

**Distribution Park Commercial and Industrial Project
Environmental Impact Report**

**FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERATIONS**

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I. INTRODUCTION

The following Findings of Fact and Statement of Overriding Considerations are made for the Distribution Park Commercial and Industrial Project (herein referred to as “Project”). The environmental effects of the Project are addressed in the Environmental Impact Report (EIR), State Clearinghouse (SCH) No. 2023110598 dated April 2024, which is incorporated by reference herein.

A. Findings of Fact and Statement of Overriding Considerations

The California Environmental Quality Act (CEQA), Public Resources Code (PRC) Section 21081, and the CEQA Guidelines, 14 California Code of Regulations, Section 15091 (collectively, CEQA) require that a public agency consider the environmental impacts of a project before a project is approved and make specific findings. CEQA Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 - 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can or should be adopted by such other agency.
 - 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

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- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
 - (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
 - (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA Guidelines Section 15093 further provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposal project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. This statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed, and considered the Final EIR, as well as all other information in the record of proceedings on this matter, the following Findings of Fact (Findings) are made, and a Statement of Overriding Considerations (Statement) is adopted by the City of Perris (City) in its capacity as the CEQA Lead Agency. These Findings and Statement set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the project.

B. Records of Proceedings

For purposes of CEQA and these Findings and Statement, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) and all other public notices issued by the City in conjunction with the proposed Project;
- The responses to the NOP received by the City;
- The Final EIR;
- The Draft EIR, including technical reports;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR;
- All responses to the written comments included in the Final EIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The technical reports and analyses included or referenced in any response to comments in the Final EIR;
- All documents, studies, EIRs, or other materials incorporated by reference in, or otherwise relied upon during preparation of, the Draft EIR and the Final EIR;
- Matters of common knowledge, including, but not limited to, federal, state, and local laws and regulations;
- Any documents expressly cited in these Findings and Statement; and
- Any other relevant materials required to be in the record of proceedings by PRC Section 21167.6(e).

C. Custodian and Location of Records

The documents and other materials which constitute the administrative record for the City's actions related to the Project are located at the City of Perris Planning Division, 135 North D Street, Perris, CA 92570. The City Planning Division is the custodian of the administrative record for the Project. Copies of these documents, which constitute the Record of Proceedings, are and at all relevant times have been and will be available upon request at the offices of the City Planning Division. The EIR is located on the City of Perris's website, at <https://www.cityofperris.org/departments/development-services/planning/environmentaldocuments-for-public-review>

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The information is provided in compliance with PRC Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

II. PROJECT SUMMARY

A. Project Location

The Project site is located in the eastern portion of the PVCCSP planning area, in the City of Perris, in Riverside County. The Project site (APN 302-100-012 and -14) is located along the south side of Ramona Expressway, east of Painted Canyon Street, west of the Camper Resorts of America facility and north of East Dawes Street in the City of Perris. The site is comprised of approximately 17.1 acres and is located approximately 1.5 miles east of Interstate 215 (I-215), approximately 6.5 miles south of State Route 60 (SR-60), and approximately 1.6 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is also located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The existing General Plan land use designation for the Project site is Perris Valley Commerce Center Specific Plan and the zoning is Commercial per the PVCCSP.

B. Project Description

The Project would result in the construction and operation of a new 271,098-square-foot (approximate) non-refrigerated industrial warehouse building for the storage of non-perishable goods, a 107-room hotel and two sit-down restaurants, one 4,000 square feet and the other 5,000 square feet. Of the 271,098 square feet, a total of 5,000 square feet would be dedicated to office space. As planned, the office space would be comprised of two separate areas; one 2,500-square-foot office space would be located at the northwest corner of the building on the ground floor. Another 2,500-square-foot office space would be located in a second-floor area at the southwest corner of the building. The remainder (266,098 square feet) would be used for the storage of non-perishable goods. The maximum building height would be 50 feet. Internal improvements may include constructing separate storage spaces within the building to accommodate multiple tenants. A total of 34 truck loading docks and 85 truck parking spaces on the east side of the building. A total of 156 employee vehicle parking spaces (including 9 ADA and 32 clean air vehicles) would be provided on the west side of the site adjacent to Painted Canyon Street per Perris Municipal Code (PMC) Section 19.69. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 35 electric vehicle (EV) capable parking spaces would be provided while at least nine of these spaces would provide EV chargers at the time that the warehouse begins operations.

The proposed hotel would be constructed along the southern boundary of the northern parcel generally on the northwestern quadrant of the site. The hotel would be approximately 52,000 square feet and accommodate 107 rooms with a lobby area and basic amenities including an outdoor pool area located on the southern side of the building. The building would be 4 stories in height with a maximum height of 60 feet and designed consistent with Section 7.0 of the PVCCSP standards for development within the Commercial land use designation. Per PMC 19.69, 118 parking spaces would be provided for the hotel. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 17 electric vehicle (EV) capable parking spaces would be provided while at least four of these spaces would provide EV chargers at the time that the hotel opens.

The restaurant buildings would be constructed in the northeastern portion of the site adjacent to Ramona Expressway. Both restaurants would provide sit-down service. No drive-through service would be provided. These would be single story buildings with a total of 98 parking spaces designed with Section 7.0 of the PVCCSP. The building design would incorporate various architectural details (i.e., massing, wall relief, parapets and finish materials) and features as required per the PVCCSP to ensure visual consistency with commercial standards. A total of 60 parking spaces would be provided for the 5,000-square-foot restaurant and 48 spaces would be provided for the 4,000-square-foot restaurant. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 21 electric vehicle (EV) capable parking spaces would be provided while at least five of these spaces would provide EV chargers at the time that the restaurants open.

Two access driveways would be provided from Ramona Expressway along the north side of the site to allow ingress/egress for the hotel and restaurant buildings. These improvements would entail relocation of existing curb/gutter and sidewalk improvements construction of a 12-foot-wide acceleration/deceleration lane fronting the project site within the existing right of way. One of the driveways would align with the driveway anticipated for the project being proposed to the north of the Project site. This driveway would serve as the primary access point for the hotel and restaurants.

Two points of access would be provided for the warehouse building from East Dawes Street. The western most access driveway would serve the office area on the west side of the building. The eastern access driveway would be limited to truck ingress/egress only and some overflow vehicle parking, unless a 25% parking reduction is allowed by city staff.

