hold and store moisture and more pronounced slopes.
- Unique Farmland has a production history of propagating crops with high-economic value.
- Farmland of Local Importance is important to the local agricultural economy. Local advisory committees and county-specific board of supervisors determine this status.
- Grazing Land is suitable for browsing or grazing of livestock.

The FMMP has also established an Urban and Built-Up Land category, which is defined as land developed at a density of at least 1.0 dwelling unit (DU) per 1.5 acres, or approximately 6 structures to a 10-acre parcel. Land uses include, but are not limited to, residential, industrial, office/commercial, institutional, and public administration. The Williamson Act, codified in 1965 as the California Land Conservation Act, allows local governments to enter into contracts with private landowners with the intent of restricting the use of land to agricultural or related open space through tax incentives. These incentives tax farmers based on an open space designation, which is a much lower rate than the full market value tax. Through this contract, farmers agree to freeze development of their land for ten years.

4.2.2 IMPACT ANALYSIS

4.2a Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. At the time of PVCCSP approval, there were 691.5 acres of Prime Farmland, 244.3 acres of Farmland of Statewide Importance, 34.7 acres of Unique Farmland, and 1,465.0 acres of Farmland of Local Importance. The PVCCSP EIR determined that although buildout under the PVCCSP would result in the conversion of State-designated Farmland, this conversion was previously addressed in the 1991 update to the Perris General Plan, in which the agriculture land use designation was eliminated. Therefore, the PVCCSP EIR concluded no impacts would occur related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Project Specific Impact Determination

No Impact. The FMMP does not identify any Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance (Farmland) at the project site or in the project vicinity.[4] The FMMP identifies the project site as Urban and Built-Up Land. Because no Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland) has been identified, no impact would occur.

4.2b Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future development in accordance with the PVCCSP would not result in the conversion of areas zoned for agriculture uses to nonagricultural use because no land within the City is designated for agricultural uses. However, approximately 204 acres within the PVCCSP planning area were subject to active Williamson Act contracts at that time. Although buildout under the PVCCSP would result in the elimination of Williamson Act contract lands within the PVCCSP area, those changes were addressed in the City's General Plan EIR and found to have no impact. Therefore, the PVCCSP EIR found that there would be no impact related to conflict with existing zoning for agricultural use or a Williamson Act contract.

[4] State of California Department of Conservation, California Important Farmland Finder, available at: https://maps.conservation.ca.gov/DLRP/CIFF/, Accessed May 30, 2023.

Project Specific Impact Determination

No Impact. Neither the project site nor the adjacent properties are zoned for agricultural use; see **Exhibit 2-4**. The project site is also not subject to a Williamson Act contract. Therefore, no impact would occur and no mitigation is required.

4.2c Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?

4.2d Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to forestry resources as it was not a threshold of analysis within the State CEQA Guidelines at the time the PVCCSP EIR was prepared.

Project Specific Impact Determination

No Impact. Forest land is defined in Public Resources Code §12220(g) as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." The project site is not zoned for forest land, timberland, or timberland production and would therefore not conflict with zoning for these uses. There are no forest or timberland resources within the City of Perris or in the surrounding area. The project site is zoned PVCC Light Industrial, which does not permit for timberland production. Therefore, no impact would occur and no mitigation is required.

4.2e Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to forestry resources as it was not a threshold of analysis within the State CEQA Guidelines at the time the PVCCSP EIR was prepared.

Project Specific Impact Determination

No Impact. The project site and surrounding area do not include nor are proximate to agricultural uses or forest land. Therefore, the project would not directly or indirectly result in the conversion of property from agricultural or timberland uses. Therefore, no impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for agriculture and forestry resources.

Project-specific Mitigation Measures

No project-specific mitigation measures are required to reduce project impacts.

4.3 Air Quality

Air quality modeling outputs and results are included in **Appendix A: Air Quality and Greenhouse Gas Emissions Data** and summarized herein.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			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	

4.3.1 IMPACT ANALYSIS

4.3a Would the project conflict with or obstruct implementation of the applicable air quality plan?

Summary of Impacts Identified in the PVCCSP EIR

The project site is in the South Coast Air Basin (Air Basin) which includes all of Orange County and the non-desert portions of San Bernardino, Los Angeles, and Riverside counties. The Air Basin is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernardino, and San Jacinto Mountains. The Air Basin is a coastal plain with broad valleys and low hills, and semi-arid climate. The South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) monitor the Air Basin's air quality.

The SCAQMD and the Southern California Association of Governments (SCAG) prepare the Air Quality Management Plan (AQMP). AQMPs describe air pollution control strategies and measures to be implemented by a city, county, region, and/or air district. An AQMP's primary purpose is to bring an area that does not attain federal and State air quality standards into compliance with the requirements of the federal Clean Air Act and California Clean Air Act. An AQMP uses the term "non-attainment" to describe an air basin that exceeds one or more federal or State ambient air quality standards. In addition, the goal of AQMPs is to ensure that an area maintains a healthful level of air quality based on the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

The PVCCSP EIR concluded that buildout under the PVCCSP would generate growth that is consistent with the existing General Plan; and therefore, the PVCCSP would be consistent with the SCAQMD Air Quality Management Pan (AQMP) for the South Coast Air Basin. The PVCCSP EIR found that impacts would be less than significant, and no mitigation was required.

Project Specific Impact Determination

Less Than Significant Impact.

The current AQMP is the 2022 AQMP, which was adopted by the SCAQMD Governing Board on December 2, 2022. The 2022 AQMP was developed to address the requirements for meeting the 2015 8-hour O3 standard. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NOX technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other FCAA measures to achieve the 2015 8-hour ozone standard. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

In order for a project to be consistent with the AQMP, it would have been included in the projections used to formulate the AQMP. According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the AQMP assumptions and objectives, and therefore if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The SCAQMD's CEQA Air Quality Handbook identifies two key indicators of consistency with the AQMP:

1. Whether a 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.
2. Whether a project will exceed the assumptions in the AQMP based on the year of project buildout and phase.

With respect with the first criterion, based on the air quality modeling analysis conducted for the proposed project, project construction and operation would not result in significant impacts based on the SCAQMD thresholds of significance (see **Threshold 4.3b**). Refer below for a discussion of the construction and operational modeling methodology, inputs, and results). Therefore, project construction and operation would not increase the frequency or severity of existing air quality violations. The proposed project would not contribute to the exceedance of any air pollutant concentration standards.

Concerning the second criterion, the project site has a City of Perris General Plan land use designation of PVCCSP. The PVCCSP designates the site for Light Industrial uses. The proposed project would not change the existing land use and would be consistent with the land use designation and zoning. The proposed project would not result in an increase in employment at the Lowe's distribution center. Thus, project development has been planned for and would not result in substantial unplanned population growth. See **Section 4.14: Population and Housing**. Similarly, during construction, workers are anticipated to come from the local region and travel from job site to job site, and do not typically relocate for short-term jobs.

Therefore, the proposed project is consistent SCAG's regional growth forecasts and therefore would not exceed the population or job growth projections used by the SCAQMD to develop the 2022 AQMP. The

proposed project would not interfere with attainment because this growth is included in the projections used to formulate the AQMP.

Further, as addressed in the following analysis, total project emissions are less than the SCAQMD significance thresholds and localized emissions during construction and operations would not exceed SCAQMD Localized Significance Threshold (LST) thresholds; see **Thresholds 4.3b** and **4.3c** below. The project-related emissions increase would not interfere with the AQMP or attainment of ambient air quality standards. Therefore, project emissions would not be greater than those anticipated in the AQMP and the project would be consistent with Criterion No. 2.

The determination of AQMP consistency is primarily concerned with the long-term influence of a project on the Air Basin's air quality. The proposed project would not result in a long-term impact on the region's ability to meet the standards for federal and State air quality. In addition, the proposed project would be consistent with the AQMP goals and policies for the controlling fugitive dust. Impacts would be less than significant and no mitigation is required.

4.3b Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that buildout under the PVCCSP would result in emissions from short-term construction that would exceed the daily regional thresholds for oxides of nitrogen (NOx), reactive organic gases (ROG), carbon monoxide (CO), atmospheric particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). Long-term operational emissions would also be potentially significant. The PVCCSP EIR found that even with incorporation of mitigation measures, impacts related to violation of air quality standards and substantial contributions to an existing or projected air quality violation would be significant and unavoidable. The PVCCSP EIR further required future implementing development projects to analyze emissions from the project through air quality analyses.

The following mitigation measures were identified in the PVCCSP EIR related to air quality:

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

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 the 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 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 equipment leaving the site each trip,
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site,
- Suspending all excavating and grading operations when wind gusts (as instantaneous gusts) 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 the mitigation measure prior to issuance of a building permit for that project.

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

MM Air 11. Signage shall be posted at all loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

MM Air 12. Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.

MM Air 13. In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project 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 effects of diesel particulates, benefits of reducing 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 14. Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance will be required prior to the issuance of occupancy permits.

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

MM Air 16. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall required.

MM Air 17. New sensitive land uses such as residential, a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall required.

MM Air 18. Prior to the approval of each implementing development project, the Riverside Transit Authority (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 of the project.

MM Air 19. In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g. electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g. City of Perris' Building Division) prior to conveyance of applicable streets.

MM Air 20. Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24 and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

MM Air 21. Each implementing development project shall implement, at a minimum, use of water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments

Project Specific Impact Determination

Less than Significant Impact with Mitigation. Construction associated with the project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include O_3-precursor pollutants (i.e. ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance. Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the project is estimated to last approximately 7 months. Construction-generated emissions associated the project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.18), which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A: Air Quality Modeling Data for more information regarding the construction assumptions used in this analysis. Predicted maximum daily regional construction-generated emissions for the project are summarized in **Table 4.3-1: Construction-Related Emissions**. By preparing this analysis, the project has complied with PVCCSP EIR mitigation measures MM Air 1 and MM Air 10.

Table 4.3-1: Maximum Daily Regional Construction-Related Emissions						
Construction Year	**Pollutant (Maximum Pounds per Day)**					
	Reactive Organic Gases (ROG)	**Nitrogen Oxide (NO_x)**	**Carbon Monoxide (CO)**	**Sulfur Dioxide (SO_2)**	**Coarse Particulate Matter (PM_{10})**	**Fine Particulate Matter ($PM_{2.5}$)**
2024 Construction	14.7	36.1	34.0	0.1	5.6	2.9
SCAQMD Threshold	*75*	*100*	*550*	*150*	*55*	*150*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Refer to Appendix A for Model Data Outputs.						
Source: CalEEMod version 2022.1.1.18. Refer to Appendix A for model outputs.						

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the project and were applied in CalEEMod to minimize fugitive dust emissions. Compliance with SCAQMD Rule 403 is prescribed under PVCCSP EIR mitigation measure MM Air 3, and therefore applicable to the proposed project.

As shown in **Table 4.3-1**, all criteria pollutant emissions would remain below their respective thresholds of significance. While impacts would be considered less than significant, the project would be subject to PVCCSP EIR mitigation measures MM Air 2 through MM Air 9, which would further reduce the construction-related impacts associated with project development. The proposed project construction emissions would not worsen ambient air quality, create additional violations of federal and State standards, or delay the AQMP goal for meeting attainment standards. Impacts would be less than significant with mitigation.

Project implementation would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. Since the proposed project would increase capacity for truck trailer storage onsite, trips to the other Lowe's distribution center in Moreno Valley would be eliminated, resulting in a decrease in truck trips. The proposed project would boost operational efficiency by centralizing trailer and truck storage for the Perris Lowe's distribution center; no trucks from other local distribution centers would regularly utilize the proposed expansion. As a result, no increase to trip generation is anticipated. Since no additional building space would be constructed and no change or increase in truck trips or operations would occur, no changes in operational emissions are anticipated. Because the project does not involve the development of any new building space or sensitive receptor uses, PVCCSP EIR mitigation measures MM Air 11 through MM Air 18, MM Air 20, and MM Air 21 are not applicable to the project. However, PVCCSP EIR mitigation measure MM Air 19 is applicable to the project.

4.3c Would the project expose sensitive receptors to substantial pollutant concentrations?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout of the PVCCSP would generate emissions of criteria pollutants during construction and operation activities. The PVCCSP EIR required future implementing development

projects to analyze impacts to sensitive receptors and included mitigation measure to ensure compliance. The PVCCSP EIR included several mitigation measures to reduce impacts to less than significant levels.

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

MM Air 16. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to the recommendations set forth in the CARB Air Quality and Land Use handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

MM Air 17. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

Project Specific Impact Determination

Less than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptors are single-family residences located along Brennan Avenue to the west of the project site. To identify impacts to sensitive receptors, the SCAQMD recommends evaluating localized significance thresholds (LSTs) for construction. LSTs were developed in response to the SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.3-2: Equipment-Specific Grading Rates,** is used to determine the maximum daily disturbed acreage for comparison to

LSTs. The appropriate source receptor area (SRA) for the project's LST analysis is the Perris valley (SRA 24) since this area includes the project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 3.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 4-acre threshold were interpolated and utilized for this analysis.

Table 4.3-2: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	4	0.5	8	2
	Graders	0	0.5	0	0
	Dozers	3	0.5	8	1.5
	Scrapers	0	0	0	0
				Total Acres Graded per Day	**3.5**

Source: CalEEMod version 2022.1.1.18. Refer to Appendix A for model outputs.

The SCAQMD's methodology states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest sensitive receptors are residential houses located to the west of the project site on Brennan Avenue. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for 378 meters were interpolated and utilized in this analysis. **Table 4.3-3: Localized Significance of Construction Emissions (Maximum Pounds Per Day)**, shows the results of localized emissions during construction. This table represents the worst-case scenario and are based on peak earthwork volumes anticipated.

Table 4.3-3: Localized Significance of Construction Emissions (Maximum Pounds Per Day)

Construction Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation (2024)	35.95	32.93	1.60	1.47
Grading (2024)	34.29	30.17	1.45	1.33
Paving (2024)	7.81	10.03	0.39	0.36
Architectural Coating (2024)	0.91	1.15	0.03	0.03
Maximum Daily Emissions	*35.95*	*32.93*	*1.60*	*1.47*
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 378 meters)	***611***	***14,744***	***151***	***69***
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Notes: NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less

Source: CalEEMod version 2022.1.1.18. Refer to Appendix A for model outputs.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the Federal Clean Air Act (FCAA), which defines a major stationary source (in extreme ozone nonattainment areas such as the South Coast Air Basin) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program3 was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

As previously discussed, project emissions would be less than significant and would not exceed SCAQMD thresholds. Localized effects of on-site project emissions on nearby receptors were also found to be less than significant. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable State or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" can be used to determine whether the change in the level of service of an intersection resulting from a project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The South Coast Air Basin was re-designated as an attainment area in 2007 and CO is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 parts per million (ppm), which is well below the 35-ppm Federal standard. The project considered herein would not result in an increase in operational trips and would therefore not contribute to the production of traffic required to generate a CO hot spot in the context of the SCAQMD's CO Hotspot Analysis. Therefore, impacts would be less than significant.

4.3d Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in temporary odors during construction for future implementing projects . The PVCCSP EIR found that with incorporation of regulatory requirements regarding diesel fuel odors, and within incorporation of PVCCSP EIR mitigation measures MM Air 4, MM Air 6, MM Air 11, and MM Air 12, impacts related to objectionable odors would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project is a truck trailer parking lot, thus does not propose to include any odor-inducing uses on the site.

During construction-related activities, some odors (not substantial pollutant concentrations) that may be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that have been identified by the South Coast AQMD as odor sources. Therefore, impacts would be less than significant and no mitigation is required.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Air 2 through MM Air 9 and MM Air 19 would be applicable to the proposed project.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required to reduce project impacts.

4.4 Biological Resources

This section is based on the findings from a Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis prepared by the ELMT Consulting (July 20, 2023), which is included in its entirety in **Appendix B: Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis.**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		

4.4.1 IMPACT ANALYSIS

4.4a ***Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would result in potentially significant impacts to candidate, sensitive, or special-status plant and wildlife species. Therefore, the PVCCSP EIR included project-specific mitigation measures requiring biological surveys prior to the construction of implementing development projects. The PVCCSP EIR found that impacts would be less than significant with implementation of the below mitigation measures:

MM Bio 1. In order to avoid violation of the Migratory Bird Treaty Act (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 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 Bio 2. 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 preconstruction 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 Multiple Species Habitat Conservation Plan (MSHCP). If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided, or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of

an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season. If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Department and the California Department of Fish and Game (CDFG).[5] Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing one-way doors in burrow entrances. These one-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for one week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP 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.

MM Bio 6. Within areas of suitable habitat associated with the Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Plant Species Survey Area (CAPSSA), focused plants surveys will be required for implementing projects. The MSHCP requires at least 90 percent avoidance of areas providing long-term conservation value for the NEPSSA and CAPSSA target species. If avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation.

Project Specific Impact Determination

Less Than Significant Impact with Mitigation Incorporated. The project site is surrounded by light industrial uses to the north, south, west, and east. The project site is composed of compacted dirt and gravel. The project site is located within the Mead Valley Area Plan area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and is subject to the provisions and regulations within the MSHCP. The project site is not located within any criteria cells or MSHCP Conservation Areas.

Vegetation

No native plant communities or natural communities of special concern were observed on or adjacent to the project site. The project site consists of vacant, undeveloped land that has been disturbed from agricultural production in the past. The project site was graded during development of the surrounding industrial land uses and streets, and was subjected to weed abatement activities and construction equipment and trailer parking. These past disturbances eliminated the natural plant communities that were once present on and surrounding the project site. Therefore, project construction and operation

[5] As of January 1, 2013, the Department of Fish and Game became known as the Department of Fish and Wildlife (DFW). Governor Brown signed AB 2402 into law on September 25, 2012, thereby enacting the name change.

would not impact native plant communities or natural communities of special concern and impacts would be less than significant.

Wildlife

On March 11, 2021, biologists conducted a field survey for habitat areas suitable for special status wildlife species as required by PVCCSP EIR mitigation measures MM Bio 2 and MM Bio 6. All wildlife species encountered visually or audibly during the field surveys were identified and recorded in field notes. In addition, the potential for occurrence of a species was based on presence of suitable habitat to support the species, known records or occurrence within the area, known distribution and elevation range, habitat utilization, and information from literature reviews.

Bird species detected during the field survey include house finch (Haemorhouse mexicanus), Say's phoebe (Sayornis saya), horned lark (Eremophila alpestris), lesser goldfinch (Spinus psaltria), American crow (Corvus brachyrhynchos), northern rough-winged swallow (Stelgidopteryx serripennis), European starling (Sturnus vulgaris), and Bewick's wren (Thryomanes bewickii).

