

**Patterson Business Center
Development Plan Review 22-00013
State Clearinghouse Number 2024031124**

Final Mitigated Negative Declaration

Lead Agency:

City of Perris

101 North D Street
Perris, CA 92570
951.943.5003

Point of Contact: Nathan Perez, Senior Planner
nperez@cityofperris.org

Project Proponent:

CGU Capital Management

302 West 5th Street, Suite 103
San Pedro, CA 90731

Point of Contact: Dale Ulman
310.241.2992

Prepared by:

Matthew Fagan Consulting Services, Inc.

42011 Avenida Vista Ladera
Temecula, CA 92591
951.265.5428

Point of Contact: Matthew Fagan, Owner
matthewfagan@roadrunner.com

May 2024

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Appendices

1. Initial Study/Mitigated Negative Declaration & Appendices

The circulated Initial Study/Mitigated Negative Declaration and associated appendices may be viewed and/or downloaded via the links below:

https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-430#docan1206_1313_479

<https://ceqanet.opr.ca.gov/2024031124>

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1.0 INTRODUCTION

An Initial Study for the proposed Patterson Business Center (herein collectively referred to as the proposed Project or Project) has been prepared in accordance with the California Environmental Quality Act (CEQA), the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), and the City of Perris policies for implementing CEQA.

On March 28, 2024, the City of Perris issued a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) (SCH# 2024031124) for the proposed Development Plan Review 22-00013, also referred to as the Patterson Business Center. The Notice of Intent indicated that the City, acting as the lead agency for the Project under CEQA, was notifying public agencies and interested parties that the City plans to adopt an MND for the Project.

The Notice of Intent for the proposed Project was sent to trustee and responsible agencies, members of the public, other interested parties, and the California Office of Planning and Research, State Clearinghouse for the required 30-day public review period, which ended on April 29, 2024.

During the review period, public agencies and members of the public had the opportunity to respond to the Notice of Intent and provide comments on the MND. Public comments were received by the City of Perris Planning Division and have been responded to herein by the City in accordance with CEQA requirements. The City received six (6) letters or emails from the following agencies or organizations commenting on the Initial Study/MND:

1. Riverside County Airport Land Use Commission dated April 4, 2024
2. Riverside Transit Agency dated April 9, 20224
3. Riverside County Flood Control and Water Conservation District dated April 15, 2024
4. Eastern Municipal Water District dated April 18, 2024
5. California Department of Transportation, Aeronautics Program dated April 25, 2024
6. Lozeau-Drury representing the Supporters Alliance For Environmental Responsibility (SAFER) dated April 26, 2024
7. Agua Caliente Band of Cahuilla Indians dated May 06, 2024

Section 2.0, Comments and Responses, of this MND, includes the comments received by the City of Perris on the circulated Initial Study/MND. Copies of these comment letters, as well as the responses from the City, are included in Section 2.0. Pursuant to Article 6, Negative Declaration Process, of the State CEQA Guidelines, the City is not required to respond to comments received on an MND. However, the City has chosen to respond to the comments received on the Initial Study/MND and provide those responses to the commenters.

It should be noted that responses to comments also resulted in minor editorial clarifications and corrections to the original Initial Study/MND text. Added or modified text is shown in Section 3.0, Errata. The additional information, corrections, and clarifications are not considered to substantively affect the conclusions within the IS/MND. None of the comments resulted in changes to the data, analysis, conclusions, or mitigation present in this Initial Study/MND. The comments and information provided by these agencies and organizations do not constitute significant new information and therefore do not trigger a need to recirculate the Initial Study/MND for additional public review and comments.

CEQA was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a mitigation monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to a proposed development. Section 4.0 contains the Mitigation Monitoring and Reporting Program for the Project.

2.0 COMMENTS AND RESPONSES

Comment Letter No. 1

Riverside County Airport Land Use Commission dated April 4, 2024

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Thursday, April 4, 2024 8:56 AM
To: Mario Arellano <marellano@cityofperris.org>
Subject: RE: DPR22-00013

Hello ,

Mario thank you for taking the time to speak to me about this project.

As we discussed over the phone, the project is located within zone B2 of the March AIA, and review by ALUC directly is not required because the City of Perris is consistent with the compatibility plan for March Air Reserve Bases AIA, and City staff should be able to do the compatibility review.

However, due to the projects close proximity to the runway, I do recommend that the City and Project Manager consider volunteering this project over to ALUC to review due its complexity within that zone.

For a DPR: \$1,331 and a public hearing fee of \$190

I have attached an application .

Please note that our June hearing closing date is on 5/1

Please let me know how you would like to proceed.

Should you have any questions, please contact me.

*Jackie Vega
 Urban Regional Planner II*



Riverside County Airport Land Use Commission
 4080 Lemon Street, 14th Floor
 Riverside, Ca 92501
 (951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

Comment 1.1: The project is located within zone B2 of the March AIA, and review by ALUC directly is not required because the City of Perris is consistent with the compatibility plan for March Air Reserve Bases AIA, and City staff should be able to do the compatibility review. However, due to the project's close proximity to the runway, I do recommend that the City and Project Manager consider volunteering this project over to ALUC to review due its complexity within that zone.

Response 1.1: The City thanks the Riverside County Airport Land Use Commission (ALUC) for its comment but as indicated in its letter, ALUC review is not required since the City (through its General Plan) is consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. In this case, the proposed Project is consistent with the Perris Valley Commerce Center Specific Plan (PVCCSP) land use designation for the Project site (therefore the General Plan as well) and it is a low intensity warehouse project so it would not result in any population/employment density that would exceed ALUC limits within the B2 zone. Therefore, the City has determined that there is no need to process this Project through ALUC at this time.