C. Statement of Objectives

The fundamental purpose and goal of the Project is to accomplish the orderly development of a new industrial warehouse building, hotel and two restaurants in the City of Perris and near designated truck routes, to increase employment opportunities and provide services for residents and visitors. This purpose aligns with the Southern California Association of Governments' (SCAG's) Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020) which primarily focuses on accommodating goods movement industries and balancing job and housing opportunities in local areas to reduce long commutes. SCAG identifies the Inland Empire as a housing rich area and coastal communities as job rich areas and is attempting to achieve a better balance. The Project is proposed to help achieve this goal through the following objectives as established by the Project Applicant.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses.

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2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development.
 3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris.
 4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing use.
 5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods.
 6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire area. This will reduce the need for local workers to commute outside the area for employment.
 7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes.
 8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.
 9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
 10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

D. Required Discretionary Actions and Permits

It is the intent of the PVCCSP to facilitate development within the Specific Plan boundaries that is coordinated with the provision of necessary infrastructure and public improvements. Land use designations and permitted uses are defined in Section 2.0 of the PVCCSP. Development standards, design guidelines, and landscape standards that define the City's expectations for development of the area are included in Sections 4.0 and 5.0 of the PVCCSP. The PVCCSP designates the Project site for Commercial uses. The proposed hotel and two restaurant buildings are allowed outright under this land use designation. The construction and operation of the proposed warehouse building requires a Specific Plan Amendment (SPA) to change the PVCCSP land use designation of the 12.6-acre southern portion of the 17.1-acre site from Commercial to Light Industrial. The warehouse is anticipated to be primarily used for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. The proposed buildings are designed to comply with the standards and guidelines

set forth in the PVCCSP including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure. The Project has also been designed to comply with applicable requirements of the 2014 MARB/IPA ALUCP relative to uses within Compatibility Zone D.

The following discretionary approvals from the City of Perris are necessary for implementation of the proposed Project:

Specific Plan Amendment (SPA) 22-05380. An amendment to the PVCCSP to change the land use designation of the 12.6-acre southern portion of the 17.1-acre site from commercial to light industrial.

Development Plan Review (DPR) 22-00037. A Development Plan approval for construction and operation of the two restaurant buildings and the hotel.

Development Plan Review (DPR) 22-00038. A Development Plan approval for construction and operation of the proposed industrial building.

Tentative Parcel Map Approval PLN22-05328. A Tentative Parcel Map to create four separate parcels for the proposed light industrial, hotel and two restaurants. The parcel boundaries would adjust the existing lot line north to align with the commercial site boundary.

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

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

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

- Regional Water Quality Board (RWQCB) - Issuance of a Construction Activity General Construction Permit and a National Pollutant Discharge Elimination System (NPDES) Permit.
- Eastern Municipal Water District (EMWD) - Approval of water and sewer improvement plans.
- South Coast Air Quality Management District (AQMD) - Permits to construct and/or permits to install and operate new stationary sources of equipment that emit or control air contaminants, such as HVAC units and diesel fire water pumps.

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- California Department of Transportation - Approval of driveway connections and Ramona Expressway improvements
 - Riverside County Airport Land Use Commission - Approval of a Specific Plan Amendment Compatibility Determination for the March Air Reserve/Inland Port Airport Land Use Compatibility Plan (approval received January 11, 2024).
 - Other Utility Agencies - Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

E. Other CEQA Documents Referenced

In accordance with Section 15150 of the State CEQA Guidelines, an EIR may incorporate by reference all or portions of another document that is a part of public record or is available to the public. The previously prepared EIRs and environmental analyses listed below were relied upon or consulted in the preparation of this EIR, and are hereby incorporated by reference:

- Perris Comprehensive General Plan 2030, City of Perris, originally approved April 26, 2005, and subsequently amended.
- Perris General Plan 2030 Draft Environmental Impact Report (SCH No. 2004031135), certified April 26, 2005.
- Perris Valley Commerce Center Specific Plan adopted January 10, 2012, and subsequently amended.
- Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (SCH No. 2009081086), certified January 10, 2012.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

On November 22, 2023, the Project NOP was filed at the Riverside County Clerk’s Office. The City also distributed the NOP to federal, state, regional, and local government agencies and interested parties for a 30-day public review period to solicit comments and to inform agencies and the public of the Project. A public scoping meeting was held during a Planning Commission Meeting on December 20, 2023. The scoping process closed on December 21, 2023. The Project was described, potential environmental effects associated with Project implementation were identified, and agencies and the public were invited to review and comment on the NOP.

Comments received during the public scoping process were considered in the preparation of the Draft EIR. The Draft EIR was made available for review by the public and interested parties, agencies, and organizations for a 45-day comment period beginning on April 26, 2024, and ending June 10, 2024. During the comment period, the public was invited to submit written or email comments on the Draft EIR to the City of Perris Planning Division.

Following the conclusion of the 45-day public review period for the Draft EIR, the City reviewed comments received and prepared written responses to comments on environmental issues. A Final EIR has been prepared, which contains the comments received, responses to comments raising environmental issues, and minor changes to the Draft EIR. The Final EIR will be presented to the City of Perris Planning Commission and City Council for consideration and certification. Agencies, organizations, and/or individuals who commented on the Draft EIR shall be notified of the availability of the Final EIR and the date of the public hearings before the City of Perris City Council.

Responses to comments submitted on the Draft EIR by public agencies shall be provided to those agencies at least 10 days prior to certification of the EIR. Public input is encouraged at all public hearings before the City. The City Council would also make findings regarding each significant environmental impact of the proposed Project as identified in the Final EIR.

IV. SUMMARY OF IMPACTS

As described in Section V.A. of these Findings and Statement, the Final EIR concludes that the proposed Project will have no impact or a **less than significant impacts and require no mitigation measures** with respect to the following issues:

- Agriculture and Forestry Resources;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services (i.e., fire protection, law enforcement, schools, parks and other government facilities)
- Recreation
- Utilities and Service Systems
- Wildfire

As described in Section V.B of these Findings and Statement, **potentially significant impacts of the proposed Project will be mitigated to below a level of significance** with implementation of Project-specific and applicable PVCCSP EIR mitigation measures with respect to the following issues:

- Aesthetics
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Noise

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- Transportation
 - Tribal Cultural Resources

As described in Section V.C of these Findings and Statement, the Final EIR concludes that the Project could result in **significant and unavoidable impacts** with respect to the following issues:

- Air Quality
- Greenhouse Gas Emissions
- Noise

V. FINDINGS REGARDING IMPACTS

The Findings Regarding Impacts are organized as follows:

- Environmental impacts determined to be less than significant;
- Environmental impacts that will be mitigated to below a level of significance; and,
- Environmental impacts determined to be significant and unavoidable after mitigation.