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season. However, trees found on-site, bordering Indian Avenue, have the potential to provide suitable nesting habitat for year-round and seasonal avian species. Additionally, portions of the project site have the potential to support ground-nesting birds such as killdeer (Charadrius vociferus). No raptors are expected to nest on-site due to lack of suitable nesting opportunities. Nesting birds are protected under the federal MBTA (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Removal of potential active nests would result in a potentially significant impact. As a result, PVCCSP EIR mitigation measure MM Bio 1, as replaced by project-specific mitigation measure MM BR-1 based on input from the California Department of Fish and Wildlife (CDFW), would apply. If site-preparation activities occur during the nesting/breeding season (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions), 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. Impacts are considered less than significant with mitigation incorporated.

Special-Status Plants

A literature review identified 15 special-status plant species known to occur within the Perris quadrangle. No special-status plants were observed on the project site during the field investigation. The project site is heavily disturbed and no longer supports native plant communities with the potential to provide suitable habitat for special-status plant species. Based on habitat requirements for specific species and the availability and quality of on-site habitats, no special-status plant species have potential to occur on-site due to the lack of native habitats.

Special-Status Wildlife

73 special-status wildlife species have been reported in the Perris quadrangle. Horned lark was the only special-status wildlife species observed foraging on-site during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, it was determined that the project site has a low potential to provide minimal foraging opportunities. Prior disturbances

within the surrounding immediate area has lowered the quality of on-site habitats, thereby reducing the likelihood of special status wildlife species to occur. As a result, the project site does not provide suitable nesting opportunities for the Horned lark, Cooper's hawk, or Sharp-shinned hawk. All remaining special-status wildlife species were presumed to be absent from the project site. Furthermore, implementation of PVCCSP EIR mitigation measure MM Bio 1, as replaced by project-specific mitigation measure MM BR-1 based on input from the CDFW, which requires a pre-construction nesting bird clearance survey, would reduce potential impacts to the Horned lark, Cooper's hawk, or Sharp-shinned hawk to a less than significant level

Burrowing Owl

The project site is within the MSHCP Burrowing Owl Survey Area; therefore, a burrowing owl habitat assessment was performed per the Burrowing Owl Survey Instructions for the MSHCP (County of Riverside 2006) and as required by PVCCSP EIR mitigation measure MM Bio 2.

No burrowing owls or signs of burrowing owls (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation in 2021. Portions of the project site are vegetated with a variety of low-growing plant species that allow for minimal line-of-sight observation favored by burrowing owls. However, no small mammal burrows with the potential to provide suitable burrowing owl nesting habitat (greater than 4 inches in diameter) were observed within the boundaries of the project site. Additionally, the project site has tall trees and power poles along Indian Avenue that provide perching opportunities for large raptors (i.e., red-tailed hawk) to prey on burrowing owls. Due to the lack of burrows or burrowing owl habitat was found, focused burrowing owl surveys were determined to not be required.

Notwithstanding, there is a potential for project construction activities to impact burrows if owls have colonized the project site in the weeks preceding ground-disturbance activities. Therefore, project-specific mitigation measure MM BR-2 would be implemented, which replaces PVCCSP EIR mitigation measure MM Bio 2 based on input from the CDFW. Project-specific mitigation measure MM BR-2 requires a pre-construction/absence survey for burrowing owls within 30 days prior to commencement of ground disturbing activities, which includes vegetation clearing, grubbing, tree removal, or site watering. If burrowing owls and suitable habitat are identified during the survey, the Applicant/biologist must immediately inform resource agencies and the Riverside Regional Conservation Authority and prepare a Burrowing Owl Protection and Relocation Plan in accordance with the Western Riverside MSHCP. Therefore, impacts would be considered less than significant with mitigation incorporated.

Following implementation of project-specific mitigation measures MM BR-1 and MM BR-2, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special-status plant or wildlife species and impacts would be less than significant.

4.4b Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP had the potential to affect riparian habitat and other sensitive natural community identified by the Western Riverside County MSHCP. The PVCCSP EIR required that future biological assessments would be needed for individual development projects. It concluded

that with the implementation of mitigation measures MM Bio 5 (listed below) and MM Bio 6, impacts would be less than significant.

MM Bio 5. Project-specific mapping of vernal pools for implementing projects will be required pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of vernal pools. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP and covered species. Vernal pools and other seasonal ponding depressions will also need to be evaluated for listed fairy shrimp.

Project Specific Impact Determination

No Impact. No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the project site during the field investigation. Project construction and operations would not impact riparian or protected wetlands. Therefore, no impacts to riparian habitat or other sensitive natural communities would occur from project implementation and no mitigation is required.

4.4c ***Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that buildout of the PVCCSP would have the potential to impact multiple riparian features, that could potentially be subject to State or federal jurisdiction. Therefore, the PVCCSP EIR required that future individual development projects must perform specific biological assessments for State or federally protected wetlands. However, the PVCCSP EIR concluded that with compliance with the MSHCP and implementation of PVCCSP EIR mitigation measures MM Bio 3 and MM Bio 4, impacts to State or federally protected wetlands would be less than significant.

MM Bio 3. Project-specific delineations will be required to determine the limits of ACOE, RWQCB, and CDFG jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project-specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.

MM Bio 4. Project-specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.

Project Specific Impact Determination

No Impact. As discussed above, no wetland features were observed within the project site during the field investigation and no direct impacts to wetlands would occur from project construction or implementation. Review of recent and historic aerial photographs (1994-2018) of the project site did not indicate visual evidence of vernal pool conditions on the project site. No ponding or drainage patterns were observed on the project site. Since no protected wetlands exist on the project site, the project would not 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 and no impact would occur.

4.4d Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP area is not adjacent to any Western Riverside County MSHCP-identified corridors or wildlife linkages. Surrounding existing and approved developments would limit the long-term suitability of the PVCCSP area for the movement of native resident or migratory wildlife species. Furthermore, the PVCCSP EIR found no water features in the PVCCSP area supporting fish species. Therefore, impacts related to the movement of wildlife would be less than significant. Furthermore, implementation of PVCCSP EIR mitigation measures MM Bio 1, MM Bio 2, MM Bio 5, and MM Bio 6 would further reduce this impact.

Project Specific Impact Determination

No Impact. Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site has not been identified as occurring in a wildlife corridor or linkage in the Western Riverside County MSHCP. Further, the project site has been heavily disturbed and is isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the project site to a recognized wildlife corridor or linkage. Therefore, project implementation would not interfere with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridor and would not impede the use of native wildlife nursery sites. No impacts would occur and no mitigation is required. However, the project would be required to comply with PVCCSP EIR mitigation measures MM Bio 1 and MM Bio 2 as replaced with project-specific mitigation measures MM BR-1 and MM BR-2.

4.4e Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future implementing projects within the PVCCSP planning area would be required to pay applicable MSHCP fees pursuant to City of Perris Ordinance No. 1123.[6] Compliance with the MSHCP and Ordinance No. 1123, the PVCCSP and future implementing projects would not conflict

[6] City of Perris Ordinance Number 1123 establishes a Local Development Mitigation Fee for funding the preservation of natural ecosystems in accordance with the Western Riverside County MSHCP.

with any local policies or ordinances protecting biological resources and impacts were considered less than significant. No mitigation measures were identified for this less than significant impact.

Project Specific Impact Determination

Less than Significant Impact. Project implementation would remove 36 street trees along southbound Indian Avenue. The street trees fall within the right-of-way of Indian Avenue, and therefore subject to City regulations. The City does require a tree removal permit for development activities on City-owned properties as specified under Perris Municipal Code Chapter 19.71 – Urban Forestry Establishment and Care. Code requirements specify that a permit for removal of a tree may be conditioned upon its relocation or replacement by one or more other trees of a kind or type to be specified in the permit. The proposed project would replace the 36 street trees and plant 77 new trees along Indian Avenue. Compliance with the requirements of Perris Municipal Code Chapter 19.71 would reduce project impacts to local City policies related to protection of biological resources, including trees. Therefore, the proposed project would not conflict with any local ordinances protecting biological resources such as a tree preservation policy. No impact would occur.

4.4f ***Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

Summary of Impacts Identified in the PVCCSP EIR

Although the PVCCSP is within the MSHCP area, it is not in a Criteria Cell of the MSHCP. The PVCCSP EIR further analyzed the PVCCSP's consistency with the MSHCP and included requirements for future development projects to analyze individual project consistency with the MSHCP and to perform the required surveys. The PVCCSP EIR concluded that with implementation of mitigation measures MM Bio 1 through MM Bio 6 (listed above), the PVCCSP and future implementing projects would be consistent with the MSHCP and impacts would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact with Mitigation Incorporated. As previously discussed, the project site is located within the Mead Valley Area Plan of the MSHCP. The project site is not located within a Criteria Cell or Cell Group. Additionally, the project site is only located within the designated survey area for burrowing owl. Since the City is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. The project is consistent with the following MSHCP policies that apply to area outside of Criteria Areas:

- Policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP

  Consistency: No jurisdictional drainages, riparian/riverine and/or wetland features were observed within the project site during the field investigation. Project implementation would not result in impacts to riparian/riverine habitats and a Determination of Biologically Equivalent or Superior Preservation is not required for the loss of riparian/riverine habitat due to lack of riparian areas and vernal pools. Therefore, the project is consistent with MSHCP Section 6.1.2.

- Policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP

  Consistency: Based on the MSHCP Information Map query and review of the MSHCP, the habitat assessment and MSHCP technical study prepared for the project determined that the project site is not located within the designated survey area for Narrow Endemic Plant Species. Field investigation confirmed that the project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP. Therefore, the project is consistent with MSHCP Section 6.1.3.

- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP

  Consistency: The project site is located within the designated survey area for burrowing owl. The project would implement project specific MM BR-1 which would require pre-construction survey for burrowing owl prior to ground disturbance. Implementation of MM BR-1 would satisfy the additional survey requirements set forth in MSHCP Section 6.3.2.

- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP.

  Consistency: MSHCP Section 6.1.4 contains Guidelines Pertaining to Urban/Wildlands Interface, which are intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. Indirect project impacts include drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. The Urban/Wildlands Interface Guidelines do not apply to this project, and, therefore, the project is consistent with MSHCP Section 6.1.4.

As shown above, the proposed project would be consistent with the MSHCP policies that apply to area outside of Criteria Areas, therefore the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Impacts would be less than significant with mitigation incorporated.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Bio 1 and MM Bio 2 would be applicable to the proposed project. These have been replaced with project-specific mitigation measures MM BR-1 and MM BR-2 based on input from the CDFW.

Project-Specific Mitigation Measures

MM BR-1 In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions).

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 the City of Perris Planning Division for mitigation monitoring compliance record keeping.

MM BR-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 shall include the project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit.

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

If burrowing owls 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 proponent shall coordinate with the City of Perris Planning Division, the US Fish and Wildlife Service (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 the 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 project proponent 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 within the affected areas. When the 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 within the affected areas.

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 of Perris Planning Division 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.

4.5 Cultural Resources

This section is based on the findings from a record search performed by the Eastern Information Center (EIC) (June 2022) and Cultural Resources Assessment (September 2023), which is included in its entirety in **Appendix C: Cultural Record Search and Cultural Resources Assessment**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				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 dedicated cemeteries?		X		

4.5.1 IMPACT ANALYSIS

4.5a ***Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that sensitivity for cultural resources ranged from low to high within the PVCCSP planning area. Future buildout of the PVCCSP would result in potential to result in substantial adverse changes to cultural resources. The PVCCSP EIR required implementation of mitigation measures MM Cultural 1 through MM Cultural 4 to reduce impacts to a less than significant level.

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

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

2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.

3. Field survey of the implementing development or infrastructure project site.

The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for native American resources to occur at the project site.

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

1. Avoidance.

2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.

3. Relocation of the structure.

4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed.

Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which will ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

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

MM Cultural 2. If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by a professional archaeologist is needed for the implementing development project; the project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the initial ground-altering activities at the subject site for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during initial ground-altering activities. The archaeologist shall be empowered to temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources.

In the event that cultural resources are discovered at the development site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find shall stop, the project developer and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Mission Indians, and a Native American observer of Luiseño descent shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. 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 Luiseño tribes. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling (see MM Cultural 6, below). Native American artifacts that cannot be avoided or relocated at the project site will be prepared in a manner for curation and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Perris within a reasonable amount of time.

Non-Native American artifacts will 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 or returned to the property owner, as deemed appropriate.

Once ground-altering activities have ceased or the professional archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the EIC.

MM Cultural 3. If the Phase I Cultural Resources Study required under **MM Cultural 1** determines that monitoring during construction by both a professional archaeologist and a Native American representative is needed for the implementing development project, the project proponent shall retain a professional archaeologist and a Native American

representative of Luiseño descent prior to the issuance of grading permits. The professional archaeologist and Native American observer shall be required on site during all initial ground-altering activities. The Native American observer shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow the evaluation of cultural resources with the project archaeologist. The evaluation and treatment provisions of **MM Cultural 2** shall apply to this measure.

MM Cultural 4. In the event that cultural resources are discovered at a development site that is not monitored by a professional archaeologist, all activities in the immediate vicinity of the find shall stop, the project developer shall notify the City of Perris Planning Division, and the project developer shall retain a professional archaeologist to analyze the find for identification as prehistoric and historical archaeological resources. The evaluation and treatment provisions of MM Cultural 2 shall apply to this measure.

Project Specific Impact Determination

No Impact. Historical resources are defined as buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. These resources are sometimes called the "built environment" and can include, in addition to houses, other structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region's past as well as a frame of reference for a community.

State CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the California Register of Historical Resources or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources. In accordance with CEQA Guidelines Section 15064.5, a site or structure may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals as set forth in PRC Section 5020.1(j), or if it meets the criteria for listing in either the National Register of Historic Places or the California Register of Historical Resources (14 CFR §4850). CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

The project site is currently vacant land and contains no structures. In compliance with PVCCSP EIR mitigation measure MM Cultural 1, a Phase I Cultural Resources Survey (see Appendix C to this ISMND) was prepared for the project site. Review of historic maps and archival records note that the project area was used for agricultural purposes until the development of the adjacent commercial building and parking lot between 2000 and 2002, though the project site remained vacant and undeveloped. Review of aerial images dating from 1938 to 2016 indicate the project site was undeveloped from at least 1938. The project site supported agricultural production from 1938 through 1997. The existing adjacent Lowe's Distribution Center was developed in the late 1990's. By the 2002 aerial, the existing Distribution Center and surrounding roadways were built. Between the 2006 to 2016 aerials, the project site remains vacant but road tracks and disturbances from human activities are evident.

On March 3, 2021, a records search request was submitted to the Eastern Information Center (EIC). On June 1, 2022, EIC staff completed a record search (File No. EIC-RIV-ST-6586) of the California Historical Resource Information System (CHRIS). The record search indicated that one cultural resource study was conducted within the project area, but no cultural resource properties have been recorded within the

boundaries of the project area. However, during the pedestrian survey of the project site, which was conducted on September 27, 2023, it was that noted the project site had previously undergone extensive grading and was actively used for trailer parking. No cultural resources were identified during the field survey.

No historic built resources were identified within the project area as a result of the record search or field survey. As such, no "Historical Resources" , as defined by CEQA, are present within the project site. Furthermore, the PVCCSP EIR does not identify any historic structures located on the project site. Therefore the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5. No impact would occur and no mitigation is required.

4.5b Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout of the PVCCSP has the potential to cause changes in the significance of unknown archaeological resources. The PVCCSP EIR concluded that with implementation of mitigation measures MM Cultural 1 through MM Cultural 4, impacts related to changes in the significance of archaeological resources would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact with Mitigation Incorporated. As noted above, a record search was requested from the EIC to obtain recorded archaeological and build-environment information. According to all recorded archaeological and built-environment resources on file at the EIC, no resources were recorded within the project site, and only one cultural resource study was conducted in the project area.

Review of historic maps and records note that the original location of Sherman Indian School, then called Perris Indian School, was located one block east of the project site from 1892 to 1904. While the project site does not overlap with the original location of the boarding school, the proximity to the project site increases both the cultural and potential archaeological sensitivity.

Although previous agricultural activities and site development associated with the construction of the Lowe's distribution center have result in large ground disturbance with no impacts to undiscovered archaeological resources, the project site's proximity to the historical location of an Native American boarding school could result in potential impacts. Project construction would include limited excavation and grading that could result in the discovery of previously unidentified archaeological resources during ground-disturbing activities. Therefore, the project would be required to have a professional archaeologist on-site to monitor ground-disturbing construction activities. PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 have been replaced with project-specific mitigation measure MM CR-1 to reflect the current mitigation for the City of Perris. Project-specific mitigation measure MM CR-1 requires the applicant to retain a qualified professional archaeologist to monitor the initial ground-disturbing activities at both the project site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Project-specific mitigation measure MM CR-1 also outlines requirements the applicant must follow in the event that archaeological resources are discovered at the project site or within the off-site project improvement areas. Project-specific mitigation measure MM CR-2 is recommended in the Cultural Resources

Assessment. Implementation of project-specific mitigation measures MM CR-1 and MM CR-2 would reduce the project's potential impacts concerning the significance of an archaeological resource to a less than significant level.

4.5c Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP area has historically been used for agricultural uses, and therefore, was not expected to contain human remains, including those interred outside of formal cemeteries. In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to California Health & Safety Code Section 7050.5 and CA Public Resources Code Section 5097.98. Therefore, impacts to disturbing human remains were found to be less than significant.

Although this threshold was screened out in the Initial Study, the PVCCSP EIR included mitigation measure MM Cultural 6, which is applicable to the discovery of human remains.

MM Cultural 6. In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC and the Commission will identify the "Most Likely Descendent" (MLD). Despite the affiliation of any Native American representatives at the site, the Commission's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner's Office.

Coordination with the Coroner's Office will be through the City of Perris and in consultation with the various stakeholders.

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 shall be filed with the Eastern Information Center (EIC).

Project Specific Impact Determination

Less Than Significant Impact with Mitigation Incorporated. No dedicated cemeteries or other places of human interment are on or near the project site. Given the extent of on-site disturbances from previously agricultural activities and development of the Lowe's distribution center, there is low potential for the project's ground-disturbing activities to encounter human remains. Further, as discussed previously, the project site does not contain any previously identified or recorded archaeological resources and most Native American human remains are found in association with prehistoric archaeological sites. Therefore, there is low potential for the project's ground-disturbing activities to encounter Native American human remains.