1.1

Comment Letter No. 2

Riverside Transit Agency dated April 9, 20224

From: Mauricio Alvarez <malvarez@riversidetransit.com>

Sent: Tuesday, April 9, 2024 12:13 PM

To: Mario Arellano <marellano@cityofperris.org>

Subject: DPR22-00013

Hi Mario,

Thank you for including RTA in the development review of the proposed industrial warehouse on Patterson Ave & Harley Knox. After further review, there are no comments to submit for this particular project.

2.1

Thank you,

Mauricio Alvarez, MBA

Planning Analyst

Riverside Transit Agency

p: 951.565.5260 | e: malvarez@riversidetransit.com

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

1825 Third Street, Riverside, CA 92507

Comment 2.1: Thank you for including RTA in the development review of the proposed industrial warehouse on Patterson Ave & Harley Knox. After further review, there are no comments to submit for this particular project.

Response 2.1: This comment does not question the content or conclusions of the Initial Study/MND. No response is required.

Comment Letter No. 3

Riverside County Flood Control and Water Conservation District dated April 15, 2024

JASON E. UHLEY
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

255709

April 15, 2024

City of Perris
Planning Department
135 North D Street
Perris, CA 92570

Attention: Mario Arellano

Re: DPR 22-00013, APNs 294-190-047
and 294-190-048

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

3.1

The District's review is based on the above-referenced project transmittal, received March 26, 2024. The District has not reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. All regulatory permits (and all documents pertaining thereto, e.g., Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) that are to be secured by the Applicant for both facility construction and maintenance shall be submitted to the District for review. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.
- If this project proposes channels, storm drains larger than 36 inches in diameter, or other facilities that could be considered regional in nature and/or a logical extension a District's facility, the District would consider accepting ownership of such facilities on written request by the City. The Project Applicant shall enter into a cooperative agreement establishing the terms and conditions of inspection, operation, and maintenance with the District and any other maintenance partners. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required. The regulatory permits' terms and conditions shall be approved by the District prior to improvement plan approval, map recordation, or finalization of the regulatory permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility(ies) to protect public health and safety.

3.2

City of Perris
Re: DPR 22-00013, APNs 294-190-047
and 294-190-048

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April 15, 2024

255709

- This project is located within the limits of the District's Perris Valley San Jacinto River Homeland/Romoland Line A Homeland/Romoland Line B Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.
- The District's previous comments are still valid.

3.2
cont.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

3.3

The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document (i.e., Negative Declaration, Mitigated Negative Declaration, Environmental Impact Report) and/or Mitigation Monitoring and Reporting Program, if a CEQA document was prepared for the project. The project proponent shall also bear the responsibility for complying with all other federal, state, and local environmental rules and regulations that may apply.

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

AMY MCNEILL
Engineering Project Manager

EM:sm

Comment 3.1: The Riverside County Flood Control and Water Conservation District (District) indicates it is providing general information about the District, its authority, and its regulatory requirements which may or may not relate directly to the proposed Project.

Response 3.1: The District's specific requirements for the proposed Project are outlined in Section IV.10,

Hydrology and Water Quality, of the Initial Study/MND.

Comment 3.2: This comment provides more specific information for the Project in terms of drainage areas, major storm drains, and permitting requirements. The site is located in the Perris Valley Area Drainage Plan for which drainage fees have been adopted.

Response 3.2: Section IV.19, *Utilities-Stormwater/Drainage*, in the Initial Study/MND provides this information and indicated that the Project would be subject to applicable Area Drainage Plan fees. Impacts were determined to be less than significant with regulatory compliance (fees) and no mitigation was necessary for this Project.

Comment 3.3: This comment provided general information regarding regional water quality, flooding and FEMA requirements, and regulatory permitting requirements of several state and federal agencies.

Response 3.3: This information is provided in Initial Study Section IV.4, Biological Resources-Regulatory Requirements, Section IV.10, *Hydrology and Water Quality*, and Section IV.19, *Utilities-Stormwater/Drainage*, as appropriate. These sections determined that impacts would be less than significant with regulatory compliance (fees) and no mitigation was necessary for this Project. It should be noted that the Initial Study/MND recommends two mitigation measures for potential impacts to biological resources (i.e., MM-BR-1 for nesting birds and MM-BR-2 for burrowing owl) but neither mitigation measure was related to jurisdictional drainages onsite that would require permitting through regulatory agencies.

Comment Letter No. 4

Eastern Municipal Water District dated April 18, 2024



April 18, 2024

Mario Arellano, Associate Contract Planner
City of Perris
Development Services Department
135 N. "D" Street
Perris, CA 92570

Subject: Patterson Business Center Project Notice of Intent to Adopt a Mitigated Negative Declaration

Location: West side of Patterson Avenue between Harley Knox Boulevard and Nandina Avenue, in the City of Perris, Riverside County, California.

Dear Mr. Mario Arellano:

Eastern Municipal Water District (EMWD) thanks you for the opportunity to comment on the Patterson Business Center Project (project) Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND). The project involves the construction and operation of an approximately 94,453-square-foot industrial, non-refrigerated warehouse distribution facility, which includes 2,500 square feet of office space and 2,500 square feet of mezzanine space on the 4.8-acre site. The warehouse/distribution building would have 22 loading docks and is assumed to operate 24 hours a day 7 days a week. The project would include landscaping, screen walls and fencing. Additionally, the project includes a total of 58 auto parking stalls, a minimum of 13 electric vehicle (EV) parking spaces with at least three EV spaces including EV charging stations.