A. Potential Environmental Impacts Determined to be Less Than Significant

This section of the Findings summarizes the potential effects evaluated in the EIR that were determined to be less than significant with no mitigation required.

1. Agriculture and Forestry Resources

Rationale: As discussed in Section 6.1 of the Draft EIR, the Farmland Mapping and Monitoring Program (FMMP) classifies the Project site as Farmland of Local Importance and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Furthermore, the Project site is not used for agricultural production. Additionally, the Conservation Element of the City General Plan does not identify the Project site as containing Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Grazing Land. The Project site is not under a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. There is no land zoned as forest land or timberland within the City of Perris. There is no concentration of trees on the site that would be considered a forest. The site has not been historically, and is not currently, used or planned to be used for forest land. Further, implementation of the project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are anticipated.

Finding: No impact

2. Hazards and Hazardous Materials

Rationale: As identified in Section 6.1 of the Draft EIR, compliance with requirements that provide safety and control measures for those materials handled on-site, would avoid potentially significant hazards to the public or the environment during construction. Operation of the proposed Project would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). Manufacturing and other chemical processing would not occur within the proposed warehouse uses. The transport of hazardous materials would be limited to areas along selected major transportation corridors, where commercial uses and industrial uses would be concentrated. Compliance with applicable regulations and procedures would reduce potential impacts associated with the transport of hazardous materials to a less than significant level.

Any hazardous materials stored on-site would be required to comply with applicable regulations to minimize any adverse impacts associated with the storage of hazardous materials at the Project site.

The nearest school to the project site is Val Verde High School, which is located at 972 Morgan Street in the City of Perris. This school is located approximately one mile southwest of the Project site. No schools are located within ¼ mile from the site. There is no visible evidence that uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. As stated, in the Phase I Environmental Site Assessment (Priority 1 Environmental, Inc., October 2022), the site is not on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.

The Project site is within March ASRB Airport Overlay Zone D (Flight Corridor Buffer). Prohibited uses are those that are hazards to flight and include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. The Perris Valley Airport-L65 is located approximately 5 miles south of the Project site. According to the ALUCP for the Perris Valley Airport, the Project site is not located within the Airport Influence Area. The proposed industrial/warehouse and commercial uses do not include any uses that would be hazards to flight.

Project related traffic would not cause a significant increase in traffic operations to the extent that congestion would occur could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency. The General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone. Therefore, the proposed project would not expose people or structures to wildland fires. Impacts related to hazards and hazardous materials would be less than significant.

Findings: Less than significant impact

3. Hydrology and Water Quality

Rationale: As identified in Section 6.1 of the Draft EIR, The applicant has prepared a Preliminary Water Quality Management Plan (WQMP) to illustrate how low impact development Best Management Practices (BMPs) have been incorporated into Project construction and design. The WQMP incorporates BMPs in accordance with the California Stormwater BMPs Handbook and the City’s BMP Design Manual to control erosion and protect the quality of surface water runoff. Further, a Stormwater Pollution Prevention Plan would be created specifically for construction of the proposed Project. The plan would address erosion control measures that would be implemented to avoid or minimize erosion impacts to exposed soil associated with construction activities. With implementation of the BMPs, combined with compliance with existing regulations such as the implementation of the WQMP, the proposed Project would not violate water quality standards or waste discharge requirements.

The Project site is located in the Eastern Municipal Water District (EMWD) service area. The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants provide a source of potable water, protect potable sources of groundwater and support the EMWD’s groundwater salinity management program. The Project would have no substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the Project would rely on domestic water supply and would not require the use of groundwater sources and would not substantially deplete groundwater supplies. There are no streams or rivers on the Project site. Therefore, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite.

The Project site is not located within a Special Flood Hazard Area Inundated by 100-Year Flood Zone. The project is located approximately 34 miles inland from the Pacific Ocean. The nearest water body is Lake Perris Reservoir which is located approximately 1.5 miles east of the site. The subject property is not expected to be affected by either a tsunami or seiche. The Project site is generally flat and not located near any slopes that would be subject to a mudflow hazard. The Project site is within the Dam Inundation Area for the Lake Perris Dam however, potential impacts related to dam inundation and this threshold would be less than significant. Further, the project would not be inconsistent with the Water Quality Control Plan for the West San Jacinto Groundwater Sub-basin and Santa Ana River Basin. Hydrology and water quality impacts would be less than significant.

Finding: Less than significant impact

4. Land Use and Planning

Rationale: As discussed in Section 4.8 of the Draft EIR, the PVCCSP EIR Initial Study states that the PVCCSP area includes some vacant and agricultural land, but is otherwise developed with light industrial, industrial, commercial, and business park uses. Development of the PVCCSP would not divide or disrupt travel throughout the City. The PVCCSP is intended to

unify the Project area and create a higher quality neighborhood. The Initial Study concludes that implementation of the PVCCSP would not divide an established community.

The PVCCSP EIR concludes that implementation of future development and infrastructure projects in compliance with the PVCCSP would not conflict with any applicable land use plan, policy, or regulation. An analysis of the Project's consistency with existing regional and local plans (including applicable goals, objectives, and policies) supports this determination.

Finding: No Impact

5. Mineral Resources

Rationale: As identified in Section 6.1 of the Draft EIR, the California Department of Conservation (CDC) classifies the availability of mineral resources in a region into four mineral resource zone (MRZ) categories: MRZ 1 for no mineral resources, MRZ 2 for significant resources areas with the quality and quantity known, MRZ 3 for significant resource areas with the quality and quantity unknown, and MRZ 4 for areas with no information. According to the City's General Plan, the CDC is primarily interested in the preservation of significant resources in MRZ 2 regions. The land within the City of Perris, including the Project site, is classified as MRZ 3 and MRZ 4, which are not considered to be significant resource areas (City of Perris 2005) or delineated on any plan for mineral resource recovery uses. Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

Finding: No Impact

6. Population and Housing

Rationale: As identified in Section 6.1 of the Draft EIR, the Project site is currently undeveloped; and construction of the Project would not require the construction of replacement housing and would not displace any existing housing or residents. The Project does not involve the development of residential uses and would not directly increase the resident population, but the Project would create jobs and increase employment in the City of Perris. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. The Project would create short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local area; therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area. Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. As this relates to industrial uses, one employee per 1,030 sf is estimated for Light Industrial floor space. The 271,098 square foot warehouse would employ approximately 269 people. The hotel and restaurant use tenants have yet to be specified; however, these uses are anticipated to have an employee count that is consistent with like uses in the City of Perris. The

PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of “Growth Inducing Impacts” in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the warehouse use (269 employees) and employees associated with the hotel and restaurant uses would be consistent with the PVCCSP EIR employment projections as well as the City’s projected employment base by 2045 as presented in the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation/Sustainable Communities Strategy (RTP/SCS) (26,400 employees; (SCAG, 2020). Further, it is anticipated that new warehouse, hotel and restaurant positions would be filled by workers who would reside in the area. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area.