In the unlikely event that human remains are unearthed during project construction, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097), relating to the disposition of Native American burials would be adhered to. The PVCCSP EIR included mitigation measure MM Cultural 6 to reduce impacts to human remains. PVCCSP EIR mitigation measure MM Cultural 6 has been replaced by the City with project-specific mitigation measure MM CR-3. Project-specific mitigation measure MM CR-3 outlines procedures in the event human remains are discovered during project implementation, which includes the provision that construction contractors would immediately stop all activities in the immediate area of the remains. The project proponent would then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). Implementation of project-specific mitigation measure MM CR-3 along with project-specific mitigation measure MM CR-2 would reduce impacts to a less than significant level.

Standard Conditions and Mitigation Measures

PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6 are applicable, but has been replaced with project-specific mitigation measures MM CR-1 and MM CR-3 below. Project-specific mitigation measure MM CR-2 is recommended in the Cultural Resources Assessment.

Project-Specific 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 project site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and the Rincon Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American resources as deemed possible. The designated tribal representative shall be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe.

If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis shall 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 tribe. This shall

include, but not be limited to, an agreement that artifacts shall be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

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

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

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

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

MM CR-2 **Worker's Environmental Awareness Program**. Prior to project implementation, a Worker's Environmental Awareness Program (WEAP) training shall be provided by the project archaeologist. This training shall provide an overview of cultural and tribal cultural resources mitigation measures adopted for the project as well information related to what types of archaeological resources may be identified during ground-disturbing activities and the process required for inadvertent discoveries. All on-site personnel shall undergo this training, including those that join the project later in the process.

MM CR-3 **Human Remains**. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains shall 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 shall apply and mediation with the NAHC shall 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 shall be proprietary and not disclosed to the general public. The locations shall be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).

4.6 Energy

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

4.6.1 IMPACT ANALYSIS

4.6a Would the project result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wasteful, inefficient, or unnecessary consumption of energy resources as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written and certified. However, the PVCCSP EIR discuss energy efficiency in other threshold sections, including Air Quality, and included mitigation measures such as MM Air 19 that requires the use of energy efficient products and MM Air 20 that encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24.

Project Specific Impact Determination

Less than Significant Impact. The energy consumption associated with construction of the proposed project includes primarily diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers, and heating, ventilation, and air conditioning) would be powered by a generator. The amount of electricity used during construction would be minimal; typical demand would stem from the use of electrically powered hand tools and several construction trailers by managerial staff during the hours of construction activities. The majority of the energy used during construction would be from petroleum. This analysis relies on the construction equipment list and operational characteristics, refer to Appendix A. **Table 4.6-1: Project Energy Consumption During Construction,** quantifies the construction energy consumption are provided for the project, followed by an analysis of impacts based on those quantifications.

Table 4.6-1: Energy Use During Construction

Project Source	Total Construction Energy[4]	Riverside County Annual Energy Consumption	Percentage of Countywide Consumption
Electricity Use			
Water[1]	0.0050 GWh	16,787 GWh	0.00003%
Diesel Use			

On-Road Construction Trips[2]	3,574 gallons	253,490,872 gallons	0.0014%
Off-Road Construction Equipment[3]	29,291 gallons		0.0116%
Construction Diesel Total	32,865 gallons		0.0130%
Gasoline Use			
On-Road Construction Trips	782 gallons	718,749,811 gallons	0.0001%

Notes:
[1] Construction water use based on acres disturbed per day during grading and site preparation and estimated water use per acre.
[2] On-road mobile source fuel use based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino County for construction year 2024.
[3] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.
[4] Total Construction Energy is the combined energy usage over approximately 7 months of construction.

Refer to **Appendix A: Energy Data** for assumptions used in this analysis.

In total, project construction would consume approximately 32,865 gallons of diesel and 782 gallons of gasoline. The project's fuel from the entire construction period would constitute approximately 0.0130 percent of Countywide diesel consumption and approximately 0.0001 percent of Countywide gasoline consumption. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel consumption. The CEQA Guideline Appendix G and Appendix F criteria requires the analysis of a project's effects on local and regional energy supplies and on the requirements for additional capacity. The minimal increase in construction fuel demand is not anticipated to trigger the need for additional capacity. Fuel consumption is based on a conservative construction phasing and conservative estimates for annual construction fuel consumption. Longer phases would result in lower construction intensity and a lower annual fuel consumption, resulting in lower annual demand on energy supplies. Additionally, use of construction fuel would cease once the project is fully developed. As such, project construction would have a nominal effect on the local and regional energy supplies. Therefore, it is expected that construction fuel consumption associated with the project would not be inefficient, wasteful, or unnecessary. The project would not substantially affect existing energy or fuel supplies, or resources and new capacity would not be required. Impacts would be less than significant in this regard. However, PVCCSP EIR mitigation measure MM Air 19 would be applicable to the project.

4.6b Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to wasteful, inefficient, or unnecessary consumption of energy resources as it was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written and certified. However, the PVCCSP EIR discuss energy efficiency in other threshold sections, including Air Quality, and included mitigation measures such as MM Air 19 that requires the use of energy efficient products and MM Air 20 that encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24.

Project Specific Impact Determination

Less than Significant Impact. The California Title 24 Building Energy Efficiency Standards are designed to ensure new and existing development achieve energy efficiency and preserve outdoor and indoor environmental quality. These measures (Title 24, Part 6) are listed in the California Code of Regulations. PVCCSP EIR mitigation measure MM Air 20 requires future implementing projects to exceed the 2010 California Title 24 Building Energy Efficiency Standards by a minimum of 15 percent. The current 2022 Title 24 standards are more stringent in its requirements for energy efficiency. As such, by incorporating the required measures of the 2022 Title 24, the project would increase energy efficiency through methods such as conserving water through efficient watering systems and energy efficient lighting for outdoor lighting.

Additionally, Perris Municipal Code Section 16.08.050 - Adoption of the California Building Code requires applicants to submit plans showing how a proposed project would be in compliance with all applicable 2022 Title 24 requirements, prior to issuance of building permits. The proposed project's operations would remain the same, and therefore energy usage would not change. The project would not conflict with or obstruct California's energy conservation plans. Additionally, as demonstrated above, the project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur. As such, the project would have less than significant impacts related to energy.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measure MM Air 19 would be applicable to the project.

Project-Specific Mitigation Measures

No Project-specific mitigation measures are required to reduce project impacts.

4.7 Geology and Soils

This Section is based on the *Geotechnical Engineering Report: Proposed Lowe's Parking Lot Expansion, Perris, Riverside County, California* (Terracon, 2022) which is included in its entirety in **Appendix D: Geotechnical Evaluation** in this Initial Study. A Paleontological Record Search for the project site is also provided as **Appendix E: Paleontological Study** in this Initial Study.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) 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- 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 direct or indirect risks to life or property?			X	
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		

4.7.1 IMPACT ANALYSIS

4.7ai ***Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the 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.***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area is not located in an Alquist-Priolo Special Studies Zone or other area of known faults, which would be subject to surface rupture. The PVCCSP planning area is located approximately eight miles southwest of the San Jacinto Fault Zone. Future development would be subject to the most recent version of the California Building Code and local ordinances at the time of permit issuance. Compliance with the regulatory framework would enforce standard soil engineering practice and current code specifications that reduce risk associated with ground shaking. Future individual projects would be required to prepare site-specific geotechnical studies to mitigate potential impacts. Therefore, the PVCCSP EIR concluded that impacts from fault rupture would be less than significant.

Project Specific Impact Determination

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy by preventing the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The PVCCSP EIR noted that the planning area, inclusive of the project site, is not within an area of mapped Alquist-Priolo faults. Further, the California Geological Survey online tool does not identify any faults that traverse the project site.[7] Therefore, the project would not expose people or structures to adverse effects involving rupture of a known earthquake fault. No impact would occur and no mitigation is required.

4.7aii ***Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area is not located within an Alquist-Priolo Fault Zone. However, the PVCCSP planning area is located in Southern California, which is subject to strong ground shaking by nearby or distant strong earthquakes. Future development facilitated by the PVCCSP EIR would conform to the most recent version of the California Building Code and local codes, which contain provisions and regulations to reduce risk of strong ground sharking from fault ruptures. Therefore, the PVCCSP EIR concluded that impacts related to strong seismic ground shaking would be less than significant.

Project Specific Impact Determination

[7] California Department of Conservation, California Geological Survey – Fault Map of California, Available at: https://maps.conservation.ca.gov/cgs/fam/, Accessed July 18, 2023.

Less Than Significant Impact. As discussed above, there are no Alquist-Priolo earthquake faults identified within or near the project site, although strong ground shaking during seismic activity is a potential hazard common to the entire City and most of California. Nonetheless, the proposed project involves a surface parking lot and does not propose any structures that could directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong ground seismic ground shaking. Impacts would be less than significant.

4.7aiii ***Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the PVCCSP planning area is located in an area with shallow groundwater and a low to high potential for liquefaction. Therefore, the PVCCSP EIR requires site-specific geotechnical studies to evaluate potential hazards, including liquefaction, for specific implementing development projects. The PVCCSP EIR concluded that with implementation of mitigation measures MM Geo 1, buildout under the PVCCSP would not expose people or structures do adverse impacts related to seismic-related ground failure, including liquefaction, and impacts would be less than significant.

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

Project Specific Impact Determination

Less Than Significant Impact. Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. According to General Plan Safety Element Figure S-6: Earthquake Faults and Liquefaction Susceptibility the project site is not mapped in an area of high liquefaction susceptibility. Furthermore, the Geotechnical Engineering Report conducted test borings at the project site and did not encounter groundwater, indicating that subsurface conditions are likely not to be conductive to liquefaction due to lack of water. Therefore, due to the depths of the groundwater table, the project would not directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction.

4.7aiv ***Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area is relatively flat and not located near any areas that possess potential landslide characteristics. Therefore, the PVCCSP EIR determined that no impacts related to landslides would occur.

Project Specific Impact Determination

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is relatively flat and bordered by urban development. The project site is relatively flat with elevations ranging between 1,465 to 1,471 feet above mean sea level. Further, the California Geological Survey's Landslide Inventory reports the project site is not within a landslide hazard zone.[8] Given the project site's setting and conditions, the project would not directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides. No impact would occur and no mitigation is required.

4.7b Would the project result in substantial soil erosion or the loss of topsoil?

Summary of Impacts Identified in the PVCCSP EIR

Future development facilitated by the PVCCSP would result in the conversion of vacant or underutilized land into new commercial and light industrial uses. No soil erosion was anticipated from long-term implementation of the PVCCSP. Short-term impacts associated with construction were determined to be addressed by standard conditions for erosion control methods, which are part of required erosion control plans and National Pollutant Discharge Elimination System (NPDES) permit requirements for projects. Therefore, impacts would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the proposed project would be required to comply with erosion and siltation control measures.

The proposed project would be required to comply with the City's grading standards and erosion control measures codified under Perris Municipal Code Chapter 14.22 - Stormwater/Urban Runoff Management and Discharge Control. Additionally, the Construction General Permit (CGP; Order No. R8- 2002-0011) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. Construction impacts would be minimized through compliance with the Construction General Permit.

Additionally, the proposed project is required to comply with the NPDES permitting process. The NPDES permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

Following compliance with the above-mentioned requirements, the project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant and no mitigation is required.

[8] California Department of Conservation. (2022). *Landslide Inventory Beta*. Available at: https://maps.conservation.ca.gov/cgs/lsi/app/, Accessed June 7, 2023.

4.7c Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would have the potential to result in impacts due to unstable geologic units or soils. According to the PVCCSP EIR, groundwater within the PVCCSP area ranged from 2.4 to 226.7 feet below ground surface. Based on existing groundwater conditions, the PVCCSP EIR concluded that liquefaction, lateral spreading, and collapse had the potential to occur. Therefore, implementation of mitigation measure MM Geo 1 was required to reduce impacts to a less than significant level.

Project Specific Impact Determination

Less Than Significant Impact. Landslides are gravity-driven movements of earth materials that may include rock, soil, unconsolidated sediment, or combinations of such materials. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, the geometry of the slope (height and steepness), and rainfall. Because the project site is flat and is not adjacent to any slopes, the project site is not susceptible to landslides.

Lateral spreading generally is a phenomenon where blocks of intact, non-liquefied soil moves downslope on a liquefied substrate of large areal extent. For lateral spreading to occur, a sloping site with an open face within or at some distance from the site typically exists and there is a potential for liquefaction to occur near the base of the open face. Since the project site is flat and not susceptible to liquefaction, likelihood of lateral spreading is low.

Subsidence occurs when the withdrawal of groundwater, oil, or natural gas vertically displaces a large portion of land. Soils that are particularly subject to subsidence include those with high silt or clay content. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring, or planned, at the project site or in the general project site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids of gases at the project site. Further, according to the United States Department of Agriculture, Natural Resource Conservation Service's Web Soil Survey, the site is composed of Greenfield sandy loam, Hanforn fine sandy loam, Pachappa fine sandy loam, and Ramona sandy loam, which are all well drained.[9] These soils are not considered expansive soils due to their ability to transmit water efficiently. Therefore, the project site is not considered susceptible to subsidence.

The proposed project would not involve construction of structures, and grading and paving for the proposed parking lot would be required to adhere to local and State mandated grading and construction requirements and engineering standards. Further, the Geotechnical Engineering Report makes preliminary recommendations concerning site preparation, excavation, subgrade preparation and placement of engineered fills. The Perris Building Division would review construction plans to verify compliance with standard engineering practices, the Perris Municipal Code/CBC, and the Geotechnical Engineering Report's recommendations, including those concerning landslides, lateral spreading, subsidence, liquefaction and collapse. Following compliance with standard engineering practices, the

[9] United States Department of Agricultural – Natural resources Conservation Service, Web Soil Survey Tool, Available at: Web Soil Survey (usda.gov), Accessed July 17, 2023.

established regulatory framework, and the Geotechnical Engineering Report's recommendations, the project site would not become unstable and potentially result in landslides, lateral spreading, subsidence, liquefaction and collapse. Therefore, impacts would be less than significant and no mitigation is required.

4.7d Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area is characterized by sandy soils which do not present substantial risk to life or property as a result of expansion. The United States Department of Agriculture has identified various soil types within the PVCCSP planning area. However, five soil types make up the majority of the PVCCSP area. The expansive potentials of the soils found in the PVCCSP planning area are low, based upon the soil compositions. Expansive soils are not expected to pose a significant constraint to future development within the PVCCSP planning area. Therefore, the PVCCSP EIR incorporated within the PVCCSP EIR concluded that impacts related to expansion would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. Expansive soils swell when they become wet and shrink when they dry out, resulting in the potential for cracked building foundations and, in some cases, structural distress of the buildings themselves. The project site is underlain by silty sand, clay sand, and silty sand. Test borings did not encounter groundwater during field investigations.

The PVCCSP EIR noted that the planning area, inclusive of the project site, is characterized by sandy soils which do not present substantial risk to life or property as a result of expansion. According to the United States Department of Agricultural Web Soil Map Tool, the project site is underlain by Greenfield sandy loam, Hanford fine sandy loam, and Ramona Sandy loam, which have low expansive potential.[10] In addition, as described previously, compliance with the CBC would require specific engineering design recommendations be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that new construction would withstand the effects of related to ground movement, including expansive soils. Therefore, impacts concerning expansive soil would be less than significant.

4.7e Would the project 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?

Summary of Impacts Identified in the PVCCSP EIR

Future development within the PVCCSP planning area would connect to existing sewer facilities, and would not require an alternative wastewater disposal system. Therefore, no impacts would occur related to septic tanks or alternative wastewater disposal systems.

Project Specific Impact Determination

[10] United States Department of Agricultural – Natural resources Conservation Service, Web Soil Survey Tool, Available at: Web Soil Survey (usda.gov), Accessed June 9, 2023.

No Impact. The project does not include any new structures. No changes to the existing sewer system or infrastructure would occur. Therefore, no impact would occur concerning use of septic tanks or alternative wastewater disposal systems and no mitigation is required.

4.7f Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Summary of Impacts Identified in the PVCCSP EIR

Buildout of the PVCCSP would have the potential to impact paleontological resources due to high sensitivity of paleontological resources within deeper, undisturbed soils underlying the Specific Plan area. Therefore, future development projects facilitated by the PVCCSP would have the potential to impact paleontological resources or unique geologic features during ground-disturbing activities. The PVCCSP EIR concluded that with implementation of mitigation measures MM Cultural 1 and MM Cultural 5, listed below, impacts to paleontological resources or unique geologic features would be less than significant.

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

1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
3. Field survey of the implementing development or infrastructure project site.

The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for native American resources to occur at the project site.

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

5. Avoidance.
6. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
7. Relocation of the structure.

8. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed.

Avoidance is the preferred treatment for known significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which will ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.

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

MM Cultural 5 Prior to grading for projects requiring subsurface excavation that exceeds five feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed five feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City. Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the Program to mitigate impacts to paleontological resources.

Project Specific Impact Determination

Less Than Significant with Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. The project site is currently vacant but no native soils are present due to previous development activity surrounding the site. A

paleontological resources assessment was prepared for the project. This included a literature review and records search performed at the Los Angeles County Museum of Natural History. The record search did not indicate any fossil localities directly within the project site, though other fossil localities from the same sedimentary deposits have been found near the project area, either at surface or at depth. Nearby localities are shown in **Table 4.7-1: Nearby Fossil Localities.**

Table 4.7-1: Nearby Fossil Localities

Locality Number	Location	Formation	Taxa	Depth
LACM VP 4540	Junction of Jackrabbit Trail and Gilman Springs Road, San Jacinto Valley	Unnamed Formation (Pleistocene, gravel pit)	Horse family (Equidae)	Unknown
LACM VP 7811	West of Orchard Park, Chino Valley	Unknown formation (eolian, tan silt; Pleistocene)	Whip snake (Masticophis)	9-11 feet bgs
LACM VP CIT 570 - CIT572	South of Lake Elsinore	Unknown formation (Pleistocene)	Horse (Equus); peccary (Platygonus); camel (Camelops)	Unknown
LACM VP 7261	Skinner Reservoir, Auld Valley	Unknown formation (Pleistocene, arenaceous silt)	Elephant family (Proboscidea); ungulate (Ungulata)	Unknown
LACM VP 5168	Point Marina Drive in East Bay Section of Canyon Lake	Unknown formation (Pleistocene; clay)	Horse (Equus)	Unknown
LACM VP 4619	Wineville Ave, Eastvale CA	Unknown Formation (Pleistocene)	Mammoth (Mammuthus)	100 feet bgs

Notes:
VP – Vertebrate Paleontology; IP – Invertebrate Paleontology; Bgs – below ground surface

Although the proposed project would not involve subsurface construction activities, typical grading and trenching could result in a significant impact to paleontological resources given the high sensitivity of fossil resources occurring in the Pleistocene older valley deposits.