4.1

EMWD offers the following comments:

To define the impact(s) on the environment and on existing EMWD facilities, and as development within this area occurs over time, the proponents of implementing development projects shall consult EMWD's Development Services Department to compare proposed and existing water demands and sewer flows,

4.2

Board of Directors
Philip E. Paule, *President* Stephen J. Corona, *Vice President* Jeff Armstrong Randy A. Record David J. Slawson

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
T 951.928.3777 • F 951.928.6177 www.emwd.org

EMWD Comments

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and prepare a Design Conditions report (DC), formally known as the Plan of Service (POS), to detail all pertinent facilities necessary to serve such implementing development projects, resulting in an approved DC, prior to final design and plan check of such facilities.

4.2
cont.

To help define EMWD's Design Conditions, EMWD requires beginning dialogue with project proponents at an early stage in the site design and development, via a one-hour complementary Due Diligence meeting. To set up this meeting the project proponent should complete a Project Questionnaire (form NBD-058) and submit to EMWD. To download this form or for additional information, please visit our web page www.emwd.org, then select the "Developer" link, then select the "New Development Process Forms" link. This meeting will offer the following benefits:

1. Describe EMWD's development process
2. Identify project scope and parameters
3. Provide a preliminary review of the project within the context of existing infrastructure
4. Discuss potential candidacy for recycled water service
5. Identify project submittal requirements to start the Design Conditions review

4.3

Following the Due Diligence meeting, and to proceed with a project, the Design Conditions will need to be developed by the developer's engineer and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check. The DC process and approval will provide the following:

1. Technical evaluation of the project's demands and existing system capacities
2. Identification of impacts to existing facilities
3. Identification of additional on-site and off-site facilities, necessary to serve the project
4. Identification of easement requirements, if necessary
5. Identification of potential EMWD's cost participation in facility oversizing, if applicable

If you have questions or concerns, please do not hesitate to contact Maroun El-Hage at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

Sincerely,



Anthony Budicin

Director of Environmental and Regulatory Compliance

ANB: hs

Attachments: Copy of Public Notice



Comment 4.1: Describes the characteristics of the proposed Project.

Response 4.1: The Eastern Municipal Water District (EMWD) accurately describes the Project

characteristics as described and evaluated in the Initial Study/MND. This comment does not question the content of conclusions of the Initial Study/MND.

Comment 4.2: Describes the EMWD's preliminary permitting process and requirements that would apply to the proposed Project.

Response 4.2: The City and developer are aware of the EMWD's permitting process and procedures which would be followed in the case of this Project, including payment of applicable review and connection fees at the appropriate times. This comment does not question the content of conclusions of the Initial Study/MND.

Comment 4.3: Describes the EMWD permitting process and requirements that would apply to the proposed Project in terms of the actual design of onsite water service improvements.

Response 4.3: The City and developer are aware of, and will comply with, the EMWD's permitting process and procedures, including payment of applicable review and connection fees at the appropriate times. It should be noted that Section IV.19, *Utilities-Stormwater/Drainage*, of the Initial Study determined that impacts in this regard would be less than significant with regulatory compliance and no mitigation was necessary for this Project.

Comment Letter No. 5

California Department of Transportation, Aeronautics Program dated April 25, 2024

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

AERONAUTICS PROGRAM
DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS-40 | SACRAMENTO, CA 94273-0001
(916) 654-4959
www.dot.ca.gov



April 25, 2024

Mr. Mario Arellano

Electronically Sent marellano@cityofperris.org

Associate Contract Planner
City of Perris
135 North D Street
Perris, CA 92570

Re: SCH #2024031124 - Patterson Business Center - Development Plan Review 22-00013

Dear Mr. Arellano,

The California Department of Transportation, Caltrans Aeronautics has reviewed the Mitigated Negative Declaration for the Patterson Business Center - Development Plan Review 22-00013. One of the goals of the California Department of Transportation, Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions (ALUC) or their equivalent, to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq. Caltrans encourages collaboration with our partners in the planning process and thanks you for including the Aeronautics Program in the review of the Mitigated Negative Declaration.

5.1

The proposal is for a Development Plan Review for the construction and operation of an approximately 94,453-square-foot industrial warehouse distribution facility related parking and landscaping on a 4.8-acre site. **The project site is located approximately 400 feet of the March Air Reserve Base/Inland Port Airport property, and 1.7 miles from the nearest runway.**

5.2

In accordance with CEQA, Public Resources Code Section 21096, the California Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries, or if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource for all public use airports and is available online at: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-allv.pdf>

5.3

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Arellano, Associate Contract Planner
 April 25, 2024
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Safety Compatibility Policies

The proposed Project site is in March Zone B2 (High Noise Zone), of the March Air Reserve Base/ Inland Port Airport and therefore must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) adopted by the ALUC pursuant to the PUC, Section 21674. The City of Perris should consider Safety Zone B2 Compatibility polices stipulated in the ALUCP or Handbook.

5.4

Noise Compatibility Policies

The project site is located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the March Air Reserve Base/Inland Port Airport as shown in the Riverside County Airport Land Use Compatibility Plan (ALUCP). The proposal appears to be consistent with compatibility criteria in the ALUCP. The ALUCP recommends the construction of office space to have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA.

5.5

Due to its proximity to the airport, the project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

5.6

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the California Code of Regulations (CCR: Title 21 CCR, §5006, §5012) for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports.

5.7

While airports do not have mitigation requirements for single event noise occurrences under FAA regulations, aircraft operations may cause noticeable noise annoyance from single events that result in impacts such as sleep disturbance. Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines.

5.8

Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for land use compatibility planning for new development.

5.9

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Arellano, Associate Contract Planner
April 25, 2024
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Airspace Protection Policies

The proposed Project must also address requirements from the Federal Aviation Administration (FAA), specified in Title 14 of the Code of Federal Regulations, Part 77. (14 CFR Part 77). Title 14 CFR Part 77.9 provides vertical and horizontal criteria for construction near an airport. The California Public Utilities Code Section 21659 prohibits structural hazards near airports. Should any of the proposed structures exceed 200 feet AGL (above ground level) in height, a Notice of Proposed Construction or Alteration (Form 7460-1) will be required by the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace." To ensure compliance notices should be submitted to the FAA's Obstacle Evaluation Group (OEG) online at the following site: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>. OEG Determinations are not building permits, but the Determinations may specify obstruction mitigation.