Findings: No impact

7. Public Services

Rationale: As discussed in Section 6.1 of the Draft EIR, the proposed Project would have no impact on the following public services:

School Services

The proposed Project would include the construction and operation of a new warehouse and commercial facilities. It would not directly induce growth within the project area that would increase the demand for school services. However, it may indirectly affect schools by providing a source of employment that may draw new residents into the area. Appropriate developer impact fees, as required by state law, would be assessed in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) and paid to the Val Verde Unified School District. Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services. With the payment of these fees, the potential impact would be less than significant.

Park Services

The proposed Project would include the construction and operation of a warehouse facility and commercial uses. It would not directly increase the residential population of the City or increase the use of parks that would require the construction or expansion of additional park and recreational facilities. As stated in Section 3.0, Project Description; the hotel would provide a pool area for guest use. The warehouse building would provide amenities that may include a fitness center and/or an outdoor sports court. Additionally, the payment of development impact fees per Municipal Code Chapter 19.68 are intended to fund improvements to existing parks and/or development of new parks. This would further reduce any potential Project impacts related to parks. Accordingly, implementation of the Project would not result in environmental effects related to the construction or expansion of recreational facilities or the increased use or substantial physical deterioration of an existing neighborhood or regional park.

Other Public Facilities Services

Other public facilities include libraries, senior centers, community centers, and pools, all of which are intended to serve the general public. The proposed Project involves the construction and operation of a warehouse facility and commercial uses. These uses would not directly induce population growth or otherwise increase demand for these services. Thus, no construction or expansion of other public facilities would occur. No impact would occur under this threshold. In addition, the Project would be required to comply with the provisions of Municipal Code Chapter 19.68 which requires payment of the Development Impact Fee to assist the City in providing public services.

Finding: No impact

8. Recreation

Rationale: As identified in Section 6.1 of the Draft EIR, the City requires that buildings exceeding 100,000 square feet provide on-site amenities. The warehouse building would have an employee breakroom and other amenities that may include an exercise room and locker rooms/showers. Employees, guests and customers of the warehouse and commercial uses would not result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities. Further, the physical impacts associated with construction and operation of the on-site amenities and recreational features are addressed throughout the analysis presented in this EIR. Thus, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities and would not require the construction of new or expanded recreational facilities.

Finding: No impact

9. Utilities and Service Systems

Rationale: As identified in Section 6.1 of the Draft EIR, the following utilities and service systems would not be adversely affected by the proposed Project:

Wastewater

Water and sewer conveyance service would be provided by Eastern Municipal Water District (EMWD) as stated in a will serve letter dated October 25, 2022. The project would connect to an existing 10” sewer line in East Dawes Street. An 8” sewer line would be extended from Painted Canyon Road east along Ramona Expressway to serve the hotel and restaurant uses. Existing 12” water lines would be extended within East Dawes Street and Ramona Expressway east from the Painted Canyon Road intersection. With the exception of the water line extensions, the project would not require relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, natural gas, or telecommunications facilities or expansion of existing facilities.

EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. The facility closest to the project area is the Perris Valley Regional Water Reclamation Facilities (RWRf). The Perris Valley RWRf is the largest of the four treatment plants operated by the EMWD and has a daily treatment capacity of 22 million gallons per day (MGD) with a build out capacity of 100 MGD. Currently, the facility treats approximately 13.8 MGD. Assuming wastewater is approximately 60% of potable indoor water demand, the project would generate approximately 103,969 gallons per day. This is 0.007% of the daily treatment capacity of the Perris Valley RWRf. The EMWD has provided a will serve letter for wastewater. Impacts associated with wastewater treatment.

Potable Water

Potable water would be provided by EMWD. Per the 2020 Urban Water Master Plan, the EMWD has a combined retail and wholesale demand and supply forecast of 208,899-acre feet in 2025 and 214,899-acre feet in 2030. Water supply is expected to meet demand forecast through the 2040 UWMP planning horizon. It is estimated that Phase I hotel and restaurants would use approximately 4.0 million gallons of water annually (10,934 gallons per day) (assuming a reduction of 20% over business as usual). The Phase II warehouse/industrial portion is estimated to use 58 million gallons annually or 159,000 gallons per day. Total water demand is estimated to be approximately 19 acre feet, or approximately 0.0008 percent of the annual demand projected by EMWD in 2030. Further, the PVCCSP EIR, Section 4.11 (Table 4.11-D), shows the estimated commercial and industrial water demand would be approximately 2,194 acre-feet annually. The project would utilize approximately 0.08 percent of the anticipated demand for build out of the PVCCSP; and thus, would not exceed projected demand for the service area or necessitate expanding existing entitlements.

Solid Waste

The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill. It is estimated the proposed Project would generate approximately 32 tons of solid annually (175 pounds daily) with operation of the hotel and restaurants. The industrial building would generate approximately 67 tons annually (368 pounds daily). These estimates assume 75% is recycled. Assuming the El Sobrante Landfill receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent. Compliance with County of Riverside waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects would be required to comply with applicable state and local regulations; thus, reducing the amount of landfill waste by at least 75 percent. Therefore, because there would be adequate landfill capacity in the region to accommodate Project-generated waste, and the proposed Project is not expected to generate a substantial quantity of solid waste, the impact would be less than significant.