A review of available geologic maps was conducted for the project site. United States Geological Survey (USGS) geologic maps show that the project site is underlain by recent young alluvium (Qa) and Pleistocene-aged older alluvium (Qoa). Geologic units of this age and type have relatively high potential for paleontological resources. Further, Exhibit CN-7 of the City of Perris General Plan Conservation Element identifies the paleontological sensitivity of the areas with the City. The project site is located within sensitivity Area 1, which is designated as high sensitivity: Pleistocene older valley deposits. Therefore, a significant impact could occur if paleontological resources were to be unearthed and damaged during project construction.

No paleontological resources were identified within the project site as a part of the assessment. However, the age and composition of soils and sediments across the project site, combined with the knowledge of paleontological resources identified within similar sediment deposits in southern California, indicate a

moderate-to-high sensitivity for paleontological resources. Further, as only a very small percentage of the project site has been subject to prior disturbance to an extent that paleontological resources would have been previously impacted, the likelihood of intact paleontological resources, which would be considered scientifically significant if discovered, being present within the project site and inadvertently impacted by project implementation remains high. As such, mitigation measures are required to reduce potential impacts.

The PVCCSP EIR contained mitigation measure MM Cultural 5 to minimize impacts to paleontological resources when subsurface excavation that exceed five feet in depth. However, Conservation Element Implementation Measure IV.A. 4 requires that paleontologic [sic] monitoring of all projects within Paleontological sensitivity Area 1 requiring subsurface excavations will be required once any excavation begins. Therefore, project-specific mitigation measure MM GS-1 has been incorporated. Project-specific mitigation measure MM GS-1 replaces PVCCSP EIR MM Cultural 5 for the proposed project. Compliance with project-specific mitigation measure MM GS-1 would reduce potential impacts to paleontological resources or unique geologic features to a less than significant level.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measure MM Cultural 5 is applicable, but has been replaced with the project-specific mitigation measure below.

Project-Specific Mitigation Measures

MM GS-1 Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during all onsite and offsite subsurface excavation. The PRIMMP shall also include provisions for a Worker's Environmental Awareness Program (WEAP) training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance. 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 offsite project improvement areas until the paleontologist has been approved by the City.

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

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

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

4.8 Greenhouse Gas Emissions

The greenhouse gas (GHG) modeling outputs and results are included in **Appendix A: Air Quality and Greenhouse Gas Emissions Data** and summarized herein.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

4.8.1 BACKGROUND

The "greenhouse effect" is the natural process that retains heat in the troposphere, the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would "leak" into space resulting in a much colder and inhospitable planet. With the greenhouse effect, the global average temperature is approximately 61˚F (16˚C). Greenhouse gases (GHGs) are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change. Six gases were identified by the Kyoto Protocol for emission reduction targets: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6). When accounting for GHGs, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Approximately 80 percent of the total heat stored in the atmosphere is caused by CO_2, CH_4, and N_2O. These three gases are emitted by human activities and natural sources. Each of the GHGs affects climate change at different rates and persists in the atmosphere for varying lengths of time. The relative measure of the potential for a GHG to trap heat in the atmosphere is called global warming potential (GWP). The GWP was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of one ton of a gas will absorb over a given period, relative to the emissions of one ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that period. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases (e.g., to compile a national GHG inventory), and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces emit GHGs, primarily CO_2, CH_4, and N_2O. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment, burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a

facility. Included in GHG quantification are electric power, which is used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills.[11]

Regulations and Significance Criteria

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following GHG emission reduction targets: (a) by 2010: Reduce GHG emissions to 2000 levels; (b) by 2020: Reduce GHG emissions to 1990 levels; and (c), by 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code Section 38500 et seq. require that CARB determine what the Statewide GHG emissions level was in 1990 and approve a Statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 $MMTCO_2e$. Additionally, Executive Order B-30-15 requires Statewide GHG emissions to be reduced by 40 percent below 1990 levels by 2030.

Executive Order B-30-15 also requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32, signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided an additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Due to the nature of global climate change, no single development project would be expected to have a substantial effect on global climate change. GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to contribute cumulatively to global climate change. Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The State CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency must determine whether a project's GHG emissions would have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" a project's GHG emissions (14 CRC §15064.4(a)).

As discussed previously, the project site is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The SCAQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin. The SCAQMD addresses the impacts to climate change of projects subject to SCAQMD permit as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The SCAQMD acts as an expert commenting agency for impacts to air quality. This expertise

[11] California Air Resources Board, Climate Change Scoping Plan, 2008

carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

In 2008, the SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies within the South Coast Air Basin. In December 2008, the SCAQMD adopted an interim 10,000 $MTCO_2e$ per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The Working Group also developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be considered for industrial and non-industrial development projects. The most recent proposal issued in September 2010 uses a tiered approach to evaluate potential GHG impacts from various uses. However, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The Guidance Document identifies the following tiered approach:

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

The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 ppm, thus stabilizing global climate.

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. The only update to the SCAQMD's GHG thresholds since 2010 is that the 10,000 $MTCO_2e$ per year threshold for industrial projects is now included in the SCAQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 $MTCO_2e$ per year threshold for industrial projects and the draft thresholds for non-industrial projects for 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 $MTCO_2e$ per year threshold for industrial uses by all lead agencies. The City's use of the 10,000 $MTCO_2e$ per 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 adopted 10,000 $MTCO_2e$ per year threshold applies only to the new stationary sources generated at industrial facilities.

4.8.2 IMPACT ANALYSIS

4.8a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to GHG emissions under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the NOP for the PVCCSP EIR was released. However, the PVCCSP EIR did discuss emissions of GHGs within air quality thresholds and found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through MM Air 14, and MM Air 19 through MM Air 21 would reduce GHG emissions related to buildout under the PVCCSP.

Project Specific Impact Determination

Less than Significant Impact. The project would result in direct emissions of GHGs from construction activities. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the project is depicted in **Table 4.8-1: Construction-Related Greenhouse Gas Emissions.**

Table 4.8-1: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
2024 Construction	348.86
Total Construction Emissions	*348.86*
30-Year Amortized Construction	11.63

Source: CalEEMod version 2022.1.1.18. Refer to Appendix A for model outputs.

As shown, the project would result in the generation of approximately 348.86 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[12] The amortized project construction emissions would be 11.63 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Project implementation would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. Since the proposed project would increase capacity for truck trailer storage onsite, trips to the other Lowe's distribution center in Moreno Valley would be eliminated, resulting in a decrease in truck trips. The proposed project would boost operational efficiency by centralizing trailer and truck storage for the Perris Lowe's distribution center; no trucks from other local distribution centers would regularly utilize the proposed expansion. As a result, no increase to trip generation is anticipated. Since no change or increase in truck trips or operations would occur, no changes to operational emissions are anticipated.

It is important to note that project operations would generate GHG emissions from electricity generation for new parking lot lights and irrigation systems for landscaping. However, the proposed parking lot lighting standards would be energy efficient and would not result in substantial energy consumption. Irrigation systems would similarly not demand excessive energy usage and would be considered extremely minimal compared to typical developments consisting of new building structures. As a result, operational emissions are not anticipated to change from existing conditions.

As shown in **Table 4.8-1**, the project would generate approximately 11.63 $MTCO_2e$ annually from construction. Project-related GHG emissions would not exceed the 10,000 $MTCO_2e$ per year threshold of significance. Therefore, the proposed project would be less than significant, and no mitigation measures are required.

4.8b Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to GHG emissions under its own threshold as it was not a threshold in State CEQA Guidelines Appendix G at the time the NOP for the PVCCSP EIR was released. However, the PVCCSP EIR did discuss emissions of GHGs within air quality thresholds and found that mitigation measures MM Air 2 through MM Air 6, MM Air 11 through MM Air 14, and MM Air 19 through MM Air 21 would reduce GHG emissions related to buildout under PVCCSP.

Project Specific Impact Determination

Less than Significant Impact.

City of Perris Climate Action Plan Consistency

The City's Climate Action Plan serves as a long-term vision for how Perris can be more environmentally friendly and provides guidance for residents, City staff, and decision makers in the community on how to achieve future sustainability goals. Over the past years, the City of Perris has progressively demonstrated

[12] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

its commitment to environmental quality, social equity, and economic prosperity for all. The CAP reflects the City's dedication to address climate change by reducing GHG emissions; and defines the City's view that actions to reduce GHG emissions are opportunities to inspire economic development through investment in urban development, infrastructure, mobility systems, and entrepreneurship.

The proposed project includes the expansion of the existing trailer parking and in an urban area that would be compatible with the City's long-term goals and would not conflict with any applicable plan or/and policy for the purpose of reducing GHG emissions.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (*2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy* [2020 RTP/SCS]). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore project comparison to the RTP/SCS is an appropriate indicator of whether the project would inhibit the post-2020 GHG reduction goals promulgated by the state. The project's consistency with the RTP/SCS goals is analyzed in detail in **Table 4.8-2: Regional Transportation Plan/Sustainable Communities Strategy Consistency**.

Table 4.8-2: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals	Compliance
GOAL 1: Encourage regional economic prosperity and global competitiveness.	N/A: This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site that is surrounded by light industrial

Table 4.8-2: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance	
			development. Development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	N/A:	The project site is located within an urban area in proximity to existing arterial roads and freeways. The project includes the expansion of an existing truck trailer parking lot.
GOAL 6:	Support healthy and equitable communities	N/A:	The project site is not in the vicinity of residential communities and is within the PVCCSP planning area of the City of Perris. The PVCCSP is designed to encourage a thoughtful mix of land uses that provide interrelated opportunities such as light industrial. Light industrial uses include manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a transportation improvement project and is therefore not applicable. However, the project site is located in a developed area in proximity to existing arterial roads and freeways. The project includes the expansion of an existing truck trailer parking lot.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	N/A:	The project involves the expansion of the existing truck trailer parking lot and does not include housing.
Goal 10:	Promote conservation of natural and agricultural lands and restoration of habitats.		The project site is not located on agricultural or habitat lands.

Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)*, 2020.

The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in **Table 4.8-2**, the proposed project would not conflict with the stated goals of the RTP/SCS. Therefore, the proposed project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

California Air Resources Board Scoping Plan Consistency

Appendix D, Local Actions of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." (page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). As discussed above, the project would be compatible with the City's CAP's long-term goals and would not conflict with any applicable plan or/and policy for the purpose of reducing GHG emissions.

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. Project implementation would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. Since the proposed project would increase capacity for truck trailer storage onsite and boost operational efficiency by centralizing trailer and truck storage for the Perris Lowe's distribution center, trips to the other Lowe's distribution center in Moreno Valley would be eliminated, resulting in a decrease in truck trips and VMT.

The project would be consistent with, and would not conflict with, applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant, and no mitigation measure are required.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Air 2 through MM Air 6 and MM Air 19 would be applicable to the proposed project.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.9 Hazards and Hazardous Materials

The basis for the information provided in this section is the Phase I Environmental Site Assessment Report (Phase I); this report is included as **Appendix F: Phase I Environmental Site Assessment.**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			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 §65962.5 and, as a result, would it create a significant hazard 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 or excessive noise 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

4.9.1 IMPACT ANALYSIS

4.9a ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout of the PVCCSP could result in the transport, use, or disposal of hazardous materials by future commercial and industrial developments and uses. However, future developments within the PVCCSP would be required to comply with all local, State, and federal regulations

regarding the use and handling of hazardous materials. Therefore, the PVCCSP EIR concluded that impacts related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. Project construction would involve the transport, storage, use, and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers, and paints. The use of these materials would be short term and would occur following standard construction practices, as well as with applicable federal, State, and local regulations. Potentially hazardous materials would be contained, stored, and used during construction following with manufacturers' instructions and handled in compliance with applicable standards and regulations. Examples of such activities include fueling and servicing construction equipment and applying paints and other coatings. Project construction would be temporary, and on-site activities would be governed by existing regulations of several agencies. Construction activities would be subject to compliance with relevant regulatory requirements and restrictions concerning the transport, use, or disposal to prevent a significant hazard to the public or environment. Regulatory requirements include SCAQMD Rule 1166 (volatile organic compound [VOC] emissions), which regulates excavation or grading of soil containing VOC materials and Rule 1466 (fugitive dust-toxic air contaminants), which minimizes the amount of off-site fugitive dust emissions containing toxic air contaminants from earth-moving activities.

The proposed project would involve the construction and operation of a new truck trailer parking lot. No new structures are proposed. During operations, the project would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. However, the project could involve the use of materials associated with routine property maintenance, such as herbicides and pesticides for landscaping. These uses would not involve the routine transport, use, or disposal of quantities of hazardous materials that could create a significant hazard to the public or environment. The hazardous materials used during operations would be stored, handled, and disposed of in accordance with applicable regulations. Therefore, following compliance with the regulatory requirements, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant and no mitigation is required.

4.9b Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Summary of Impacts Identified in the PVCCSP EIR

Future construction and/or operational activities facilitated by the PVCCSP could involve the transport, use, and/or disposal of hazardous materials; however, existing federal, State, and local regulations would reduce risk of release of hazardous materials into the environment. Impacts were determined to be less than significant and no mitigation measures were required.

Project Specific Impact Determination

Less Than Significant Impact. The Phase I ESA did not identify any recognized environmental conditions (REC) associated with the project site. A REC is defined as a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the

satisfaction of the applicable agency, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

As proposed, the project would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. Review of aerial images dating from 1938 to 2016 indicate the project site was undeveloped from at least 1938. The project site supported agricultural production from 1938 through 1997. The existing adjacent Lowe's distribution center was developed in the late 1990's. By the 2002 aerial, the existing distribution center and surrounding roadways were built. Between the 2006 to 2016 aerials, the project site remains vacant but road tracks and disturbances from human activities are evident.

Additionally, a Tier 1 Vapor Encroachment Screening (VES) was conducted to determine if a Vapor Encroachment Condition (VEC) exists on the project site. The screening concluded that a VEC was extremely low and that potential impacts would be considered less than significant.

Since the project site is currently vacant with no structures and the Phase I ESA did not identify any RECs associated with the project site, site clearance and grading activities are not anticipated to release hazardous materials into the environment. Therefore, project implementation would not 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. Impacts would be less than significant and no mitigation is required.

4.9c 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future buildout of the PVCCSP could result in the use of hazardous materials near the Val Verde High School, which is immediately adjacent to the PVCCSP planning area. The PVCCSP EIR included mitigation measure MM Haz 1 to require project-level CEQA review for any development within one-quarter mile of Val Verde High School in order to ensure that any potential for the use of hazardous materials within the vicinity of the school is identified and properly addressed.

Additionally, the PVCCSP EIR stated that all implementing developments and future businesses that handle hazardous materials are required to comply with the City's adopted Fire Code and any additional requirements of the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. Both federal and State governments require all businesses that handle more than specified amounts of hazardous materials to submit a business plan to regulating agencies. Implementation of mitigation measures MM Haz 1 and MM Haz 7, and adherence to federal and State regulations, would reduce impacts associated with the exposure of schools to hazardous materials to a less than significant level.

MM Haz 1. Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.

MM Haz 7. Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is

encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

Project Specific Impact Determination

No Impact. There are no schools within one-quarter mile of the project site. The nearest school to the project site is Val Verde High School, located at 972 Morgan Street, approximately 0.54 mile southwest of the project site. As discussed above, the project is a truck trailer parking lot that would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. As such, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur and no mitigation is required.

4.9d Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Summary of Impacts Identified in the PVCCSP EIR

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the State of California Department of Toxic Substances Control (DTSC). The Cortese List identifies hazardous waste and substance sites including public drinking water wells with detectable levels of contamination; sites with known USTs having a reportable release; and solid waste disposal facilities from which there is a known migration. The Cortese List also includes hazardous substance sites selected for remedial action; historic Cortese sites; and sites with known toxic material identified through the abandoned site assessment program. The PVCCSP EIR concluded that there are no sites within the PVCCSP planning area listed on the State's list of hazardous materials (compiled pursuant to Government Code Section 65962.5); therefore, no impacts would occur.

Project Specific Impact Determination

No Impact. Review of EnviroStor and GeoTracker databases indicate the project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[13,14] It is important to note that there is an active Cortese listed site located at the Gavilan Plateau Maneuver Area at 15102 Lake Mathews Drive, 9.3 miles west of the project site. This site was previously a defense site with potential ordnance and explosive contamination. However, project implementation would not interfere with any remediation associated with the Gavilan Plateau Maneuver Area. Therefore, no impact would occur and no mitigation is required.

[13] Department of Toxic Substance Control. (2021). *Envirostor Database.* Retrieved from https://www.envirostor.dtsc.ca.gov/public/.
[14] State Water Resources Control Board. (2021). *GeoTracker*. Retrieved from https://geotracker.waterboards.ca.gov/.

4.9e ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area, inclusive of the project site, is located to the immediate south of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the boundaries of the MARB/IPA Airport Land Use Compatibility Plan (ALUCP). The MARB/IPA ALUCP indicates the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. As discussed in the PVCCSP EIR, the Riverside County Airport Land Use Commission found the PVCCSP land uses to be compatible with the MARB/IPA ALUCP with the incorporation of mitigation measures MM Haz 2 through MM Haz 6. Further, implementation of PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5 were required to reduce lighting impacts to MARB/IPA. Implementation of the following mitigation measures would reduce impacts to a less than significant level:

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

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

MM Haz 4. The following notice shall be provided to all potential purchasers and tenants: "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)"

MM Haz 5. The following uses shall be prohibited:

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

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

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

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

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

MM Haz 6. A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

Project Specific Impact Determination

Less Than Significant Impact. The project site is within the MARB/IPA ALUCP B1 compatibility zone, which is the assigned to properties within the inner approach or departure zone of the flight path and has a high noise impact. The proposed project does not include any prohibited uses specified in the MARB/IPA ALUCP. The proposed project would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles and is consistent with the existing industrial land use and would be compatible with the MARB/IPA ALUCP. Since the project is compatible with the MARB/IPA ALUCP requirements, impacts concerning a safety hazard or excessive noise for people residing or working in the project area would be less than significant, and no project-specific mitigation is required. However, PVCCSP EIR mitigation measures MM Haz 2, MM Haz 3, and MM Haz 5 would be applicable to the proposed project.