5.10

Basic Statement of Compatibility Concerns (Hazards to Flight)

Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review upon site specific updates or projects. Proposed structures that exceed FAA Regulations Part 77 height criteria are subject to an Obstruction Evaluation/Airspace Analysis for determination.

5.11

Closing Statements

An ALUCP is crucial in minimizing noise nuisance and safety hazards around airports while promoting the orderly development in the vicinity of airports, as declared by the California Legislature. A responsibility of the ALUC is to assess potential risk to aircraft and persons in airspace and people occupying areas within the vicinity of the airport.

5.12

These comments reflect the areas of review by Caltrans Aeronautics with respect to airport-related noise, safety, and land use planning issues. Thank you for the opportunity to review and comment on this proposal. If you have any questions, please contact me at vincent.ray@dot.ca.gov.

Sincerely,
Vincent Ray

c: California State Clearing House, state.clearinghouse@opr.ca.gov

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Comment 5.1: The California Department of Transportation (Caltrans), Aeronautics Program briefly explains its role regarding cities and the Caltrans Aeronautics program.

Response 5.1: The City understands the role that the Caltrans Aeronautics Program plays relative to airport safety in general and specifically the Riverside County Airport Land Use Commission relative to the proposed

Project.

Comment 5.2: The comment briefly summarizes the Project and its location relative to the March Air Reserve Base/Inland Port Airport (MARB/IPA). This comment does not question the content of conclusions of the Initial Study/MND.

Response 5.2: The comment provides accurate information in this regard. This comment does not question the content of conclusions of the Initial Study/MND.

Comment 5.3: The commenter refers to the California Airport Land Use Planning Handbook (Handbook) regarding land use compatibility with airports.

Response 5.3: The Riverside County Airport Land Use Commission (ALUC), (see the comments/responses to Letter #1) indicated that their review is not required for this Project since the City (through its General Plan) is consistent with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP is, in turn, consistent with the Handbook. In this case, the proposed Project is consistent with the Perris Valley Commerce Center Specific Plan (PVCCSP) land use designation for the Project site, and therefore the General Plan land use designation as well. The Project is a low intensity warehouse that would not result in any population/employment density that would exceed Handbook or ALUC limits within the B2 zone safety zone.

Comment 5.4: The commenter states the Project is in the March ARB Safety Zone B2 so it must adhere to applicable safety compatibility policies and requirements for that zone.

Response 5.4: Section IV.9(e), *Hazards and Hazardous Materials-Airport Hazards*, provided a lengthy discussion on various issues related to MARB/IPA airport hazard zone B2 within which the proposed Project site is located. As stated on page 85 of the Initial Study/MND...

Although the proposed Project site is within compatibility Zone B2, it is not required to be reviewed by the Riverside County Airport Land Use Commission (ALUC) since there is no legislative action proposed (e.g., General Plan Amendment, Change of Zone, Specific Plan Amendment). ALUC has determined that the City of Perris General Plan is consistent with the MARB/IPA ALUCP; therefore, City staff can review the Project for airport land use compatibility issues since the project has no legislative actions. Mitigation measure MM-HHM-2 is recommended to help assure the Project would be fully consistent with all limitations and requirements of the MARB/IPA ALUCP.

The Initial Study/MND recommended the following mitigation measure to help assure that any potential impacts of the Project on MARB/IPA activities would be reduced to less than significant levels:

MM-HHM-2 March ALUCP Requirements (from the PVCCSP EIR)

In addition, the proposed Project would be subject to PVCCSP EIR programmatic mitigation measures MM Haz 2 through MM Haz 6 as outlined below:

MM Haz 2	Avigation Easements
MM Haz 3	Outdoor Signage
MM Haz 4	Tenant Notification
MM Haz 5	Prohibited Uses/Lighting
MM Haz 6	FAA Height Restrictions

Comment 5.5: The Project site is located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour for the March Air Reserve Base/Inland Port Airport as shown in the Riverside County Airport Land Use Compatibility Plan (ALUCP). The proposal appears to be consistent with compatibility criteria in

the ALUCP. The ALUCP recommends the construction of office space to have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA.

Response 5.5: Section IV.13(c), *Noise-Airport*, discusses potential noise impacts on the Project from MARP/IPA operations. In addition, the Initial Study/MND recommended the following mitigation measure to help assure that noise from MARP/IPA activities would not result in any significant noise impacts on the Project:

- MM-NOI-1 Operational Limits. Prior to the issuance of a Certificate of Occupancy, the applicant shall demonstrate the following operational restrictions:
- The warehouse building shall comply with March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan guidelines and incorporate standard building construction techniques and insulation that is consistent with California Title 24 Building Standards to achieve the minimum interior noise standard of 45 dBA CNEL for all office uses within the building.
 - For proper acoustical performance, all exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.

Comment 5.6: Due to its proximity to the airport, the Project site may be subject to aircraft overflights and subsequent aircraft-related noise impacts. Since communities vary greatly in size and character from urban to rural, the level of noise deemed acceptable in one community is not necessarily the same for another community.

Response 5.6: Section IV.13(c), *Noise-Airport*, discusses potential noise impacts on the Project from MARP/IPA operations. As outlined in Response 5.5 above, the Initial Study/MND recommended mitigation measure MM-NOI-1, identified above, to help assure that noise from MARP/IPA activities would not result in any significant noise impacts on the Project.

Comment 5.7: The commenter outlines noise regulations in California relative to airports and concludes..."For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports."