Further, the applicant and project contractor would comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989, AB 341 and AB 1896. Specifically, AB 1896 requires that businesses and multifamily residential developments of five or more units divert organic waste. This is defined as compostable paper, food waste and landscape trimmings. Thus, recycling infrastructure will be required for organic (AB 1896) and non-organic (AB 341) waste and would help ensure that at least 75% of the solid waste generated by the project is recycled. CR&R is the franchise hauler for the City of Perris and is responsible for providing collection cans, collecting the solid waste material, providing recycling services and disposing of the solid waste in a landfill. Per the franchise agreement with the City of Perris, it is presumed that CR&R would follow all applicable federal, state, and local management and reduction statutes and regulations related to solid waste.

Findings: Less than significant impact

10. Wildfire

Rationale: As identified in Section 6.1 of the Draft EIR, according to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project site is not located in or near an area identified as being a “Wildfire Hazard Area.” Additionally, the Project site is not classified as a Wildfire Hazard Area in the City’s General Plan or as a Very High Fire Hazard Severity Zone by CAL FIRE’s map for the City. The Project site is located within the limits of the City of Perris; and is therefore, not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Therefore, the proposed Project would have no impact and would not contribute to a potential cumulative impact to wildfires; therefore, no cumulatively considerable impact would occur with approval of the proposed Project.

Findings: No impact

B. Potential Environmental Impacts that will be Mitigated to Below a Level of Significance

Pursuant to Section 15091(a)(1) of the State CEQA Guidelines, the City of Perris finds that for each of the following significant effects as identified in the Draft EIR, changes or alterations (mitigation measures) have been required in, or incorporated into, the Project which avoid or substantially lessen each of the significant environmental effects as identified in the Draft EIR. The following discussion includes all issue areas of potentially significant effects for which changes or alterations (mitigation measures) have been required in, or incorporated into, the Project which avoid or substantially lessen each of the significant environmental effects as identified in the Draft EIR. The rationale is included for each issue area discussed in this section.

1. Aesthetics

Lighting and Glare: Rationale

As identified in Section 4.1 of the Draft EIR, Project-related construction activities would comply with applicable provisions of the City’s Municipal Code. Notably, Section 7.34.060 (Construction Noise) of the City’s Municipal Code prohibits construction activity that may result in “disturbing, excessive, or offensive noise levels between the hours of 7:00 PM and 7:00 AM”. While most construction activities are not expected to occur during these hours, nighttime lighting may be needed depending on the time of year and stage of construction. Additionally, nighttime lighting of construction staging areas would be needed to provide security for construction equipment and materials. This type of temporary lighting is often unshielded and may shine onto adjacent properties and roadways. To avoid temporary lighting impacts, Project level mitigation measure MM AES-1 would be implemented. Mitigation measure MM AES-1 requires that temporary nighttime lighting installed for security purposes be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent residential properties.

The Project would be required to comply with lighting requirements outlined in Section 4.2.4, Lighting, of the PVCCSP, which identifies that any illumination, including security lighting, shall utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. The PVCCSP also requires that parking area lighting associated with the Project be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installation of energy-efficient lighting as well as shielding of parking lot lights to minimize spillover onto adjacent properties and right-of-way. With the implementation of Project-level mitigation measure MM AES-1, lighting impacts would be reduced to less than significant.

To avoid conflicts with aircraft operations at MARB/IPA, all lighting and building materials would comply with the requirements outlined in PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5. This would include use of hooded or shielded light fixtures to prevent either the light spillover or reflection into the sky. Lights that direct a steady light or flashing light or cause sunlight to be reflected towards an aircraft during takeoff or final approach for landing are prohibited.

Mitigation Measures

Project-Specific MM AES-1: Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. The specifications shall also require the Contractor notify the City Building Division if nighttime lighting will be used and identify the duration of use. Compliance

with this measure shall be verified by the City of Perris' Building Division during construction to satisfy mitigation reporting requirements.

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

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

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

Findings

1. The proposed Project has been designed and would be constructed to avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts from lighting during construction have been eliminated or substantially lessened to a level of less than significant with implementation of Project-specific Mitigation Measure AES-1 and PVCCSP EIR MM Haz 3 and Haz 5.

Cumulative Impacts: Rationale

Because development in the same viewshed as the Project would be required to comply with the applicable standards and guidelines set forth in the PVCCSP, including requirements related to architectural design and landscaping, nighttime lighting or similar design requirements outlined in other Specific Plans or City regulations, these projects would also conform to the overall visual theme of the area. The Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to substantial degradation of the existing

visual character or quality of public views of the site. Implementation of Project-specific mitigation measure MM AES-1 would ensure that construction-related lighting impacts from the Project are also less than significant. The Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to light and glare.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential cumulative impacts from lighting during construction have been eliminated or substantially lessened to a level of less than significant by virtue of Project-specific Mitigation Measure AES-1 and PVCCSP EIR MM Haz 3 and Haz 5.

2. Biological Resources

Special Status Species: Rationale

As identified in Section 4.3 of the Draft EIR, potentially significant impacts to biological resources could occur as a result of the Project. Nesting birds are protected pursuant to the Migratory Bird Treaty Act and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs during the nest season, a pre-construction clearance survey for nesting. No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of the breeding season. Although subjected to routine disturbance, the ornamental vegetation found on-site and in adjacent areas has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. In addition, portions of the site have potential to support ground-nesting species such as killdeer (*Charadrius vociferans*), although potential is limited due to the presence of free-roaming domestic dogs. Potential impacts to migratory birds nesting on the site would be reduced to less than significant with implementation of Project-specific Mitigation Measure BR-1.

Narrow endemic plant and Criteria Area plant species focused surveys were conducted at the Project site, consistent with MSHCP requirements and PVCCSP EIR mitigation measure MM Bio 6. None of the listed Narrow Endemic Plant and Criteria Area Species were identified at the Project site during the 2023 survey season. No burrowing owls or recent sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. The Project site is unvegetated and/or vegetated with low-growing plant species that allow for line-of-sight observation favored by burrowing owls. Frequent foot traffic and the presence of free-roaming domestic dogs likely precludes burrowing owl from occurring. In addition, the site is surrounded by tall light poles which provide perching opportunities for larger raptor species (i.e., red-tailed

hawk [*Buteo jamaicensis*]) that prey on burrowing owls. The presence of raptor perching sites significantly decreases the likelihood that burrowing owls would utilize the site.

Based on the results of the field investigation, it was determined that the Project site does not have potential to support burrowing owl and focused surveys are not recommended. However, out of an abundance of caution because burrowing owl could occupy the site prior to the commencement of construction activities, a preconstruction burrowing owl clearance survey shall be conducted prior to development to ensure burrowing owl remain absent from the Project site as specified in Project mitigation measures MM BR-2 and MM BR-3. Project mitigation measure MM BR-2 replaces PVCCPSP EIR mitigation measure MM Bio 2 based on recent input from the CDFW.