4.9f Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Summary of Impacts Identified in the PVCCSP EIR

According to the General Plan Safety Element both Ramona Expressway and Indian Avenue are identified as evacuation routes. [15] The PVCCSP EIR determined that future development facilitated by the PVCCSP would improve emergency access by widening and improving roads and that emergency access would be maintained and provided in accordance with the Multi-Hazard Functional Plan (MHFP). The PVCCSP EIR determined that future development facilitated by the PVCCSP would not interfere with adopted emergency response plans or evacuation plans. Therefore, impacts would be less than significant and no mitigation was required.

Project Specific Impact Determination

Less Than Significant Impact. The project site is within a built out and developed area of the City with adequate vehicular circulation and emergency access. Project-related construction activities are expected to be primarily contained within the project site boundaries and would not require the complete closure

[15] City of Perris. Safety Element. Available at PERRIS GENERAL PLAN SAFETY ELEMENT (cityofperris.org). Figure S-1: Potential Evacation Routes. Accessed on June 12, 2023.

of any public or private streets or roadways during construction. The proposed project would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles and would not include activities that would interfere with the implementation of or physically interfere with an emergency response plan or emergency evacuation plan. Further, project driveways and internal drive aisles would be designed to meet the City's requirements for fire access roads, as codified under Perris Municipal Code Section 16.08.059 - Amendments to the California Fire Code. Therefore, the project would not impair the implementation of or physically interfere with an emergency response plan or emergency evacuation plan. Impacts would be less than significant and no mitigation is required.

4.9g Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that the PVCCSP is not adjacent to any wildlands or undeveloped hillsides where wildland fires occur. The General Plan does not designate the PVCCSP area to be at risk from wildland fires. Therefore, the PVCCSP EIR determined that no impacts related to wildland fires would occur from buildout of the PVCCSP.

Project Specific Impact Determination

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The project site is in a Non-Very High Fire Hazard Severity Zone within a local responsibility area[16] (See **Section 4.20, Wildfires**). Therefore, the project would not expose people or structures to risk involving wildland fires. No impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Haz, 2, MM Haz 3, and MM Haz 5 would be applicable to the proposed project.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

[16] CalFire. *FHSZ Viewer.* Available at: https://egis.fire.ca.gov/FHSZ/. Accessed June 12, 2023.

4.10 Hydrology and Water Quality

This section is based on the preliminary Water Quality Management Plan (pWQMP), which is included in its entirety in **Appendix G: Water Quality Management Plan**.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects 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:			X	
(i) Result in substantial erosion or siltation on- or off-site.			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? or			X	
(iv) 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

4.10.1 IMPACT ANALYSIS

4.10a Would the project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Summary of Impacts Identified in the PVCCSP EIR

Future development facilitated by the PVCCSP would increase the amount of impervious surface area in the PVCCSP planning area, thereby increasing runoff with the potential to degrade water quality. The City

requires that each individual development project comply with existing State Water Quality Control Board and City stormwater regulations, including compliance with NPDES requirements related to construction and operation measures to prevent erosion, siltation and transport of urban pollutants. Future development project would be required to implement project-specific Water Quality Management Plans (WQMP) that include BMPs designed to address the pollutants and reduce potential impacts on water quality from development. Prior to construction, future projects would be required to obtain coverage under the State's General Permit for Construction Activities that is administered by the SWRCB. Storm water management measures would be required to be identified and implemented that would effectively control erosion and sedimentation and other construction-related pollutants during construction. Therefore, impacts were considered less than significant and no mitigation measures were required.

Project Specific Impact Determination

Less Than Significant Impact. Project impacts related to water quality can occur over three different periods:

- During the earthwork and construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Urban runoff in dry and wet weather conditions discharges into storm drains, and flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most urban storm water discharges are non-point sources, coming from multiple sources including excess fertilizers, herbicides and insecticides from agricultural lands and residential areas, and oil, grease, and toxic chemicals from urban runoff.

Existing Conditions

The project site is located within the area subject to the Perris Valley Master Drainage Plan (MDP). Currently, surface runoff predominantly flows in the northeasterly direction to an existing drain inlet system, which eventually drains toward two existing detention basins located adjacent to Driveway 1 and Driveway 2.

Construction

Short-term water quality impacts can occur during the earthwork and construction phases when the potential for erosion, siltation, and sedimentation would be the greatest. Additionally, impacts could occur prior to the establishment of ground cover when the erosion potential may remain relatively high. Project construction activities could produce typical pollutants, such as nutrients, heavy metals, pesticides and herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paints, wood, paper, concrete, food container, sanitary wastes, fuel, and lubricants. Impacts to storm water quality could occur from construction, associated earthwork, and increased pollutant loading.

Any construction or demolition activity including, but not limited to, clearing, grading, grubbing, excavation, or any other activity resulting in land disturbance of equal to or greater than one acre would be required to comply with the Construction General Permit for Storm Water Discharge Associated with Construction Activity (Construction General Permit). The project would disturb approximately 11 acres; therefore, the project would be subject to the Construction General Permit. The Construction General Permit requires the development and implementation of an SWPPP. An SWPPP requires installation of BMPs that control sediment, erosion, and hazardous contamination of runoff during construction to prevent contaminants from reaching receiving water bodies. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to keep eroded soil on a construction site.

To obtain coverage under the Construction General Permit, the project applicant would be required to file with the State Water Board the Permit Registration Documents (PRDs); the PRDs include a Notice of Intent (NOI) and other compliance-related documents. The construction contractor is required to maintain a copy of the SWPPP at the construction site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to grading permit issuance, the project developer would be required to provide proof of filing the PRDs with the SWRCB.

Additionally, Perris Municipal Code Chapter 14.22 – Stormwater/Urban Runoff Management and Discharge Control regulates water quality by requiring preparation of water quality management plans for new or significant development prior to the issuance of grading permits. Compliance with State and local water quality standards, as well as the implementation of construction and operational BMPs would prevent violations to any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant and no mitigation is required.

Operations

Project implementation would introduce new impervious surfaces associated with truck trailer parking. Once the project has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Runoff from the parking area could include oils, grease, and fuel; antifreeze; by-products of combustion (such as lead, cadmium, nickel, and other metals); fertilizers, herbicides, and pesticides; and other pollutants.

The project would not substantially alter the existing on-site drainage patterns. Project implementation would include a series of new stormwater inlets in the parking lot to collect runoff, an underground storm drain system, and a new above ground retention basin. The project's storm water system includes two different drainage management areas (DMAs) to capture and treat runoff. DMA "A" would total 11.84 acres and includes the proposed truck trailer parking lot, as well as the proposed retention basin. Runoff within DMA "A" would sheet flow toward proposed stormwater grate inlets located throughout the parking lot. Runoff would then flow through the underground storm drain system and be pretreated with a hydrodynamic separator, which would remove total suspended solids in the flows. After runoff passes through the treatment separator, flows eventually terminate and outflow at the retention basin, located south of Driveway 2. The retention basin would have a total volume of 235,787 cubic feet (cf), which exceeds the required retention volume of 29,113 cf. Flows would remain and slowly discharge via an existing culvert toward the existing detention basins near Driveway 1 and Driveway 2. Flows would eventually infiltrate into the ground after treatment.

DMA "B" covers 0.47 acre and includes the landscaped frontage along Indian Avenue. Runoff within DMA "B" is considered self-treating and would not require connection to the proposed storm drain system in DMA "A".

Through the City's development review process and project conditions of approval, the proposed project would be required to comply with all federal, State, county, and local regulations regarding storm water runoff during the operational phase, which would ensure that water quality standards and waste discharge requirements would not be exceeded and surface water and groundwater quality would not be degraded. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant and no mitigation is required.

4.10b 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area is located within the Eastern Municipal Water District's (EWMD) Perris North groundwater basin. Future development within the PVCCSP would introduce new impervious surfaces to the area. However, implementing projects would be required to prepare project-specific WQMPs and would be required to use drought-tolerant landscaping to limit water use and promote groundwater recharge. The PVCCSP EIR concluded that due to the small size of the PVCCSP area in relation to the groundwater basin and implementation of BMPs by individual projects, there would not be a substantial effect on groundwater supplies and impacts would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. Project implementation would introduce additional large areas of impervious surfaces to the site. The proposed project would include new landscaping along Indian Avenue to capture and self-treat runoff, as well as new storm drainage system, retention basin, and treatment device to separate out suspended solids. The proposed project does not include new buildings or structures, therefore water demand from the existing Lowe's distribution center is not anticipated to change. The increase in impervious surfaces would increase runoff on the project site.

The project's storm drainage system would maintain the existing drainage patterns onsite. The project would collect the increased storm water flows, treat, and route toward a proposed retention basin. Flows would be retained so prevent exceeding the existing flow rates into the existing detention basins near Driveway 1 and Driveway 2. Project flows would continue to infiltrate, and as a result, the project would not decrease groundwater supplies or interfere substantially with groundwater recharge. Therefore, potential impacts on groundwater recharge would be less than significant and no mitigation is required.

4.10c Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that the planning area has been heavily disturbed by activities associated with agricultural, residential, commercial, and industrial uses. The PVCCSP includes implementation of detention basins to attenuate peak flows and conveyance features such as improved streets and concrete lined channels to convey stormwater. The PVCCSP EIR concluded that through implementation of WQMPs by individual projects and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would be less than significant.

Surface runoff would increase with buildout of the PVCCSP from the increase in impervious surfaces. Future implementing projects within the PVCCSP would be required to include Site Design BMPs to: 1) minimize urban runoff; 2) minimize impervious footprint; 3) conserve natural areas; and 4) minimize directly connected impervious areas. Furthermore, on-site surface runoff would be collected in proposed storm drain facilities and conveyed to the Perris Valley Storm Drain. The PVCCSP EIR determined that with the proposed storm drain modifications and implementation of site-specific BMPS, impacts related to an increase in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site would be less than significant.

Additionally, the PVCCSP EIR concluded that stormwater from future development within the PVCCSP would not exceed the capacity of existing or planned stormwater drainage systems. Furthermore, to reduce the discharge of expected pollutants during construction, future implementing projects are required to prepare a site-specific SWPPP in accordance with the SWRCB's General Permit for Construction Activities. In order to reduce the discharge of expected pollutants during operation, individual implementing development projects are required to prepare a site-specific WQMP. Compliance with WQMP and NPDES requirements would reduce the potential for runoff water to exceed the capacity of existing or planned stormwater drainage systems.

Project Specific Impact Determination

Less Than Significant Impact. The City is primarily built out and has an existing storm water drainage system. The proposed project would not substantially alter the existing drainage patterns of the site, while post-project runoff from the site would be treated and captured onsite. The project site is currently undeveloped and does not contain, nor is adjacent to, a stream, river, or other flowing water body. Project implementation would not alter existing drainage patterns including alteration of the course of a stream or river.

As discussed above under Threshold 4.10a, the project would be subject to the Construction General Permit, which requires the development and implementation of a SWPPP that incorporates erosion-control BMPs. Additionally, Perris Municipal Code Chapter 14.22 contains procedures and regulations to reduce pollutants from entering the stormwater flows. Persons operating a parking lot or impervious surfaces used for commercial or industrial purposes should implement best management practices such as sweeping or cleaning residue from parking lots or impervious surfaces to prevent pollution from entering the stormwater conveyance system, gutter, or roadway. The proposed project would install a pre-treatment device to treat captured flows prior to entering the retention and detention basins. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on, or off site. Impacts would be less than significant and no mitigation is required.

The project would not substantially alter the existing drainage patterns at the site. Project implementation would include two different drainage management areas (DMAs) to capture and treat runoff. All runoff would be captured on-site and flow toward the proposed above ground retention basin, before flowing toward the existing detention basin for infiltration.

As discussed above, runoff from the project site would be treated on the site and flows would discharge into existing storm drain facilities. The proposed storm water infrastructure associated with the project considered a design capture volume (DCV), which represents the volume of storm water runoff that must be retained and/or biofiltered in order to satisfy pollutant control requirements. The project's DCV is 19,882 cf. In order to treat the required volume and maintain peak flows, the proposed retention basin was designed with a total volume of 29,113 cf, therefore exceeding the project's minimum capture volume. The total volume of the detention basin is 235,787 cf. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site nor create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. Impacts would be less than significant and no mitigation is required.

(iv) Impede or redirect flood flows?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future development facilitated by the PVCCSP that occurs within any floodplain would be required to be in compliance with Perris Municipal Code Title 15, "Floodplain Regulations" which regulates, restricts, or prohibits development in flood hazard areas as necessary to minimize increases in erosion, floodwater elevations, and floodwater velocities. Compliance with Perris Municipal Code Title 15 would reduce impacts related from future development impeding or redirecting flood flows. Impacts would be less than significant.

Project Specific Impact Determination

No Impact. Flood Insurance Rate Map (FIRM) No. 06065C1430H indicates the project site is within Zone X, an area of minimal flood hazard. [17] Flood Zone X is defined by the Federal Emergency Management Agency (FEMA) as areas of 0.2 percent annual chance flood; areas of one percent chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. No impact would occur and no mitigation is required.

4.10d In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area is within FEMA Zone X, which corresponds to areas outside the 100-year floodplain. Impacts related to flood hazards were determined to be less than significant. Tsunami and seiche impacts were determined to be less than significant due to the distance to the Pacific Ocean, and lack of water bodies nearby. Much of the PVCCSP planning area is also located with the dam inundation zone for the Lake Perris Dam.

Project Specific Impact Determination

No Impact. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. As discussed above, the project site is not located within the 100-year hazard flood zone area. It is also not located within the dam inundation zone for the Lake Perris Dam. The project site is not subject to flooding and project implementation would not impede or redirect flood flows. The project site is approximately 38 miles inland from the Pacific Ocean and there are no nearby bodies of standing water. The project site is not in a flood hazard, tsunami, or seiche zone, and would not risk the release of pollutants. Therefore, no impact would occur and no mitigation is required.

4.10e Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not specifically analyze impacts related to conflicts with a water quality control plan or sustainable groundwater management plan under its own threshold since this topic was not a threshold in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. However, the hydrology section of the PVCCSP EIR does include discussion of preparation of water quality control plans and compliance with the Santa Ana Regional Water Quality Control Board. Future projects would be subject to comply with State regulations pertaining to water quality and treatment, which would contribute toward ground water recharge.

Project Specific Impact Determination

[17] United States, Federal Emergency Management Agency. *FEMA. Flood Insurance Rate Map 0659C0039J.* Available at https://msc.fema.gov/portal/search?AddressQuery=euclid%20and%20rosecrans%2C%20fullerton#searchresultsanchor. Accessed June 28, 2023.

No Impact. On September 16, 2014, then Governor Jerry Brown signed into law, a three-bill legislative package composed of AB 1739, SB 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act. The Act requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. EWMD became to Groundwater Sustainability Agency for the western portion of the San Jacinto Groundwater Basin (West San Jacinto GSA) on April 24, 2017. [18]

The proposed project does not include new structures, and therefore no substantial increase in water consumption is anticipated. Some water would be used for the proposed landscaping however this amount would be considered negligible. Landscaping would include drought tolerant plant palette to further reduce water demand. As discussed above, project construction is subject to the Construction General Permit and would be required to implement a SWPPP, which would include erosion control and sediment control BMPs that would meet or exceed measures to control potential construction-related pollutants. The project would also have BMPs as part of the project design to protect water quality.

Further, as described above, during project operations, runoff would be captured, treated, and infiltrate into the groundwater. The proposed project does not involve groundwater pumping and would not conflict with or obstruct a groundwater management plan. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and no impacts would occur.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for hydrology and water quality.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

[18] EMWD, Sustainable Groundwater Management Act, Available at: Sustainable Groundwater Management Act - Eastern Municipal Water District (emwd.org), Accessed June 13, 2023.

4.11 Land Use and Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

4.11.1 IMPACT ANALYSIS

4.11a Would the project physically divide an established community?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout under the PVCCSP would not divide or disrupt travel between different parts of the City. The existing area already contains development and existing roadways. Future development would not divide an already established community, but rather unified and create a cohesive business center for commercial and light industrial uses. Therefore, the PVCCSP EIR determined that no established community would be physically divided through buildout of the PVCCSP, and no impacts were anticipated.

Project Specific Impact Determination

No Impact. Projects that would physically divide an established community generally include freeways, bridges, and roadways. Given its nature and scope, the proposed parking lot at an existing distribution center would not physically divide an established community. The project does not include development of any new roadways or physical impediments that would divide an established community. No impact would occur and no mitigation is required.