Response 5.7: The City's General Plan and its EIR evaluated the potential for noise impacts from MARB/IPA on land uses within the City and set appropriate community-level standards for these activities. These standards are consistent with the standards identified in the MARB/IPA ALUCP. Section IV.13(c), *Noise-Airport*, discusses potential noise impacts on the Project from MARP/IPA operations. As outlined in Response 5.5 above, the Initial Study/MND recommended mitigation measure MM-NOI-1, identified above, to help assure that noise from MARP/IPA activities would not result in any significant noise impacts on the Project according to local standards adopted by the City of Perris in its General Plan.

Comment 5.8: The commenter stated that..."Consideration should also be given to cumulative noise impacts associated with the Project site's proximity to roadways and railway lines."

Response 5.8: The primary source of noise at the Project site is traffic on Interstate 215 (I-215) and aircraft operations at MARB/IPA. Railway operations occur on the opposite side of I-215 and are a very minor source of noise at the site. Patterson Avenue has very little traffic and is not a dominant source of noise at the Project site. The City of Perris General Plan Noise Element (Appendix G) shows that the future 70 dBA CNEL noise contour will be located approximately 570 feet from the centerline of I-215. The Project site is located approximately 1,670 feet from the centerline of I-215. As such, the Project site is also located beyond the future 65 dBA CNEL noise contour (1,229 feet) for I-215. Therefore, the Project would not be exposed

to substantial noise levels from roadways or railway lines.

Comment 5.9: Sound insulation, buyer notification and avigation easements are typical noise mitigation measures. These measures, however, do not change exterior aircraft noise levels. It is likely that some future homeowners and tenants will be annoyed by aircraft noise in this area. Noise mitigation measures are not a substitute for land use compatibility planning for new development.

Response 5.9: The Initial Study/MND concluded that the Project would not experience significant noise impacts with the recommended mitigation which included the items outlined by the commenter. However, it must be remembered this Project is a land use that is consistent with the PVCCSP and the City of Perris General Plan. In addition, a comprehensive noise impact assessment was prepared to support the analysis and conclusions presented in Section IV.13(c), *Noise-Airport*, of the Initial Study/MND. The Initial Study/MND concluded the Project would not experience significant noise impacts with the recommended mitigation. No information has been presented that would change that conclusion.

Comment 5.10: The commenter presents information on federal safety zone requirements, then states...“the proposed Project must also address requirements from the Federal Aviation Administration (FAA), specified in Title 14 of the Code of Federal Regulations, Part 77. (14 CFR Part 77). Title 14 CFR Part 77.9 provides vertical and horizontal criteria for construction near an airport.”

Response 5.10: The Initial Study/MND concluded that the Project would not experience significant noise impacts with the recommended mitigation which included certification that the Project would not interfere with FAA Part 77 navigable airspace surfaces, as outlined in mitigation measure MM Haz 6 from the PVCCSP EIR as shown below:

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.
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Comment 5.11: Related to Comment 5.10 above, the commenter also expressed...“Compatibility concerns regarding airport obstructions and hazards to flight (such as wildlife attractants, lighting, or glare i.e., solar, etc.) should also be considered for further review upon site specific updates or projects.”

Response 5.11: These items are incorporated into PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5.

Comment 5.12: Summarized previous comments about concern for public safety and stressed compatibility with the airport land use compatibility plan as the best way to protect the public from airport hazards.

Response 5.12: The City (through its General Plan) is consistent with the MARB/IPA ALUCP. The proposed Project is consistent with the PVCCSP land use designation (therefore the General Plan as well). In addition, the Project is a low intensity warehouse so it would not result in any population/employment density that would exceed ALUC limits within the B2 safety zone. With mitigation, the Initial Study/MND determined that the Project would have less than significant impacts related to any potential airport-related hazards and noise.

Comment Letter No. 6

Lozeau-Drury representing the Supporters Alliance For Environmental Responsibility (SAFER) dated April 26, 2024



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Via Email

April 26, 2024

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Re: Comment on Mitigated Negative Declaration, Patterson Business Center (SCH 2024031124)

Dear Mr. Arellano, Mr. Phung, Ms. Salazar, and Ms. Brenes:

This comment is submitted on behalf of Supporters Alliance For Environmental Responsibility (“SAFER”) regarding the Initial Study and Mitigated Negative Declaration (“IS/MND”) prepared for the Patterson Business Center Project (SCH 2024031124), which proposes the construction and operation of a 94,543 square foot industrial warehouse distribution facility at the west side of Patterson Avenue, between Harley Knox Boulevard and Nandina Avenue (Assessor Parcel Numbers 294-190-047 and 294-190-048) in the City of Perris (“Project”).

6.1

SAFER is concerned that the IS/MND is improper under the California Environmental Quality Act due to the IS/MND’s failure to adequately assess the Project’s potentially significant environmental impacts. SAFER requests that an environmental impact report be prepared for the Project rather than an MND to ensure that potentially significant impacts of this Project are fully disclosed, analyzed, and mitigated.

6.2

SAFER reserves the right to supplement this comment throughout the administrative process. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997).

6.3

April 26, 2024

Comment on Mitigated Negative Declaration, Patterson Business Center Project (SCH 2024031124)

Page 2 of 2

Sincerely,



Brian Flynn
Lozeau Drury LLP

Comment 6.1: This comment explains the commenter's relationship to the SAFER group in reference to the proposed Project.

Response 6.1: The City understands that the commenter and the SAFER organization has an interest in the proposed Project and is commenting specifically on the Initial Study/MND for the Project as issued by the City as lead agency (SCH# 2024031124). This comment does not question the content of conclusions of the Initial Study/MND.

Comment 6.2: SAFER states that the Initial Study/MND is not the appropriate CEQA compliance document for this Project but rather an EIR should be prepared.