The Project is required to implement PVCCPSP EIR mitigation measures MM Bio 1 and MM Bio 2. These PVCCPSP EIR mitigation measures have been refined and replaced with the following Project-specific mitigation measures MM BR-1, MM BR-2, and MM BR-3 referenced above. Implementation of Project-specific mitigation measure MM BR-1 would reduce potentially significant impacts to migratory birds to less than significant level. Implementation of Project-specific mitigation measure MM BR-2 and BR-3 would reduce potentially significant impacts to burrowing owl to a less than significant.

Mitigation Measures

Project-Specific MM BR-1: In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code Sections 3503, 3503.5, and 3513, 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.

If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The nest surveys shall be conducted no more than three (3) days prior to vegetation clearing or ground disturbance activities, and shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The Project proponent shall adhere to the following:

1. The Project proponent shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

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2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

Project-Specific MM BR-2: The Project Applicant shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of initial ground-disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) at the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, a preconstruction survey for resident burrowing owls shall also be conducted within three days prior to commencement. If burrowing owls are observed during the Migratory Bird Treaty Act nesting bird survey (Project Mitigation Measure MM BR-1), to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW and the US Fish and Wildlife Service (USFWS). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP.

If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.

If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the Project proponent shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.

If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy.

The qualified biologist and Project proponent shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat

available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to CDFW prior to the start of Project activities. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin

Project-Specific MM BR-3: If burrowing owl are discovered to occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project Applicant shall notify the CDFW, the USFWS and the City within 48 hours of detection. A Burrowing Owl Plan, as detailed in Project Mitigation Measure MM BR-2, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection and no Project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The Project Applicant shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts to migratory birds and burrowing owl, have been eliminated or substantially lessened to less than significant with implementation of Project-specific Mitigation Measure BR-1, Project-specific Mitigation Measure BR-2, and Project-specific Mitigation Measure BR-3.

Cumulative Impacts: Rationale

As discussed under the analysis of Threshold “a”, the Project site does not contain any special-status plant or wildlife species. The site does not contain productive foraging or nesting habitat for migratory birds or the western burrowing owl. There is the potential for this species to migrate onto the site and occupy the property prior to the initiation of grading activities. The burrowing owl is commonly found within the Project vicinity; as such, it is reasonable to conclude that impacts to the burrowing owl habitat would occur in during development of other properties throughout Riverside County. Thus, implementation of the Project has the potential to contribute to a cumulatively considerable impact to the burrowing owl. However, the Project

Applicant would comply with previously identified mitigation measures MM BR-1, BR-2, and BR-3 which would ensure that pre-construction surveys are conducted for migratory birds and burrowing owl to determine the presence or absence of the species on the Project site. If present, the mitigation measure provides performance criteria that requires avoidance and/or relocation of burrowing owls in accordance with MSHCP protocol. With implementation of the required mitigation, potential cumulatively considerable impacts to the burrowing owl would be reduced to below a level of significance.

The Project would not impact riparian or jurisdictional resources; and thus, would not cause or contribute to cumulatively considerable impacts.

The Project would not conflict with any local policies or ordinances protecting biological resources. Other development projects in the cumulative study area would be required to comply with applicable local policies and/or ordinances related to the protection of biological resources as a standard condition of review/approval. Because the Project and cumulative development would be prohibited from violating applicable, local policies or ordinances related to the protection of biological resources, a cumulatively considerable impact would not occur.

As discussed in Thresholds “a” and “f,” the Project would be consistent with the Western Riverside County MSHCP and no cumulatively considerable impact would occur.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential cumulative impacts from lighting during construction have been eliminated or substantially lessened to a level of less than significant by virtue of Project-specific Mitigation Measure BR-1, BR-2 and BR-3.

3. Cultural Resources

Historical Resources: Rationale

As identified in Section 4.4 of the Draft EIR, the Project site is undeveloped and vacant. The Eastern Information Center (EIC) records search indicated that no historic resources are contained within the boundaries of the Project site. Additionally, according to the field survey, portions of the Project site were disturbed and do not contain any historic or prehistoric resources. Therefore, because there are no historical resources located within the Project site or within proximity to the Project site, implementation of the Project would not cause a substantial adverse change in the significance of a historical resource and no impact would occur.

Mitigation Measures

None required.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The site is vacant and no historic resources are known to occur. No impacts to historic resources would occur with implementation of the proposed Project.

Archaeological Resources: Rationale

As stated, PaleoWest conducted a pedestrian survey of the proposed Project site on January 5, 2023. No archaeological or built-environment resources were identified during the survey in the Project area. Implementation of Project Mitigation Measure CR-1 would reduce potential impacts to less than significant. Project Mitigation Measure CR-1 replaces PVCCSP EIR mitigation measures MM Cultural- 2, MM Cultural 3-, and MM Cultural- 4. Project-level mitigation measure MM CR-1 requires that an archaeological monitor be present during initial ground disturbing activities, and identifies steps to be taken to protect any resources encountered. With implementation of Project-level mitigation measure MM CR-1, potential impacts to archaeological resources would be reduced to less than significant.

Mitigation Measures

Project-Specific MM CR-1: Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be

empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

The Project proponent/developer shall also enter into an agreement with either the Pechanga Band of Luiseño Indians or the Soboba Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

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

origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, Mitigation Measure 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.

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

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

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

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoids or substantially lessens the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts to archaeological resources that may be present beneath the site's subsurface have been eliminated or substantially lessened to a level of less than significant by virtue of Project-specific Mitigation Measure CUL-1.

Human Remains: Rationale

As identified in the Initial Study for the PVCCSP EIR, the PVCCSP area “has been historically used for agriculture use; and therefore, is not expected to contain human remains, including those interred outside of formal cemeteries.” Implementation of the PVCCSP is not anticipated to have an impact on known human remains.

The Project site has been previously disturbed, as described above, and has not been previously used as a cemetery. It is not anticipated that implementation of the proposed Project would result in the disturbance of human remains. Although no site-specific measures are recommended, as a result of the concerns from local Native American groups on projects in the vicinity, and in accordance with the PVCCSP EIR, should human remains be discovered during grading, treatment of the remains shall follow California Public Resources Code 5097.9 as outlined within.