4.11b 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that the buildout of the PVCCSP would be consistent with the City's General Plan, SCAG's Regional Transportation Plan, and other applicable regional plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the PVCCSP EIR concluded that the PVCCSP would not 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, and impacts would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. The project site has a General Plan land use designation of PVCCSP and is zoned Light Industrial (LI) within the PVCCSP. **Table 4.11-1: General Plan Consistency** below demonstrates

the project's consistency with the applicable General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
Land Use Element	
Policy II.A. Require new development to pay its full, fair-share of infrastructure costs.	The PVCCSP includes an Infrastructure Plan that identifies the utility infrastructure necessary to serve the allowed development in the PVCCSP planning area. Each individual development, including the project, is required to implement the infrastructure needed to serve its proposed uses. The project applicant would pay applicable development impact fees pursuant to City Ordinance No. 1182 to mitigate the cost of public facilities and infrastructure to support new development. Therefore, the project would be consistent with General Plan Land Use Element Policy II.A.
Policy III.A. Accommodate diversity in the local economy.	The project is consistent with the Light Industrial land use designation within the PVCCSP, which was previously adopted by the City to ensure quality, organized development within the PVCCSP planning area. The proposed project would support the existing Lowe's distribution system by providing additional truck trailer parking for enhanced business operations. As such, the project would be consistent with General plan Land Use Element Policy III.A.
Policy V.A. Restrict development in areas at risk of damage due to disasters.	As discussed in Section 4.7, Geology and Soils, and Section 4.9, Hazards and Hazardous Materials, the project site is not located within an area of significant risk due to human or natural disasters. The project would be consistent with General Plan Land Use Element policy V.A.
Circulation Element	
Policy I.B. Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	The proposed project includes offsite improvements along Indian Avenue. Project implementation would construct an eight-foot-wide pedestrian sidewalk along southbound Indian Avenue, providing path of travel from Morgan Street to Driveway 2. The proposed project would support the existing Lowe's distribution center by enhancing operational efficiency by centralizing trailer and truck storage.
Policy II.B. Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The project would not significantly impact the existing transportation network. Since the proposed project would increase capacity for truck trailer storage at the existing Lowe's distribution center, trips to the other distribution center in Moreno Valley would be eliminated, resulting in a decrease in overall truck trips. The proposed project would include the construction of pedestrian facilities along southbound Indian Avenue, which would support development of alternative travel

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
	modes. As such, the project would be consistent with General Plan Circulation Element Policy II.B.
Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	The proposed project is consistent with the land use designation in the PVCCSP. The proposed project would reduce traffic by eliminating trips from other distribution centers in the Inland Empire. No changes to the City's existing or planned transportation system are proposed or required for project implementation. Additionally, Lowe's would also pay applicable development impact fees, which may be used by the City to support development of transportation options. As such, the project would be consistent with General Plan Circulation Element Policy III.B.
Policy V.A. Provide for safe movement of goods along the street and highway system.	The proposed project would not change the existing access points at the Lowe's distribution center. Driveway 2 would lead toward the existing trailer storage and dock doors along the western or eastern elevation of the distribution center. All existing truck trips would conformance to the City's designated truck routes to access I-215. Since the project is consistent with the on-site and surrounding land use and zoning designations, project implementation would not introduce incompatible uses to the area. As such, the project would be consistent with General Plan Circulation Element Policy V.A.
Policy VII.A. Implement the Transportation System in a manner consistent with federal, State, and local environmental quality standards and regulations.	No changes to the City's existing or planned transportation system are proposed or required for project implementation. All existing driveways and access would remain. The project would comply with all federal, State, and local environmental quality standards and regulations.
Conservation Element	
Policy II.A. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	As discussed in Section 4.4, Biological Resources, the project is consistent with Western Riverside MSHCP policies. Project-specific mitigation would ensure compliance with the MBTA and CDFW regulations. As such, the project would be consistent with Conservation Element Policy II.A.
Policy III.A. Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	An analysis of project consistency with Western Riverside MSHCP policies is provided in Section 4.4, Biological Resources. Project-specific mitigation is identified to ensure that impacts to MSHCP species would be less that significant. As such, the project would be consistent with Conservation Element Policy III.A.
Policy IV.A. Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	As discussed in Section 4.5, Cultural Resources, there are no historic structures onsite. Therefore, there are no historic properties identified within the project area, and appropriate mitigation has been identified in the Cultural Resources, Geology and Soils, and Tribal Cultural Resources sections for the

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
	project to ensure that impacts to archaeological and paleontological resources will be less than significant if any resources are found during ground disturbing activities. As such, the Project would be consistent with Conservation Element Policy IVA.
Policy V.A. Coordinate land-planning efforts with local water purveyors.	As discussed in Section 4.19, Utilities and Service Systems, the project would be served by the Eastern Municipal Water District (EMWD). Since no structures are proposed and no changes to employment are anticipated, water generation is not anticipated to change. The proposed landscaping would be drought tolerant and would not result in substantial water demand. Therefore no changes to water demand would occur.
Policy VI.A. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	As discussed in Section 4.10, Hydrology and Water Quality, the project would be required to prepare an SWPPP pursuant to the statewide General Construction Permit issued by the State Water Resources Control Board that would reduce any potential construction-related water quality impacts to a less than significant level. As such, the project would be consistent with Conservation Element Policy VI.A.
Policy VII.A. Preserve significant hillsides and rock outcroppings in the planning areas.	The proposed project site is void of any hillsides or rock outcroppings. The project would not conflict with Conservation Element Policy VII.A.
Noise Element	
Policy I.A. The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.	Noise levels of up to 70 dBA CNEL are identified in the Perris General Plan as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to Figure 6-10 of the Final Air Installations Compatible Use Zones Study March Air Reserve Base Riverside, California, prepared by Air Force Reserve Command, 2018, the project site is located outside the 65 dBA CNEL noise contours of March Air Reserve Base. Therefore, the project would be consistent with Noise Element Policy I.A.
Policy II.A. Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.	The proposed Project does not include or require any road widening. The Project would not conflict with Noise Element Policy II.A.
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.	The proposed truck trailer parking lot not considered to be a sensitive noise land use. As discussed above, the project site is located outside the 65 dBA CNEL noise contours of March Air Reserve Base. Therefore, the project would be consistent with Noise Element Policy IV.A.

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
Policy V.A. New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	The nearest sensitive receptors to the project site are the single-family homes located along Brennan Avenue, west of the Project site. The distance to the nearest sensitive receptor is 1,400 feet from the project site. As discussed in Section 4.13, Noise, operational noise levels are not expected to exceed the City standard of 60 dBA L_{max} at nearby sensitive receptors. As such, the project would be consistent with Noise Element Policy V.A.
Open Space Element	
Policy I.B. Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu-fees contributed to, or improvements made upon active parkland.	The project does not include and would not require the construction of new or expanded park facilities. However, as required by the City of Perris, the project applicant would be required to pay applicable Development Impact Fees, including fees for community amenities. Therefore, the project would be consistent with Open Space Element Policy I.B.
Policy II.A. All development will be accessible by a trail system.	The proposed project would include off-site improvements including new pedestrian sidewalks. The sidewalks would provide connectivity to the City's existing pedestrian network and trail system.
Policy III.A. Preserve hillsides and rock outcroppings in the planning areas.	The proposed project site is void of any hillsides or rock outcroppings. The project would not conflict with Open Space Element Policy III.A.
Safety Element	
Policy S-2.1. Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	The proposed project would include minor offsite improvements for pedestrian facilities along Indian Avenue. No changes or modifications to the existing roadway network are needed or proposed. The proposed project has been designed to adhere to all emergency access requirements, including California Fire Code Section 503: Fire Apparatus Access Roads. Therefore, the project is consistent with Safety Element Policy S-2.1.
Policy S-2.2. Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	The proposed project includes the necessary infrastructure improvements, including utility and storm drainage improvements, to support the proposed development. The project would not conflict with future planned infrastructure plans as identified in the General Plan.
Policy S-2.5. Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	The proposed project would not change the existing site access to the existing Lowe's distribution center. Trucks and employees would continue to utilize the existing driveway access along Indian Avenue. As such, the proposed project would be consistent with Safety Element Policy S-2.5.

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
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.	As discussed in Section 4.10, Hydrology and Water Quality, the proposed project is in Flood Zone X which does not have high flood hazard potential. The project site is also not located within the inundation zone for the Lake Perris Dam. Thus, the project is consistent with Safety Element Policy S-4.4.
Policy S-4.3. Require new development projects and major remodels to control stormwater runoff on site.	As discussed in Section 4.10, Hydrology and Water Quality, the project would not substantially alter the existing on-site drainage patterns. Project implementation would include a series of new stormwater inlets in the parking lot to collect runoff, an underground storm drain system, and a new above ground retention basin. The project's storm water system includes two different drainage management areas (DMAs) to capture and treat runoff. Therefore, the project would reduce potential impacts to water quality, and is consistent with Safety Element Policy S-4.3.
Policy S-4.4. Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	See the response to Safety Element Policy S-4.1.
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.	As discussed in Section 4.20, Wildfire, the proposed project is not within a VHFHSZ. Thus, the proposed project is consistent with Safety Element Policy S-5.3.
Policy S-5.6. All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	The proposed project would not change the existing circulation driveway circulation along Indian Avenue. The two existing driveways for truck deliveries and employees would remain. Access to Ramona Expressway and Morgan Street would remain. As such, the proposed project would be consistent with Safety Element Policy S-5.6
Policy S-5.10. Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	As discussed in Section 4.19, Utilities and Service Systems, the proposed project does not include any changes to the existing Lowe's distribution center, and would not increase employment onsite. The project does not include new structures that would significantly increase the water demand on the project site. The proposed landscaping would be drought tolerant and irrigation system would be efficient to reduce water demand. Anticipated water demand from the proposed landscaping would be minimal and would not result in substantial changes to water demand on the project site. The project would not impact water supplies of firefighting capabilities. As such, the project would be consistent with Safety Element S-5.10.

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
Policy S-6.1. Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	The proposed project would implement PVCCSP EIR mitigation measures MM Haz 2, MM Haz 3, and MM Haz 5 to comply with the development requirements of the AICUZ and ALUP. As such, the Project would be consistent with Safety Element S-6.1.
Policy S-6.2. Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	The project site is within Zone B1 and is not required to go through Airport Land Use Commission (ALUC) review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA ALUCP, and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed. As such, the project would be consistent with Safety Element S-6.2 and S-6.3.
Policy S-6.3. Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	See the response to Safety Element Policy S-6.2.
Policy S-7.1. Require all development to provide adequate protection from damage associated with seismic incidents.	The proposed project would be built in compliance with Title 24 standards. As such, the Project would be consistent with Safety Element Policy S-7.1.
Policy S-7.2. Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	A Geotechnical Investigation has been prepared for the proposed project and is included as an appendix to this IS/MND. As such, the project would be consistent with Safety Element Policy S-7.2.
Healthy Communities Element	
Policy HC 1.3. Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space	The proposed project would be designed to include adequate lighting, including security lighting, and would be visible from Indian Avenue. The project would meet all emergency vehicle access standards and designs outlined in the California Fire Code, which would be reviewed by the Riverside County Fire Department. As such, the project would be consistent with Healthy Community Element Policy HC 1.3.
Policy HC 2.3. Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: **-Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly** **-Increasing opportunities for active transportation (walking and biking) and transit use**	The proposed project would include off-site improvements along Indian Avenue, which would include construction of pedestrian facilities that would provide connectivity to the existing pedestrian system in the project vicinity. The new pedestrian facility would also provide access to the existing bus stop which serves RTA Bus 19 and 41. The project would increase pedestrian connectivity and support the existing transit system. As such, the project would be consistent with Healthy Community Element Policy HC 2.3.

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
-Encouraging the development of neighborhood grocery stores that provide fresh produce	
Policy HC 2.4. Promote development patterns and policies that: **-Reduce commute times** **-Encourage the improvement of vacant properties and the reinvestment in neighborhoods** **-Provide public space for people to congregate and interact socially** **-Foster safe and attractive environments** **-Encourage civic participation**	The proposed project would develop a vacant lot consisting of compacted dirt and gravel into a new surface parking lot for truck trailer storage. The project also includes new landscaping and off-site improvements along Indian Avenue, which would further enhance the existing conditions on the site. The project would improve the existing conditions at the project site by providing new landscaping and enhancing storm drainage and water quality with new infrastructure. As such, the project would be consistent with Healthy Community Element Policy HC 2.4.
Policy HC 2.6. Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution	The proposed project would include off-site improvements along Indian Avenue, which would include construction of pedestrian facilities that would provide connectivity to the existing pedestrian system in the project vicinity. Therefore, the project would help promote physical activity and would be consistent with Healthy Community Element Policy HC 2.6.
Policy HC 3.1. Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit	The proposed project would provide pedestrian facilities to provide connectivity to the existing RTA bus stop along Indian Avenue. Therefore the project would improve access to transit facilities. The project is consistent with Healthy Community Element Policy HC 3.1.
Policy HC 3.5. Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today	The proposed project would not increase the number of jobs within the City. However, it would reduce the distances that some trucks would need to drive for parking. Therefore, the project would be consistent with Healthy Community Element Policy HC 3.5.
Policy HC 4.1. Promote public spaces that foster positive human interaction and healthy lifestyles	See response for Policy HC 2.6 above.
Policy HC 6.1. Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning	The proposed project would reduce regional trips to other Lowe's distribution centers by providing additional onsite storage at the project site. The project would therefore improve air quality by reducing regional trips to other facilities. The project would be consistent with Healthy Community Element Policy HC 6.1.
Policy HC 6.2. Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management	The proposed project would implement a SWPPP during construction to maintain water quality. During project operations, the project would include two different drainage management areas (DMAs) to capture and treat runoff. The project would be consistent with water quality regulations and

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
	would support regional water quality efforts. Therefore, the project would be consistent with Healthy Community Element Policy HC 6.2.
Policy HC 6.3. Promote measures that will be effective in reducing emissions during construction activities: • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project-by-project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	As discussed in Section 4.3, Air Quality, the project would comply with existing SCAQMD rules and regulations and PVCCSP EIR mitigation measures that would reduce emissions of construction-related air pollutants. The project would not exceed any SCAQMD daily thresholds of significance. As such, the project would be consistent with Healthy Community Element Policy HC 6.3.
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	The proposed project would construct a new parking lot for additional truck trailer storage at the existing Lowe's distribution center. The proposed project would support the existing Lowe's distribution center operations and does not propose any new structures. The project is compatible with the PVCCSP land use designation and zoning for the site. Further, the project includes a 14-foot-high screen wall with decorative pilasters along Indian Avenue to shield the proposed parking lot from public views on Indian Avenue. Therefore, the project would be consistent with this Environmental Justice Element Goal 3.1 policy.
Goal 3.1 Policy: Support identification, clean-up and remediation of local toxic sites through the development review process.	As discussed under Section 4.9 Hazards and Hazardous Materials, the proposed project site does not contain any recognized environmental constraints and is not a listed Cortese site. Therefore, project implementation would not require remediation efforts. Therefore, the project would be consistent with this Environmental Justice Element Goal 3.1 policy.

Table 4.11-1: General Plan Policies Consistency	
Policy	**Consistency**
Goal 3.1 Policy: As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	The proposed project is a parking lot expansion project and no changes to the existing Lowe's distribution center would occur. The project includes a 14-foot-high screen wall with decorative pilasters along Indian Avenue to shield the proposed parking lot from public views on Indian Avenue. Driveway access would be maintained on Indian Avenue and would direct truck trips away from sensitive receptors on Brennan Avenue. Project implementation would not impact sensitive receptors. Therefore, the project would be consistent with this Environmental Justice Element Goal 3.1 Policy.
Goal 5.1 Policy: Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	According to the Perris Trail Master Plan, there are currently no existing or future planned bikeways on Indian Avenue. The nearest bike facility is a future proposed Class II bike lane on Ramona Expressway and Perris Boulevard, approximately 850 feet north and 1,450 feet east of the project site respectively. Project implementation would not interfere with existing or future planned bike facilities. Therefore, the project would be consistent with this Environmental Justice Element Goal 5.1 policy.
Source: City of Perris. *Comprehensive General Plan 2030.* Retrieved from https://www.cityofperris.org/departments/development-services/general-plan	

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for land use and planning.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.12 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				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

4.12.1 IMPACT ANALYSIS

4.12a 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?

4.12b 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?

Summary of Impacts Identified in the PVCCSP EIR

The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area.[19] There are four MRZ classifications, MRZ-1 through MRZ-4, as described below:

- MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4 area areas where availability of information is inadequate for assignment to any other MRZ zone.

According to the General Plan EIR, land within the City and its Sphere of Influence are designated MRZ 3 and MRZ 4 which are not defined as significant resource areas. The PVCCSP planning area is located within MRZ-3. Implementation of the PVCCSP would develop commercial and light industrial uses, and which would not result in loss of availability of known mineral resources. Further, the City does not contain any designated locally important mineral resource recovery sites. Therefore, the PVCCSP EIR determined that no impacts to mineral resources would occur.

Project Specific Impact Determination

[19] California Department of Conservation. (2018). *California Statutes and Regulations for the California Geological Survey*. Sacramento, CA: California Geological Survey.

No Impact. The project would not involve any mineral extraction activities. Accordingly, no impact to availability of valuable mineral resources would occur. Additionally, according to the California Department of Conservation Geologic Energy Management Division's online mapping application Well Finder, there are no active, idle, or plugged oil wells within the project site.[20] Therefore, the project would not result in the loss of a known mineral resource or loss of availability of a known mineral resource or locally important mineral resource site. Therefore, no impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for mineral resources.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

[20] California Department of Conservation Geologic Energy Management Division. Well Finder Online Mapping Application, Available at: https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx, Accessed May 30, 2023.

4.13 Noise

The noise modeling is included in **Appendix H: Noise Data** and the results are summarized below.

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground borne 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	

4.13.1 BACKGROUND

This analysis describes sound in terms of amplitude (loudness) and frequency (pitch). Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micropascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise as well as the time of day when the noise occurs. For example, the equivalent continuous sound level (L_{eq}) is the acoustic energy content of noise for a stated period of time; thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. The Day-Night Sound level (L_{dn}) is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 10 dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. and an additional 5 dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. to account for noise sensitivity in the evening and nighttime.

Existing Setting

Mobile sources of noise, especially cars, trucks, and trains are the most common and significant sources of noise in most communities. The majority of the existing mobile noise in the area is generated from existing traffic activity on Indian Avenue and Ramona Expressway. The primary sources of stationary noise are urban activities (e.g., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term noise, or long-term/continuous noise.

Noise-Sensitive Receptors. Noise-sensitive receptors are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The noise-sensitive uses located nearest the project site are the single-family residences situated along Brennan Avenue approximately 1,242 feet west of the project site.

Noise Measurements. Noise level measurements were conducted in the project site vicinity to establish current baseline noise levels. Ten-minute measurements were taken between 10:30 a.m. and 11:21 a.m. on June 6, 2023. Measurements of L_{eq} are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 4.13-1: Noise Measurements**. Measurements were taken during off-peak traffic hours to characterize baseline noise levels without exposure to heavy traffic or noise-generating activities.

Table 4.13-1: Noise Measurements							
Site	**Location**	**Date**	**Time**	**Duration**	**L_{min} (dBA)**	**L_{max} (dBA)**	**L_{eq} (dBA)**
Short-Term Noise Measurements (10-minute measurements)							
ST-1	Along Perris Boulevard, north of the project site	6/6/23	11:09 a.m. – 11:21 a.m.	10 min	43.1	71.4	57.5
ST-2	Along Perris Boulevard, west of the project site	6/6/23	10:30 a.m. – 10:40 a.m.	10 min	45.5	76.6	59.5
Notes: L_{eq}: equivalent noise level; L_{min}: minimum noise level; L_{max}: maximum noise level Source: Noise measurements taken by Kimley-Horn and Associates, June 6, 2023. See Appendix H for noise measurement results.							

Regulatory Setting

California Code of Regulations, Title 24

The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels.