Response 6.2: The City believes the Initial Study/MND is the appropriate CEQA compliance document for this Project based on the site's location and baseline conditions and the potential impacts of the proposed warehouse project that are consistent with the PVCCSP, its EIR, and the City's General Plan and zoning requirements. No empirical evidence has been provided and no fair arguments have been made that would lead a reasonable person to conclude an EIR is necessary for this Project under CEQA.

Comment 6.3: SAFER indicates it may make additional comments on the Project and MND as allowed under the State CEQA Guidelines and current CEQA case law.

Response 6.3: The City understands that the commenter and the SAFER organization may wish to submit additional comments on the Initial Study/MND for this Project.

Comment Letter No. 7

Agua Caliente Band of Cahuilla Indians (ACBCI) dated May 06, 2024

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION



03-041-2022-015

May 06, 2024

[VIA EMAIL TO: Marellano@cityofperris.org]
City of Perris
Mario Arellano
135 North D Street
Perris, CA 92570-2200

Re: Patterson Business Center

Dear Mario Arellano,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Development Plan Review 22-00013 project. The project area is not located within the boundaries of the ACBCI Reservation. However, it is within the Tribe's Traditional Use Area. For this reason, the ACBCI THPO requests the following:

*The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

7.1

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 423-3485. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Xitlaly Madrigal
Cultural Resources Analyst
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

Comment 7.1: The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Development Plan Review 22-00013 project. We have reviewed the documents and have the following comments:

*The presence of an approved Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 423-3485. You may also email me at ACBCI-THPO@aguacaliente.net.

Response 7.1: Mitigation measures MM-CR-1 and MM-CR-2 outlined in the Initial Study/MND already incorporate the items requested by the Agua Caliente Band of Cahuilla Indians, so no new or additional mitigation is needed.

3.0 ERRATA

Changes to the published Initial Study/MND are noted below. Underlining indicates additions to the text; striking indicates deletions to the text. The changes to the Initial Study/MND do not affect the overall conclusions of the environmental document. These errata represent changes to the published Initial Study/MND to provide clarification, corrections, or revisions as needed as a result of public comments on the published Initial Study/MND, additional information received during the public review period, and/or minor typographical revisions. These clarifications and corrections are not considered to result in any new or more severe impacts than identified in the published Initial Study/MND and are not otherwise deemed to warrant Initial Study/MND recirculation pursuant to CEQA Guidelines Section 15088.5. Added or modified text is shown by underlining (example) while deleted text is shown by striking (~~example~~).

Due to a filing error at the City of Perris, the following tribal consultation information requires updating with corrected dates and information. The Torres Martinez Desert Cahuilla Indians were not sent a notification letter. Additionally, the letter from the Agua Caliente Band of Cahuilla Indians listed below was erroneously referenced; no letter from Agua Caliente dated July 7, 2022, was sent to the City regarding this project. Finally, additional consultation information with the Pechanga Band of Indians was recently made available and has been added.

Initial Study Environmental Issue No. 18, Tribal Cultural Resources, Threshold a.i. (paragraphs 2 through 4, pp. 145-146)

The City of Perris used their experience and input from the NAHC to send AB 52 Notices to the following local Native American Tribes on June 7, 2022:

- Agua Caliente Band of Cahuilla Indians
- Rincon Band of Luiseno Indians
- Soboba Band of Luiseno Indians
- Morongo Band of Mission Indians
- ~~Torres Martinez Desert Cahuilla Indians~~
- Pechanga Band of ~~Luiseno~~ Indians

Per AB 52, tribes that are contacted have 30 days to notify the lead agency if they wish to consult on that particular project. Only two tribes responded to the City. The following describes the results of the City's Native American Consultation process for the proposed Project.

- ~~On July 7, 2022, the City received a letter from Agua Caliente Band of Cahuilla Indians they declined to consult on this Project, but they did request cultural resources inventory, copy of records search, and cultural report.~~
- On July 15, 2022, the City received a (late) letter requesting consultation with the Pechanga Band of Indians. In addition, on July 18, 2022 the City received a similar request via email. In their letter, the Tribe stated...*"the Project site is located within a Traditional Cultural Property (TCP). We will provide additional information regarding tribal affiliation and the TCP in our consultation as well as provide more specific, confidential information on potential Tribal Cultural Resources that may be impacted by the proposed Project. Additionally, the Tribe requests that no Phase II testing or other ground-disturbing archaeological activities be conducted on the site until after the Tribe and the City consult about the Tribal Cultural Resources in our government-to-government consultation. As you know, the AB 52 consultation process is ongoing and continues until appropriate mitigation has been agreed upon for the Tribal Cultural*

Resources that may be impacted by the Project. As such, under both AB 52 and CEQA, we look forward to working closely with the City on ensuring that a full, comprehensive environmental review of the Project's impacts is completed."

On July 18, 2022 the City requested the applicant send the Tribe the Project cultural report. On August 17, 2022 the City conducted AB 52 consultation with Paul Macarro, Molly Erp, and Juan Ochoa with Pechanga who indicated there was a high probability of finding cultural resources on this site since resources have been found on sites in the immediate surrounding area (e.g., VIP Industrial and Line B storm drain). The Tribe requested follow-up consultation in September 2022. At that meeting the City and Tribe discussed the status of the cultural report and the CEQA process for the Project.

It should be noted that a new planner, Mario Arellano, was assigned to this Project in July of 2023, and he reached out to Pechanga on January 9, 2024, as a follow up to the prior consultation that took place. Pechanga and the City agreed to meet again on February 8, 2024. Mario followed up on March 12, 2024, requesting any comments as a result of the February 8 meeting be provided to the City by March 15, 2024. On March 19, 2024, Mario emailed Pechanga to inform them that they had not yet received any written comments and that the City was concluding consultation for the Project.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

A. Mitigation Monitoring Requirements and Procedures

The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to a proposed development. As stated in Section 21081.6 of the Public Resources Code,

“...the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.”