Mitigation Measures

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the NAHC, which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts to human remains have been eliminated or substantially lessened to a level of less than significant by virtue of Project-specific Mitigation Measure CUL-2.

Cumulative Impacts: Rationale

Direct impacts to on-site cultural resources are site-specific. Each development proposal received by the City undergoes environmental review and is subject to the same resource protection requirements as the Project as outlined in the City of Perris General Plan EIR and PVCCSP EIR, as applicable. If there is a potential for significant impacts on cultural resources, an investigation is required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific cultural resource studies, construction activities associated with the Project would not impact any known prehistoric archaeological resources and the likelihood of uncovering previously unknown archaeological resources during Project construction is low based on the site characteristics and magnitude of previous disturbance. Regardless, during construction, the potential exists for the discovery of previously unknown subsurface archaeological resources that meet the definition of a significant archaeological resource during construction. Therefore, without mitigation, the Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to archaeological resources. The Project includes mitigation from the PVCCSP EIR, as revised, to identify, recover, and/or record any cultural resource that may occur within the Project limits resulting in a less than significant impact (see Project-specific mitigation measure MM CR-1). The City of Perris requires incorporation of similar measures in each development Project. Thus, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential cumulative impacts have been eliminated or substantially lessened to less than significant with implementation of Project-specific Mitigation Measures CUL-1 and CUL-2.

4. Energy

Energy Resources: Rationale

As identified in Section 4.5 of the Draft EIR, during operation, Phase I would generate demand for 2,789,423 kilowatt hours of electricity and 5,304,384 British Thermal Units of natural gas annually. Phase II would generate demand for 1,502,202 kilowatt hours of electricity and 5,530,133 British Thermal Units of natural gas. Energy that would be consumed by Project-generated traffic is a function of VMT and related annual CO₂e emissions. Fuel demand for Phase I, III and IV would be 312,852 gallons. Fuel demand for Phase II would be 1,044,532 gallons of gasoline. Heavy trucks accessing the industrial warehouse site would require approximately 619,745 gallons of diesel fuel annually. Estimated annual fuel consumption is conservative and likely the maximum that could be generated by the Project. Under future conditions, the average fuel economy of vehicles will improve as older, less fuel-efficient vehicles are retired and higher fuel economy and lower emission standards imposed on newer vehicles entering the statewide fleet.

Energy efficiency/conservation measures are a result of increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards as well as enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). The Project would be required to comply with mitigation measures from the PVCCSP EIR. Specifically, the Project would comply with PVCCSP EIR mitigation measures MM Air 19 and MM Air 20, which includes the installation of energy-efficient street lighting and sets performance standards on energy and water consumption. The Project would be served by the existing electric and gas utility lines adjacent to the site; thus, no new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure would be required.

Mitigation Measures

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

PVCCSP EIR 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 implementation of the development project with building plans and calculations.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts from wasteful, inefficient, or unnecessary consumption of energy have been eliminated or substantially lessened to less than significant with implementation of PVCCSP EIR MM Air 19 and Air 20.

State or Local Plans for Energy Efficiency: Rationale

As identified in Section 4.5 of the Draft EIR, the Project would be subject to PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 that intend to reduce the Project's level of energy consumption. Further, the Project is subject to current California Building Code requirements and must comply with the 2022 Building and Energy Efficiency Standards. Thus, the Project would not conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would not conflict with or obstruct State or local plans related to energy conservation. Federal plans are also discussed for informational purposes.

Mitigation Measures

Refer to previously referenced PVCSSP EIR MM Air 19 and Air 20.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: Potential impacts associated with a conflict or obstruction of a state or local plan for renewable energy or energy efficiency have been eliminated or substantially lessened to less than significant with implementation of MM Air 19 and Air 20.

5. Geology and Soils

Paleontological Resources: Rationale

As identified in Section 4.6 of the Draft EIR, ground disturbance into geologic units with high paleontological potential may encounter paleontological resources. The potential impacts would be mitigated through Project-specific mitigation measure MM GS-1, which replaces PVCCSP

EIR MM Cultural 5. Impacts would be less than significant with the incorporation of Project-specific Mitigation Measure GS-1 and GS-2.

Mitigation Measures

Project-Specific MM GS-1: Paleontological Resource Impact Mitigation Monitoring Program.

Prior to the issuance of grading permits, the Project applicant shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and offsite subsurface excavation that exceeds five (5) feet in depth below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within offsite Project improvement areas until the paleontologist has been approved by the City.

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

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

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

Project-Specific MM GS-2: Worker's Environmental Awareness Program (WEAP). Prior to the start of the proposed project activities, all field personnel shall receive a worker's environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the project area, the role of the paleontological monitor, outline steps to follow if a fossil discovery is made, and provide contact information for the project paleontologist. The training shall be developed by the project paleontologist and can be delivered concurrently with other training, including cultural, biological, safety, et cetera.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts from discovery of paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of Project-specific Mitigation Measure GS-1 and GS-2.

Cumulative Impacts: Rationale

As identified in Section 4.6 of the Draft EIR, although development activities within the Project site would not impact any known paleontological resources, there is the potential that such resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, implementation of Project-level mitigation measures GS-1 and GS-2 and similar mitigation requirements for other development in the PVCCSP planning area and the City, would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated. The Project would not result in a cumulatively considerable contribution to a significant cumulative impact to paleontological resources.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential cumulative impacts from discovery of paleontological resources have been eliminated or substantially lessened to a level of less than significant by virtue of Project-specific Mitigation Measure GS-1 and GS-2.

6. Transportation

Circulation System: Rationale

As identified in Section 4.11 of the Draft EIR, the Project would comply with the required mitigation. A Project-specific and cumulative transportation analysis has been conducted for the Project, as required by PVCCSP EIR mitigation measure MM Trans 7, and the Project-specific Traffic Impact Analysis is the basis for transportation impacts analyzed in the Draft EIR section.

As required by PVCCSP EIR mitigation measure MM Trans 1, adjacent roadways and site access improvements must maintain acceptable peak hour operation. The following improvements would be constructed as part of the proposed Project as project design features:

- The commercial/retail driveway off Ramona Expressway include a separate right-turn deceleration lane due to the higher speeds.
- The east Project Driveway off East Dawes Street for trucks should be widened to 40-feet and have a 45-foot curb radius to accommodate the extra width required for truck turning movements.
- Prior to the issuance of occupancy permits, the Project proponent would construct the site driveways consistent with the PVCCSP and City design standards for both the commercial and industrial uses.
- The eastern truck access driveway to/from East Dawes Street and the warehouse would incorporate an extended or flared curb section or similar feature approved by the City of Perris which would restrict access to right in/left out movements only to prevent eastbound entrance and westbound departures via East Dawes Street.