City of Perris General Plan

The Perris General Plan Noise Element establishes goals and policies for reducing noise levels in the City. Policies aimed at reducing noise levels must address specific sources of unwanted noise, as well as noise-sensitive receptors. The Noise Element contains land use compatibility guidelines which are summarized in **Table 4.13-2.**

Table 4.13-2: Land-Use Compatibility Guidelines for Community Environments				
Land Use Category	**Community Noise Exposure (L_{dn} or CNEL, dBA)**			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Residential-Low Density Single-Family, Duplex, Mobile Homes	<60	60 – 65	65 – 75	75<
Residential Multi-Family	<60	60 – 65	65 – 75	75<
Commercial-Motels, Hotels, Transient Lodging	<60	60 – 70	70 – 80	80<
Schools, Libraries, Churches, Hospitals, Nursing Homes	<60	60 – 70	70 – 80	80<
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	-	50 – 70	-	65<
Sports Arenas, Outdoor Spectator Sports	-	50 – 70	-	70<
Playgrounds, Neighborhood Parks	<70	-	70 – 75	75<

Table 4.13-2: Land-Use Compatibility Guidelines for Community Environments				
Land Use Category	**Community Noise Exposure (L_{dn} or CNEL, dBA)**			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Golf Courses, Riding Stables, Water Recreation, Cemeteries	<70	-	70 – 80	80<
Office Buildings, Business Commercial, Professional, and Mixed-Use Developments	<65	65 – 75	75 – 90	90<
Industrial, Manufacturing, Utilities, Agriculture	<70	70 – 80	80 – 90	90<
CNEL = Community Noise Equivalent Level; L_{dn} = Day/Night Average; NA = Not Applicable				
Notes: Normally Acceptable: Specified Land Use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design. Normally Unacceptable: New construction or development should generally be discouraged. A detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design. Clearly Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.				
Source: City of Perris, *General Plan Noise Element*, 2016.				

These guidelines define acceptability by land use and the following would pertain to the project, which would impact ambient noise of industrial and residential single-family uses:

- Residential Single-Family: Noise levels up to 60 dBA (L_{dn} or CNEL) are "normally acceptable" while noise levels between 60 and 75 dBA are "conditionally acceptable." Noise levels above 75 dBA are "unacceptable" for this use.
- Industrial: Noise levels up to 70 dBA (L_{dn} or CNEL) are "normally acceptable" while noise levels between 70 and 80 dBA are "conditionally acceptable." Noise levels between 80 dBA and 90 dBA are "normally unacceptable" and noise levels above 90 dBA are "unacceptable" for this use.

City of Perris Municipal Code

Perris Municipal Code Chapter 7.34 specifies noise limits for construction activities. Specifically, Perris Municipal Code Section 7.34.060 restricts construction activities to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. The ordinance also adds that construction activity shall not exceed 80 dBA L_{max} in residential zones in the City.

Additionally, Perris Municipal Code Section 7.34.040 and 7.34.050 also establish a noise threshold for residential neighborhoods. The maximum noise level allowed between the hours of 7:01 a.m. and 10:00 p.m. is 80 dBA L_{max} and the maximum noise level allowed between the hours of 10:01 p.m. and 7:00 a.m. is 60 dBA L_{max}. Furthermore, Section 7.34.050 states the noise level at the property line to exceed the ambient noise level by more than one decibel would be considered a violation of the noise section.

4.13.2 IMPACT ANALYSIS

4.13a Would the project result in the 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 ordinances, or applicable standards of other agencies?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that buildout under the PVCCSP would result in permanent noise increases to the existing environment from the addition of traffic on local streets. Therefore, the PVCCSP EIR included a mitigation measure to protect new sensitive land uses along specific roadway segments. Furthermore, the PVCCSP EIR found that construction noise had the potential to generate a substantial increase in ambient noise levels and implemented mitigation measures to require construction staging areas to be away from sensitive receptors. The PVCCSP EIR concluded that with implementation of the mitigation measures listed below and compliance with applicable noise standards would reduce construction-related noise impacts to a less than significant level.

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 of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

MM Noise 5: New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCC shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and from Murrieta Road to Evans Road; Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue.

Project Specific Impact Determination

Less than Significant Impact.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation). Noise generated by construction equipment, including earth movers and material handlers, can reach high levels. During construction, exterior noise levels could affect noise-sensitive uses near the construction site. Construction noise was calculated accounting for each piece of equipment's usage factor, or the fraction of time that the equipment would be in use at full power over a specific period of time.[21] Other primary sources of acoustical disturbance may include random incidents, which would last less than one minute (such as dropping of materials or the hydraulic movement of machinery lifts). Following the FTA's methodology for quantitative construction noise assessments, construction noise was predicted at the nearest noise-sensitive receptors consistent with the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM) and the methodologies in the FTA *Transit Noise and Vibration Impact Assessment Manual*.[22] Following FTA methodology, when calculating construction noise, all equipment is assumed to operate at the center of the project site, as equipment would operate throughout the project site and not at a fixed location for extended periods of time.[23] Therefore, the distance used in the RCNM model was measured from the center of the project construction area.

Table 4.13-3: Project Construction Noise Levels shows the estimated maximum exterior construction noise levels at the nearest receptors to the project site.[24] See **Appendix H** for predicted construction noise for each individual construction phase.

Table 4.13-3: Project Construction Noise Levels

Receptor	Maximum Noise Level at Receptor Property Line (L_{max})[1, 2, 3]	Noise Threshold (dBA L_{max})[2]	Exceeded?
Single Family Residential (W)	50.0	80	No
Mobile Homes (E)	58.1		No
Val Verde High School (SW)	58.3		No
Single Family Residential (N)	62.2		No

1. Per the methodology described in the FTA Noise and Vibration Manual (September 2018), distance is measured from the property line of the receptor to the property line of the Project construction site.
2. Section 7.34.060 of the PMC sets a maximum noise level of 80 dBA L_{max} in residential zones for construction activity occurring during daytime hours.
3. Calculated noise level accounts for attenuation from existing intervening buildings at the residential uses to the west and mobile homes to the east.

Source: Federal Highway Administration, *Roadway Construction Noise Model,* 2006. Refer to Appendix H for noise modeling results for each construction phase.

21 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
22 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
23 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
24 For predicted construction noise levels for all construction phases, see Appendix H.

As shown in **Table 4.13-3,** project construction noise would not exceed the Perris Municipal Code Section 7.34.060 significance criterion of 80 dBA L_{max}. In addition, construction-related noise would be temporary and would not result in a permanent increase in ambient noise levels in the area. Construction activities would also be prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and at any time on Sunday or designated holidays. The City's permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant impact. For all of these reasons, the project would not result in the generation of a substantial temporary 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 during construction. Construction noise impacts would be less than significant and no project-specific mitigation measures are required. However, PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 would be applicable to the proposed project.

Operational Noise

Project implementation would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. Since the proposed project would increase capacity for truck trailer storage onsite, trips to the other Lowe's distribution center in Moreno Valley would be eliminated, resulting in a decrease in truck trips. The proposed project would boost operational efficiency by centralizing trailer and truck storage for the Perris Lowe's distribution center; no trucks from other local distribution centers would regularly utilize the proposed expansion. As a result, no increase to trip generation is anticipated. Since no change or increase in truck trips or operations would occur, no change to on-site or off-site noise sources is anticipated. Impacts would be less than significant and no mitigation measures are required.

4.13b Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in groundborne vibration and groundborne noise; however, construction would be setback from sensitive receptors and would comply with Perris Municipal Code Section 7.34.060, which limits construction to daytime hours and prohibits construction on Sundays and holidays. The PVCCSP EIR concluded that impacts from generation of groundborne vibration and groundborne noise levels would be less than significant with setbacks from sensitive receptors and compliance with the City's Noise Ordinance.

Project Specific Impact Determination

Less than Significant Impact. Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g. factory machinery) or transient (e.g. explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude, including Vibration Decibels (VdB), peak particle velocity (PPV), and the root mean square (RMS) velocity. VdB is the vibration velocity level in the decibel scale. PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared

amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time (i.e., 0.10 in/sec).[25] Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.13-4: Typical Construction Equipment Vibration Levels lists vibration levels at 25 feet for typical construction equipment and at 55 feet for the location of the nearest structure to the project site. Vibration levels at 410 feet, the distance to the nearest sensitive receptors, are also included in **Table 4.13-4**.

Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.13-4**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.13-4: Typical Construction Equipment Vibration Levels

Equipment	PPV at 25 Feet (in/sec)	PPV at 55 Feet (in/sec) (nearest structure)	PPV at 410 Feet (in/sec) (nearest residential property line)
Vibratory Compactor/Roller	0.210	0.064	0.003
Large Bulldozer/Caisson Drilling	0.089	0.027	0.001
Loaded Trucks	0.076	0.023	0.001
Small Bulldozer/Tractor	0.003	0.001	0.0001

[1] Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

[25] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

The nearest structure to the project site is located 55 feet to the east. As shown in **Table 4.13-4**, at 55 feet the vibration velocities from construction equipment would not exceed the FTA's 0.20 in/sec PPV threshold for building damage. Furthermore, the nearest sensitive receptor to the construction site is approximately 410 feet to the west. As shown in **Table 4.13-4**, at 410 feet the vibration velocities from construction equipment would be a maximum of 0.003 in/sec PPV, which is below the FTA's 0.10 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with project construction and operation would be less than significant.

4.13c ***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?***

Summary of Impacts Identified in the PVCCSP EIR

Certain portions of the PVCCSP planning area fall within the March Air Reserve Base/Inland Port Airport (MARB/IPA) CNEL noise contours ranging from 60 dBA to 80 dBA. The PVCCSP EIR found that while there is potential for noise events to occur from MARB/IPA, commercial, business park/professional office, light industrial, general industrial, and public/semi-public facilities within the PVCCSP are not considered to be sensitive receivers. Furthermore, the PVCCSP includes project design features that would limit exposure to noise from MARB for all land use types within the PVCCSP. Therefore, the PVCCSP EIR found that the PVCCSP would not expose people residing or working in the PVCCSP planning area to excessive noise levels and impacts would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. Noise levels of up to 70 dBA CNEL are identified in the Perris General Plan as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. According to Figure 6-10 of the Final Air Installations Compatible Use Zones Study March Air Reserve Base Riverside, California, prepared by Air Force Reserve Command, 2018, the project site is located outside the 65 dBA CNEL noise contours of March Air Reserve Base. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels from airport operations from MARB/IPA. Impacts would be less than significant.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 would be applicable to the proposed project.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.14 Population and Housing

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

4.14.1 IMPACT ANALYSIS

4.14a ***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)?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future buildout of the PVCCSP would have the potential to induce population growth by providing employment opportunities. However, existing residential land uses would be reduced and rezoned to the PVCC zoning designation. The PVCCSP EIR did not include an analysis of population growth; and thus, was determined to be less than significant.

Project Specific Impact Determination

No Impact. The proposed project would involve the construction and operation of a surface parking lot for additional truck trailer storage for the existing Lowe's distribution center. Construction workers are anticipated to come from the local region and would not expect to relocate. As described in the Project Description, construction is anticipated to occur over approximately seven months. The temporary need for construction workers would not induce substantial unplanned population area in the City.

The proposed project would enhance Lowe's operational efficiencies by increasing the warehouse's trailer holding capacity, and reducing shuttle activity between the project site and other Inland Empire facilities. All parking stalls would be used exclusively by Lowe's, and not by other tenants in the surrounding area. The proposed project would not change the number of standard or accessible parking stalls. As a result, the proposed project would not increase the number of employees at the site. Additionally, the proposed project does not include the extension of roads or other infrastructure. The project would be served by the existing adjacent roadway system, and utilities would be provided by the existing infrastructure that is located along Indian Avenue. Therefore, the proposed project would not extend roads or other infrastructure that could indirectly induce unplanned population growth. No direct or indirect impacts related to unplanned population growth would occur and no mitigation is required.

4.14b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area currently contains residential land uses. However, the PVCCSP EIR determined that buildout of the PVCCSP would not displace substantial numbers of existing residents, which would require the construction of replacement housing. The PVCCSP would recognize existing residential land uses and provide development standards, as appropriate, to mitigate potential long-term impacts from potentially incompatible land uses. Therefore, the PVCCSP EIR concluded that no impacts would occur related to housing displacement.

Project Specific Impact Determination

No Impact. The project disturbance area is currently undeveloped and does not contain any housing. The project would redevelop the disturbance area into additional truck trailer parking. No housing or people would be displaced. Therefore, no impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for population and housing.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.15 Public Services

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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:				
a) Fire protection?				X
b) Police protection?				X
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X

4.15.1 IMPACT ANALYSIS

4.15a Fire Protection?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that future development projects facilitated by the PVCCSP would be subject to comply with Ordinance 1182, which establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The Fire Department would receive a portion of the development impact fees to offset the impact of developing new facilities to support fire services. Therefore, impacts related to fire protection from buildout PVCCSP would be less than significant.

Project Specific Impact Determination

No Impact. The City of Perris contracts with Riverside County Fire for fire protection services to the City, inclusive of the project site. The closest fire station is Riverside County Fire Department Station 90, located at 333 Placentia Avenue, 1.4 miles southeast of the project site. The proposed project would not increase the number of employees working on the site. Project implementation would result in additional truck trailer parking, and as a result, would not substantially increase the demand for fire protection and emergency medical services to the area. The project is not anticipated to induce population growth in the area.

As part of the development review process, project plans would be reviewed by Fire officials and the Building Department to ensure that the project plans meet the fire protection requirements and access. The project can be served by existing facilities. The project does not include, and would not create a need for, new or physically altered fire protection facilities to maintain acceptable service ratios/response times. Therefore, the project would not result in adverse physical impacts associated with such facilities. Given the project's nature and scope, a less than significant impact would occur concerning fire protection facilities and no mitigation is required.

4.15b Police Protection?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that future development projects facilitated by the PVCCSP would be subject to comply with Ordinance 1182, which establishes a developer impact fee to mitigate the cost of public facilities needed to serve new development. The Riverside County's Sheriff Department would receive a portion of the development impact fees to offset the impact of developing new facilities to support fire services. Therefore, impacts related to police protection from buildout PVCCSP would be less than significant.

Project Specific Impact Determination

No Impact. The City of Perris contracts with the Riverside County Sheriff to provide police services for the City. The Riverside County Sherriff's Perris Station is located at 137 North Perris Boulevard, 3.7 miles south of the project site. As discussed above, the nature of the project would not induce population growth in the area. The proposed project would not increase the number of employees working on the site. As a result, the proposed project would not substantially increase the demand for police protection services to the area. The project site is within the police service area and would not substantially increase the demand for new police facilities. The project would not require the need for new or physically altered police facilities, and service ratios and response times would be maintained. Impacts would be less than significant and no mitigation is required.

4.15c Schools?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP planning area is located within the boundaries of the Val Verde Unified School District. The PVCCSP EIR determined that buildout of the PVCCSP would not directly impact schools, since no residential land uses are proposed. However, future development would indirectly affect schools by providing a source of employment that may draw new residents into the area. Appropriate developer impact fees, as required by State law under SB 50, would be assessed and paid to the school district. With the payment of these fees, the PVCCSP EIR determined that impacts would be less than significant.

Project Specific Impact Determination

No Impact. The project site is located within the boundaries of the Val Verde Unified School District. The proposed project does not include residential development, and would not directly create additional demand for school facilities from increased student attendance. Thus, the project would not generate the need for any new or physically altered school facilities and impacts would be less than significant. Given the project's nature and scope, no impact would occur and no mitigation is required.

4.15d Parks?

No Impact. Please refer to Section 4.16, Recreation.

4.15e Other public facilities?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP would not directly increase the demand for library or other public services as it does not propose new residential uses. All new development is subject to development impact fees that are used

to construct new library facilities or expand library facilities subsequent to increased demand. Since development impact fees are required for all new development, the PVCCSP EIR determined that potential impacts to library services resulting from development under the PVCCSP would be less than significant.

Project Specific Impact Determination

No Impact. The project does not propose, and would not create a need for, other new or physically altered public facilities to maintain acceptable service ratios/standards. The proposed project would increase additional capacity at the project site for truck trailer storage. Therefore, the project would not result in adverse physical impacts associated with such facilities. Given the project's nature and scope, no impact would occur concerning other public facilities.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for public services.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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

4.16.1 IMPACT ANALYSIS

4.16a ***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?***

4.16b ***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?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP does not include new residential uses, therefore would not create an increase in the use of recreation facilities. The PVCCSP may also indirectly affect recreational facilities by providing a source of employment that may draw new residents into the area. However, the PVCCSP EIR determined that with the payment of development impact fees, the impacts to parks and other recreational facilities would be less than significant.

Project Specific Impact Determination

No Impact. The proposed project would involve the construction and operation of additional surface parking for truck trailer storage at the existing Lowe's distribution center. The nature of the project would not result in increased population growth within the City, and therefore would not cause a substantial physical deterioration of any park facilities and would not accelerate the physical deterioration of any park facilities.

The project does not include any recreational facilities or require the construction or expansion of such facilities. No adverse physical effect on the environment would occur. Therefore, no impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for recreation.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.17 Transportation

This section is based on the *Trip Generation Memorandum* which is included as **Appendix I: Trip Generation Memorandum.**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, 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 (for example, farm equipment)?			X	
d) Result in inadequate emergency access?			X	

4.17.1 IMPACT ANALYSIS

4.17a ***Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR determined that buildout of the PVCCSP would impact the circulation system by increasing traffic on roads in the PVCCSP planning area. Therefore, the PVCCSP EIR included the mitigation measures to address potential project-specific traffic impacts and design considerations to determine the needed roadway improvements to be constructed with each implementing project. The PVCCSP EIR concluded that the PVCCSP would conflict with policies addressing level of service in the Perris General Plan; therefore, impacts would be significant and unavoidable. Several mitigation measures were identified to reduce impacts, though a significant and unavoidable impact remained.

The PVCCSP EIR also describes that buildout of the PVCCSP includes requirements to improve bus stops, sidewalks, and bike racks. Therefore, the PVCCSP EIR concluded that impacts to alternative transportation would be less than significant.

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

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

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

MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. The 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.

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

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.

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 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 the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.

Project Specific Impact Determination

Less Than Significant Impact.

Automobile and truck traffic volumes associated with project-related construction activities would vary throughout the construction phases, as different activities occur. However, project-related construction traffic would be temporary and cease upon project completion.