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that are to be included as conditions of approval for the Project. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The developer will have the primary responsibility for implementing the measures, and the various City of Perris departments and divisions will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
Aesthetics	THRESHOLD d: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	MM-AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.	Prior to issuance of a grading permit	City Planning Division	Verify that is requirement is included in contractor specifications	
Air Quality & Greenhouse Gas	<p>THRESHOLD b: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?</p> <p>THRESHOLD c: Would the Project expose sensitive receptors to substantial pollutant concentrations?</p>	MM Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.	Prior to issuance of a grading permit	City Planning Division	Review and approve required traffic control plan	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>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:</p> <ul style="list-style-type: none"> • Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain); Keeping disturbed/loose soil moist at all times; • Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered; • Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip; • Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site; • Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour; • Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 	Prior to issuance of a grading permit	City Planning Division	Submittal of dust control plan approved by the SCAQMD or other sufficient proof of compliance with Rule 403	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>generation;</p> <ul style="list-style-type: none"> • Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or, • Replacement of ground cover in disturbed areas as quickly as possible. 				
		<p>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.</p>	<p>Prior to issuance of a grading or building permit</p>	<p>City Planning Division</p>	<p>Verify that building and grading permits show the required restrictions</p>	
		<p>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.</p>	<p>Prior to issuance of a grading permit</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor specifications</p>	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.</p>	<p>Prior to issuance of a grading permit</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor specifications</p>	
		<p>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.</p>	<p>Prior to issuance of grading and building permits</p> <p>Infrequently during grading and construction</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor specifications</p> <p>Review onsite records and verify vehicles have been maintained as required</p>	
		<p>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.</p>	<p>Prior to issuance of a building permit</p>	<p>City Building Division</p>	<p>Verify that this requirement is included in contractor specifications</p>	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.</p>	Prior to issuance of a building permit	City Building Division	Verify that this requirement is included in contractor specifications	
		<p>MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.</p>	Prior to issuance of a Certificate of Occupancy and approval of tenant improvements	City Building Division	<p>Verify that this requirement is included in contractor specifications</p> <p>Verify placement of signs</p>	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>MM Air 13: In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD’s website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.</p>	<p>Prior to issuance of a Certificate of Occupancy and approval of tenant improvements</p>	<p>City Planning Division</p>	<p>Verify that building owner has provided required materials to building occupants</p>	
		<p>MM Air 14: Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.</p>	<p>Prior to issuance of a Certificate of Occupancy</p>	<p>City Planning Division</p>	<p>Verify that development plans include specified parking spaces</p>	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>MM Air 18: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p> <p><i>(It should be noted the applicant has contacted Jennifer Nguyen with the RTA, who indicated in an email dated January 17, 2024 (provided as Appendix K of the Initial Study/MND) that no improvements are needed as a result of this project. Therefore, the Project has complied with the requirements of PVCCSP EIR mitigation measure MM Air 18.)</i></p>	Prior to project approval	City Planning Division	Verify that communication took place with the RTA	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>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.</p>	Prior to issuance of a building permit	City Building Division	Verify that building plans include specified lighting	
		<p>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.</p>	Prior to issuance of a building permit	City Building Division	Verify that building plans include specified conservation	
		<p>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.</p>	Prior to issuance of a building permit	City Building Division	Verify that building plans include specified conservation	
Biological Resources	<p>THRESHOLD a: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p> <p>THRESHOLD d: Would the Project interfere substantially</p>	<p>MM-BR-1 Nesting Birds. In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.</p> <p>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</p>	Prior to issuance of a grading permit or before any ground-disturbing activity	City Planning Division	Verify that nesting bird survey has been completed as specified	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
	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?	<p>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.</p> <p>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, then construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, then the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation</p>				

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		monitoring compliance record keeping.					
		MM-BR-1 shall apply; see above					
	THRESHOLD f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<p>MM-BR-2 Burrowing Owl. The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey will include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey will be submitted to the City prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP.</p> <p>If burrowing owl are detected, the CDFW shall be sent written notification by the City, within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project Applicant shall coordinate with the City of Perris Planning Department, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing</p>	Within 30 days prior to commencement of grading and construction activities	City Planning Division	Verify that owl survey has been completed as specified		

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		<p>Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When a qualified biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.</p> <p>If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.</p>				
Cultural Resources	THRESHOLD b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<p>MM-CR-1 Archaeological Monitoring. 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</p>	Prior to issuance of a grading permit	City Planning Division	<p>Approval of retained archaeologist</p> <p>Submittal of report of findings</p>	

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		<p>Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the archaeologist has been approved by the City.</p> <p>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.</p> <p>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</p>				

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		<p>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.</p> <p>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 Agua Caliente Band of Cahuilla Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the 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 will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the Project site or within the</p>				

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		<p>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.</p> <p>Native American artifacts that are relocated/reburied at the Project site shall 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.</p> <p>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.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p> <p>Once grading activities have ceased and/or the archaeologist, in consultation</p>				

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		<p>with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>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 tribe(s) involved with the Project.</p>				
	THRESHOLD c: Would the Project	<p>MM-CR-2 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).</p> <p>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</p>	If human remains are found during construction	City Planning Division	Confirmation of coroner and NAHC contact and submittal of report of findings, if applicable	

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		<p>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 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 between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center (EIC).</p>				
Energy	<p>THRESHOLD a: Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?</p> <p>THRESHOLD b: Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy</p>	<p>MM Air 19 and MM Air 20 shall apply; see Air Quality Section above</p>				