An average of 180 truck trips into and out of the existing Lowe's distribution center occur daily; 105 trips are inbound, and 75 trips are outbound (assumes worse-case scenario during peak hours). A typical split would be 90 trips inbound, and 90 trips outbound. These trips encompass bobtails/empty trailers entering or leaving the site to go to/from the Lowe's distribution center in Moreno Valley. Since the proposed project would increase capacity for truck trailer storage onsite, trips to the other distribution center in Moreno Valley would be eliminated, resulting in a decrease in truck trips. The proposed project would boost operational efficiency by centralizing trailer and truck storage for the Perris Lowe's distribution center; no trucks from other local distribution centers would regularly utilize the proposed expansion. As a result, no increase to trip generation is anticipated.

The proposed project would construct additional surface parking for truck trailer storage. Offsite improvements would be limited to construction of pedestrian facilities along southbound Indian Avenue and landscaping improvements. No changes to the existing circulation system on surrounding roadways would occur.

Project construction would be temporary in nature and would not result in any full road closures. Public transit service would continue to operate during project construction. Upon project implementation, public transit bus service would continue to be provided by the RTA. No changes to RTA transit routes would occur.

Additionally, project implementation would not impact existing or future planned bikeways on Ramona Expressway or Perris Boulevard. Therefore, the project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant and no mitigation is required.

4.17b Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision(b)?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR did not evaluate impacts related to conflicts or inconsistencies with State CEQA Guidelines Section 15064.2, subdivision (b) as the threshold was not included in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written. CEQA analysis of Vehicle Miles Travelled (VMT) went into effect as of July 1, 2020, and therefore was not a CEQA consideration in 2012, when the PVCCSP EIR was adopted.

Project Specific Impact Determination

No Impact. According to the City of Perris Transportation Impact Analysis Guidelines for CEQA (May, 2020), a project screens out if it generates less than 500 Average Daily Trips (ADT). The proposed project would not generate any additional trips and is not considered to have a significant impact. Since the project would reduce truck trips from other Lowe's distribution centers in the area and enhance operational efficiencies by centralizing truck storage, the current truck trip volumes at the project site are not anticipated to increase. Since the proposed project would not increase trips, the project is presumed to result in a less than significant VMT impact and no further VMT assessment is anticipated.

4.17c 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)?

Summary of Impacts Identified in the PVCCSP EIR

All planned and future streets and intersection improvements in the PVCCSP planning area would be subject to comply with the City standards for safe turning movements and site distances. The PVCCSP

does not allow for land uses that would increase hazards such as farm equipment. The PVCCSP EIR determined that the roads in the PVCCSP planning area met standard design criteria. Because all traffic improvements completed with future development must be consistent with City standards, the PVCCSP EIR determined that traffic hazard issues related to buildout of the PVCCSP would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. Vehicular access to the project site would not change from existing conditions. Currently, there are two driveways on Indian Avenue. Driveway 1, approximately 850 feet south of the Indian Avenue and Ramona Expressway intersection, is restricted to employees only. Driveway 1 leads to an employee surface parking lot. Driveway 2, 530 feet south of the Indian Avenue and Ramona Expressway intersection, is restricted to deliveries and trucks only. Driveway 2 would lead toward the existing trailer storage and dock doors along the western or eastern elevation of the distribution center. Both driveways would remain as part of project implementation.

The internal drive aisles within the proposed project would measure 70-feet-wide, which would meet the City's requirements for fire access roads, as codified under Perris Municipal Code Section 16.08.059 - Amendments to the California Fire Code. The code requirements specify fire apparatus access road dimensions and vertical clearances. The proposed project does not include the use of any incompatible vehicles or equipment on site, such as farm equipment, that would result in a potential significant traffic safety hazard. Therefore, the project would not increase hazards due to a road design feature or incompatible uses. Impacts would be less than significant and no mitigation is required.

4.17d Would the project result in inadequate emergency access?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that future development within PVCCSP area would improve emergency access by widening and improving roads within the area. Emergency access throughout the PVCCSP area would be maintained and provided in accordance with the Multi-Hazard Functional Plan (MHFP). Therefore, the PVCCSP EIR determined that impacts related to emergency access would be less than significant.

Project Specific Impact Determination

Less Than Significant Impact. The proposed project would not result in full lane closures during construction. Further, internal drive aisles would be designed to meet the City's requirements for fire access roads, as codified under Perris Municipal Code Section 16.08.059 - Amendments to the California Fire Code. Further, Riverside County Fire and the Building Department would review project plans during the development review process and would specify access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, and access walkways, among other requirements, which would enhance emergency access to the project site. Following compliance with Riverside County Fire access requirements, adequate emergency access to the project site would be provided. Impacts would be less than significant and no mitigation is required.

PVCCSP EIR Mitigation Measures

None of the PVCCSP EIR mitigation measures for transportation impacts are applicable to the proposed project.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.18 Tribal Cultural Resources

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

4.18.1 IMPACT ANALYSIS

4.18ai ***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 §5020.1(k)?***

4.18aii ***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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

Summary of Impacts Identified in the PVCCSP EIR

At the time of preparation of the PVCCSP EIR, tribal cultural resources were discussed under the Cultural Resources Section of the State CEQA Guidelines Appendix G. The PVCCSP EIR, as part of the Notice of Preparation process, included communication from the Native American Heritage Commission, Pechanga, and the Soboba Band of Luiseño Indians. The PVCCSP EIR concluded that previously unknown historical resources might be discovered during construction of individual implementing development projects. Therefore, the EIR found that with implementation of mitigation measures MM Cultural 1 through MM Cultural 4 and MM Cultural 6 would reduce impacts to tribal cultural resources to a less than significant level.

Project Specific Impact Determination

Less Than Significant with Mitigation Incorporated. Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074.

The City received one request for consultation from the Pechenga Band of Mission Indians. Consultation concluded on June 28, 2023. It is unlikely that Native American tribal cultural resources are present on the project site, given prior site disturbance and excavation. A Sacred Lands File request was submitted to the NAHC. The results were positive. Notwithstanding, project construction would include limited excavation and grading. While low, there is the potential for the project to affect previously unidentified Native American tribal cultural resources. Therefore, implementation of project-specific mitigation measures MM CR-1 and MM CR-2 would be required, which outlines procedures for archaeological monitoring and treatment and handling of tribal cultural resources and humans remains if discovered. Implementation of project-specific mitigation measures MM CR-1, MM CR-2, and MM CR-3 would reduce potential impacts to tribal cultural resources to a less than significant level.

PVCCSP EIR Mitigation Measures

PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6 are applicable, but has been replaced with project-specific mitigation measures MM CR-1 and MM CR-2.

Project-Specific Mitigation Measures

Project-specific mitigation measures MM CR-1, MM CR-2, and MM CR-3 apply to this topic. Refer to Section 4.5 Cultural Resources.

4.19 Utilities and Service Systems

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			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

4.19.1 IMPACT ANALYSIS

4.19a ***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?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would result in the expansion of EMWD recycled water lines; however, these lines would only impact already disturbed streets making impacts from the expansion of EWMD recycled water lines less than significant. The PVCCSP EIR also found that buildout would result in expansion of other water, wastewater treatment, and stormwater drainage lines. However, the PVCCSP EIR concluded that these expansions would not cause significant environmental effects as they would be constructed within already impacted streets, and impacts would be less than significant.

Project Specific Impact Determination

Water

No Impact. The project site is located within the Eastern Municipal Water District (EMWD) service area.[26] The Urban Water Management Planning Act requires every urban water supplier that provides water directly or indirectly to more than 3,000 customers or supplying more than 3,000 AF of water annually, to prepare and adopt an Urban Water Management Plan (UWMP) and Water Shortage Contingency Plan (WSCP) approved by the California Department of Water Resources (DWR) every five years. The EMWD 2020 UWMP assesses the availability of the water purveyor's supplies to meet forecasted water uses during average, single-dry and five consecutive drought years through 2045.

The proposed project would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. The project does not include any changes to the existing Lowe's distribution center, and would not increase employment onsite. The project does not include new structures that would substantially change the water demand on the project site. Water demand associated with the new proposed landscaping would be minimal, due to drought tolerant landscaping and efficient water irrigation systems. Since no new structures are proposed, no substantial increase or change in water demand would occur. No relocation or expansion of water utilities or infrastructure would be required.

Wastewater

No Impact. The proposed project would not impact existing wastewater utilities or infrastructure. The proposed project is a parking lot expansion to accommodate additional truck trailer storage. Since no new structures are proposed, no increase or change in wastewater generation would occur that could result in the relocation or expansion of wastewater utilities or infrastructure. Therefore, no impact would occur.

Storm Water Drainage Facilities

Less Than Significant Impact. See Threshold 4.10c concerning drainage patterns and storm water drainage systems. As discussed in Threshold 4.10c, the project proposes on-site drainage improvements. No off-site drainage improvements are proposed or required. The proposed project would increase the amount of impervious surfaces on the project site. The proposed project would include a series of inlets to collect runoff. Collected runoff would flow through an underground storm drain system and be treated before out falling into a proposed detention basin. Flows would be detained and eventually drain into the existing retention basins for infiltration. The environmental impacts associated with the proposed drainage improvements are analyzed as a part of the overall project analysis in this Initial Study. As concluded in this Initial Study, following compliance with the established regulatory framework, the proposed drainage improvements' environmental effects would be less than significant and no mitigation is required.

Electric Power, Natural Gas, and Telecommunications Facilities

Less Than Significant Impact. Electricity is provided by Southern California Edison (SCE) and natural gas is provided by the Southern California Gas Company (SoCalGas).[27] Telecommunications are provided by various companies. SCE, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the project area, which currently serve the project site. See

[26] Eastern Municipal Water District. Service Area Map. Available at Search - Eastern Municipal Water District (emwd.org). Accessed June 14, 2023.

[27] City of Perris. (2021). *Utility Providers* Available at Utility Providers | City of Perris, CA, Accessed June 15, 2023.

Thresholds 4.6a and 4.6b for further discussion concerning energy usage. The project's anticipated electricity demand during construction would be approximately 0.0011 Gigawatt hours. Natural gas demand would be minimal, given the project does not propose new structures or machinery that burns natural gas. Various telecommunications services are available throughout the City and the project site is served by existing telecommunication infrastructure. The telecommunication providers would continue to provide service coverage to the proposed project. The proposed project would include new lighting poles in the parking lot, though new lighting would connect to existing electrical infrastructure. Since the proposed project does not include new structures, no connections to natural gas or telecommunication infrastructure would be required. The environmental effects associated with the necessary on-site electrical improvements are analyzed as a part of the overall project analysis in this Initial Study. As concluded in this Initial Study, the proposed utility improvements' environmental effects would be less than significant and no mitigation is required.

4.19b Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR found that buildout under the PVCCSP would increase the demand for water supplies from the EMWD. According to the Water Supply Assessment (WSA) prepared for the PVCCSP, at buildout, the PVCCSP is expected to have a projected water demand of 2,671.5 acre-foot per year (AFY). The PVCCSP EIR concluded that the EWMD would have sufficient water supplies to provide for the buildout of the PVCCSP, and impacts would be less than significant.

Project Specific Impact Determination

No Impact. The proposed project would convert 12 acres of vacant land into a surface parking lot with 370 truck trailer parking stalls sited in eight parking aisles. The project does not include any changes to the existing Lowe's distribution center, and would not increase employment onsite. The project does not include new structures that would change the water demand on the project site. Water demand associated with the new proposed landscaping would be minimal, due to drought tolerant landscaping and efficient water irrigation systems. Since no new structures are proposed, no substantial increase or change in water demand would occur. No relocation or expansion of water utilities or infrastructure would be required. As such, the project would not result in the EMWD facing water shortages during normal or dry years through 2045. Therefore, no impact would occur and no mitigation is required.

4.19c 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?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that implementation of the PVCCSP would result in an increase in the amount of wastewater generated within the EMWD service area. Buildout of the PVCCSP area would result in a net increase of approximately 5,316,295 gallons of wastewater per day. The PVCCSP EIR concluded that the wastewater generated by the project would be within the capacity of the EWMD and impacts would be less than significant.

Project Specific Impact Determination

No Impact. As discussed above, the proposed project would not impact existing wastewater utilities or infrastructure. The proposed project is a parking lot expansion to accommodate additional truck trailer storage. Since no new structures are proposed, no increase or change in wastewater generation would occur that would exceed existing wastewater treatment plant capacity. No construction of new wastewater treatment facilities or expansion of existing facilities are required. No impact would occur.

4.19d Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that buildout of the PVCCSP would result in approximately 104,671.09 tons of solid waste from construction over 20 years. The PVCCSP solid waste projection from construction activities would adhere to AB 939 which requires minimum 50 percent diversion from landfills. Solid waste from operation of the PVCCSP at buildout would represent approximately 10.65 percent of annual landfill capacity. Therefore, the PVCCSP EIR concluded that the PVCCSP would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.

Project Specific Impact Determination

No Impact. Project construction activities would require site preparation and grading activities. No structures exist within the project site and therefore no waste hauling or debris from demolition would occur. Project implementation would result in an additional 370 truck trailer stalls. No new structures are proposed, and therefore employment is expected to remain unchanged. Due to the nature of the project and proposed improvements, no change in solid waste generation is anticipated to occur. Therefore, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment goals of solid waste reduction goals, no impact would occur and no mitigation is required.

4.19e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that Federal, State and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste). The PVCCSP would comply with all regulatory requirements regarding solid waste and impacts would be less than significant.

Project Specific Impact Determination

No Impact. The project would not generate solid waste. The project would enhance the existing Lowe's distribution center operations by providing additional truck trailer storage. Due to the nature of the project, no solid waste generation is anticipated. Therefore, the project would not interfere with applicable City requirements, as well as federal, State, and local statutes on solid waste disposal, including the California Integrated Waste Management Act and City recycling programs. Therefore, no impacts would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for utilities and service systems.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.20 Wildfire

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

4.20.1 IMPACT ANALYSIS

4.20a ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

4.20b ***Would the project, 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?***

4.20c ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

4.20d ***Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Summary of Impacts Identified in the PVCCSP EIR

The topic of Wildfires was not addressed specifically in the PVCCSP EIR because the requirement to analyze in CEQA documents the potential impacts associated with proximity to very high fire hazard severity zones did not become effective until January 1, 2019, which was subsequent to the certification of PVCCSP EIR by the Perris City Council.

However, the PVCCSP EIR evaluated the PVCCSP's potential to substantially impair an adopted emergency response plan or emergency evacuation plan in the Hazards and Hazardous Materials impact analysis and in the Transportation impact analysis and found that the PVCCSP would not impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

Project Specific Impact Determination

No Impact. According to the CalFire Fire Hazard Severity Zone Maps, the City, including the project site, is not within any Very High Fire Hazard Severity Zones (VHFHSZ) or State Responsibility Areas (SRA). Because of its location in a highly urbanized area, there would be no wildfire risks. Therefore, no impact would occur and no mitigation is required.

PVCCSP EIR Mitigation Measures

The PVCCSP EIR did not include any mitigation measures for wildfire.

Project-Specific Mitigation Measures

No project-specific mitigation measures are required.

4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) 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) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)		X		
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.21.1 IMPACT ANALYSIS

4.21a ***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?***

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR concluded that impacts to plant and wildlife species were found to be less than significant with incorporation of mitigation measures MM Bio 1 through MM Bio 6. The PVCCSP EIR also determined impacts to historical and prehistorical resources to be less than significant with the incorporation of mitigation measures MM Cultural 1 through MM Cultural 6. Therefore, implementation of the PVCCSP would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, and impacts would be less than significant with mitigation.

Project Specific Impact Determination

Less Than Significant Impact with Mitigation Incorporated. As discussed throughout this Initial Study, the proposed project does not have the potential to significantly degrade the quality of the environment or result in significant impacts to the environment that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, State, and federal regulations), standard conditions, and the recommended mitigation measures.

As concluded in **Section 4.4**, the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project includes implementation of project-specific mitigation measures MM BR-1 and MM BR-2, which would require pre-construction field surveys for bird species and burrowing owls. Implementation of MM BR-1 and BR-2 would reduce impacts candidate, sensitive, or special-status plant or wildlife species.

As concluded in **Section 4.5**, the project would not eliminate important examples of the major periods of California history or prehistory. CHRIS records search and historic aerial imagery review did not indicate any historical buildings or resources within the project site. The project site's existing structures do not meet the criteria of "architecturally significant" or a "historic resource" under CEQA. The proposed project would also implement Project-specific mitigation measure MM CR-1, which outlines requirements the applicant must follow in the event that archaeological resources are discovered at the project site or within the off-site project improvement areas. Implementation of project-specific mitigation measures MM CR-1 and MM CR-2 would reduce the project's potential impacts concerning the significance of an archaeological resource to a less than significant level. Further, the project would implement MM CR-3 which outlines procedures in the event human remains are discovered. Therefore, the proposed project would not cause a change in the significance of a historical resource.

4.21b ***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 the past projects, the effects of other current projects, and the effects of probable future projects.)***

Summary of Impacts Identified in the PVCCSP EIR

PVCCSP implementation could potentially result in cumulatively considerable impacts related to exceedance of SCAQMD air quality emission thresholds due to the potential for the entire PVCCSP area and individual projects to exceed applicable SCAQMD thresholds. Similarly, the PVCCSP EIR found that impacts related to noise would be cumulatively considerable. Potential impacts to I-215 from increased traffic volumes would be significant and unavoidable and cumulatively significant. However, no other impacts were considered cumulatively considerable.

Project Specific Impact Determination

Less Than Significant Impact with Mitigation. The proposed project would result in significant impacts unless mitigated for the following environmental issues: biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources. Mitigation has been specified for each of these environmental issue areas to reduce impacts to less than significant levels. Other development projects within the City would be subject to compliance with the established regulatory

framework, as applicable. All other project impacts were determined either to have no impact or a less than significant impact following compliance with the established regulatory framework, without the need for mitigation. No cumulative impacts are anticipated in connection with this or other projects. Therefore, the proposed project, in conjunction with other future projects, would not result in any cumulatively considerable impacts and no mitigation is required.

4.21c Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

Summary of Impacts Identified in the PVCCSP EIR

The PVCCSP EIR identified that impacts related to air quality emissions and noise would potentially cause substantial adverse effects on human beings, either directly or indirectly. Therefore, the PVCCSP EIR concluded that impacts related to air quality and noise would be significant and unavoidable.

Project Specific Impact Determination

Less Than Significant Impact. As discussed in this Initial Study, there are no known substantial adverse effects on human beings that would be caused by the proposed project. The environmental evaluation has concluded that no significant environmental impacts will result from the proposed project. Therefore, impacts concerning adverse effects on human beings would be less than significant.

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