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Geology and Soils	<p>efficiency?</p> <p>THRESHOLD f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<p>MM-GS-1: Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations that exceed three (3) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>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</p>	Prior to issuance of a grading permit	City Planning Division	<p>Approval of PRIMMP</p> <p>Submittal of report of findings</p>	

Impact Category	Impact	Mitigation Measures	Implementation Timing	Responsible Party	Method of Verification	City Verification of Compliance (Date/Initials)
		<p>permanent curation and retrievable storage.</p> <p>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.</p>				
Greenhouse Gas	THRESHOLD a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<p>MM Air 2, MM Air 4 through MM Air 7, MM Air 11, MM Air 13, MM Air 14, MM Air 18, MM Air 20, and MM Air 21 shall apply; see Air Quality Section above</p>				
Hazards and Hazardous Materials	THRESHOLD b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<p>MM-HHM-1: Unanticipated Hazards. If any former fuel tanks or other potentially hazardous materials are found during grading or any ground disturbing activities, work in that area shall be halted within 100 feet of the find and a qualified environmental contractor shall be retained. The contractor shall assess the risk or hazard level of the material(s) and identify the most appropriate method of remediation. This work shall occur in coordination with and to the satisfaction of the County Department of Environmental Health Services (DEH).</p>	During grading	City Planning Division	Verify that any needed work has been coordinated with the County DEH	
	THRESHOLD e: Would the Project result in a safety hazard or excessive noise for people residing or working in the Project area (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)?	<p>MM-HHM-2: MARB/IPA ALUCP Requirements. Prior to issuance of a building permit, the applicant shall document that the warehouse facilities meet all the requirements of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) including but not limited to building intensity on an average and per acre basis. This measure shall be</p>	Prior to issuance of a building permit	City Planning Division	Verify that project complies with ALUC requirements	

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		implemented to the satisfaction of the City Planning Department in consultation with the Riverside County Airport Land Use Commission staff if necessary.				
	In addition, the proposed Project would be subject to PVCCSP EIR programmatic mitigation measures MM Haz 2 through MM Haz 7	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 aviation easement to the MARB/March Inland Port Airport Authority.	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	City Planning Division	Provide written confirmation of easement conveyance	
		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.	During plot plan/ architectural plan review	City Planning Division	Review and approval of site lighting plans	
		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)."	Prior to completion of any purchase or lease of all or part of the property	City Planning Division	Confirmation of notice received by any purchaser or tenant	
		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	Prior to completion of any purchase or lease of all or part of the property	City Planning Division	Certification from new purchaser or lessee that none of these items are present in new use	

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		<p>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.</p> <p>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.</p> <p>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.</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.</p>				
		<p>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,</p>	<p>A minimum of 45 days prior to submittal of an application for a building permit</p>	<p>City Planning Division</p>	<p>Issuance of concurrence memo and FAA documentation</p>	

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		<p>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.</p> <p>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.</p>				
Noise	<p>THRESHOLD 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?</p>	<p>MM-NOI-1 Operational Limits. Prior to the issuance of a Certificate of Occupancy, the applicant shall demonstrate the following operational restrictions:</p> <p>The warehouse building shall comply with March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan guidelines and incorporate standard building construction techniques and insulation that is consistent with California Title 24 Building Standards to achieve the minimum interior noise standard of 45 dBA CNEL for all office uses within the building.</p>	<p>Prior to the issuance of a Certificate of Occupancy</p>	<p>City Building Division</p>	<p>Review of building plans</p>	

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		For proper acoustical performance, all exterior windows, doors, and sliding glass doors shall have a positive seal and leaks/cracks must be kept to a minimum.				
	In addition, the proposed Project would be subject to PVCCSP EIR programmatic mitigation measures MM Noise 1 through MM Noise 4 THRESHOLD a: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	MM Noise 1: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	Prior to issuance of grading and building permits	City Building Division	Verify that this requirement is included in contractor specifications	
		MM Noise 2: During all construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet from the closest sensitive receptor.	Prior to issuance of grading and building permits	City Building Division	Verify that this requirement is included in contractor specifications	
		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.	Prior to issuance of grading and building permits	City Building Division	Verify that this requirement is included in contractor specifications	
		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.	Prior to issuance of grading and building permits	City Building Division	Verify that this requirement is included in contractor specifications	
Transportation	Although the impacts of the proposed Project would be less than significant, the Project would be required to implement the following PVCCSP EIR mitigation measures MM Trans 2 through Trans 5	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.	Prior to issuance of grading, landscaping, and street improvement plans	City Planning & Engineering Department	Verify sight distances	
		MM Trans 3: Each implementing development project shall participate in the phased construction of offsite traffic signals through payment of that project's	Prior to issuance of any building permit	Planning & Engineering Department	Verify that the required payment has been received	

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		<p>fair share of traffic signal mitigation fees and the cost of other offsite improvements through payment of fair share mitigation fees which include TUMF (Transportation Uniform Mitigation Fee), DIF (Development Impact Fee), and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.</p> <p>PVCCSP MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p> <p><i>(It should be noted the applicant has already contacted Jennifer Nguyen with the RTA, who indicated in an email dated January 17, 2024 (provided as Appendix K of the Initial Study/MND) that no improvements are needed as a result of this project. Therefore, the Project has</i></p>				
			Prior to project approval	City Building Division	Verify that communication took place with RTA	

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		<p><i>complied with the requirements of PVCCSP EIR mitigation measure MM Trans 4.)</i></p> <p>PVCCSP MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.</p>	<p>Prior to issuance of a Certificate of Occupancy</p>	<p>City Building Division</p>	<p>Verify placement of bike racks</p>	
<p>Tribal Cultural Resources</p>	<p>THRESHOLD a.i: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?</p> <p>THRESHOLD a.ii: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and</p>	<p>MM-CR-1 and MM-CR-2 shall apply; see Cultural ResourcesSection above</p>				

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