As required by PVCCSP EIR mitigation measure MM Trans 2, sight distance at each Project access point would be reviewed with respect to standard California Department of Transportation and City of Perris sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. The Project would participate in the phased construction of off-site traffic signals and other off-site improvements through the payment of traffic signal mitigation fees and through payment of fair share mitigation fees which include Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and the North Perris Road and Bridge Benefit District (NPRBBD), consistent with the requirements of PVCCSP EIR mitigation measures MM Trans 3 and MM Trans 8.

Pursuant to PVCCSP EIR mitigation measure MM Trans 4, Riverside Transit Authority (RTA) was contacted to determine if future provision of bus routing in the Project area would require bus stops at the Project access points. Mauricio Alvarez of the RTA reviewed the Project as part of the NOP process and had no comments.

The Project would include the provision of bike racks, consistent with PVCCSP EIR mitigation measure MM Trans 5. As demonstrated, the Project would be consistent with the mitigation required in the PVCCSP.

Mitigation Measures

None required.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts from confliction with regional or local programs, plans, ordinances, or policies addressing the circulation system have been eliminated or substantially lessened to a level of less than significant with implementation of PVCCSP EIR MM Trans 1, Trans 2, Trans 3, Trans 4, Trans 5, Trans 7, and Trans 8.

Hazards due to Geometric Design: Rationale

As identified in Section 4.11 of the Draft EIR, construction activities associated with Project improvements and off-site improvements to Ramona Expressway, may result in a temporary lane closure along the site frontage. The occasional interruption of traffic flow on Ramona Expressway and East Dawes Street streets associated with Project-related construction activities may pose hazards to vehicular traffic due to localized traffic congestion or the condition of roadway surfaces. However, Project-specific construction plans are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project applicant would be required to implement measures that would maintain traffic flow and access. Therefore, the Project would have a less than significant impact during construction associated with increased hazards.

Implementation of the Project would not introduce incompatible uses to the Project area. Improvements related to safety contained in the PVCCSP EIR mitigation measure MM Trans 2 would ensure that adequate site distance is provided at each Project access location. Additionally, prior to the issuance of final occupancy, City staff would ensure that signing/stripping are implemented in conjunction with the detailed construction plans for the Project site and off-site improvement area.

Additionally, roadway and circulation improvements have been designed in compliance with PVCCSP Standards and Guidelines, including those contained in Chapter 4.0, *On-Site Design Standards and Guidelines*, and Chapter 5.0, *Off-Site Design Standards and Guidelines*. Additionally, PVCCSP EIR mitigation measures MM Trans 1 and MM Trans 2 require the construction of circulation improvements as required by the PVCCSP Circulation Plan and adequate site distance at Project entrance roadway, respectively, for development projects within the PVCCSP. Adherence to applicable City requirements, PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures, and Project Design Features would ensure the Project and cumulative projects would not include substantially increase hazards due to design feature or incompatible uses.

Mitigation Measures

Refer to PVCCSP EIR MM Air-2, Trans 1, and Trans 2.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential Project specific and cumulative impacts from hazards due to design features have been eliminated or substantially lessened to a level of less than significant through implementation of PVCCSP EIR MM Air 2, Trans 1, and Trans 2.

7. Tribal Cultural Resources

Tribal Cultural Resources: Rationale

As identified in Section 4.4 and Section 4.12 of the Draft EIR, if previously unidentified archaeological resources may be discovered during ground disturbance, Project-specific mitigation measure MM CUL-1 requires that an archaeological monitor be present during initial ground disturbing activities and identifies steps that would be taken to ensure potential impacts to tribal cultural resources are less than significant. Project-specific mitigation measure MM CUL-2 identifies actions to be taken if human remains are found.

Mitigation Measure

Refer to previously referenced Project-specific Mitigation Measures CUL-1 and CUL-2.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential impacts to tribal cultural resources have been eliminated or substantially lessened to a level of less than significant by virtue Project-specific Mitigation Measures CUL-1 and CUL-2.

Cumulative Impacts: Rationale

The proposed mitigation measures will ensure that any unknown buried tribal cultural and/or archaeological resources that are discovered during development of the proposed Project are protected, evaluated, and recovered as determined by the appropriate qualified expert. With the implementation of Project-specific mitigation measures from Draft EIR Section 4.4 (Cultural Resources), MM CUL-2 and MM CUL-3, impacts to unknown potentially significant tribal cultural resources will be reduced to a less than significant level with mitigation.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential cumulative impacts have been eliminated or substantially lessened to a level of less than significant with implementation of Project-specific Mitigation Measures CUL-1 and CUL-2.

C. Potential Environmental Impacts Determined to be Significant and Unavoidable

Pursuant to Section 15091(a)(3) of the CEQA Guidelines, the City of Perris finds that, for each of the following significant effects identified in the Draft EIR, specific economic, legal, social, technological, or other considerations make the mitigation measures or Project alternatives infeasible:

1. Air Quality

Criteria Pollutants: Rationale

As identified in Section 4.2 of the Draft EIR, unmitigated on-site PM₁₀ and PM_{2.5} emissions during construction of the hotel and restaurant uses would exceed the LST thresholds during the site preparation. Implementation of mitigation measure MM AIR-1 would reduce PM₁₀ emissions to 6.3 pounds per day and PM_{2.5} emissions to 3.7 pounds per day during site preparation. This would meet the LST thresholds for construction of the Phase I, III and IV hotel and restaurant uses. Watering the active construction area twice daily as required per South Coast AQMD Rule 403 and PVCCP EIR mitigation measure MM Air 3 during construction of the Phase II warehouse would not reduce PM₁₀ and PM_{2.5} emissions during site preparation to below the LST threshold. Thus, without mitigation, PM₁₀ and PM_{2.5} emissions would be a significant impact. Implementation of mitigation measure MM AIR-2 would reduce PM₁₀ and PM_{2.5} emissions to within the SCAQMD LST threshold.

Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including architectural coating emissions as the structures are repainted over the life of the project. The emission calculations also reflect testing emissions associated with the diesel-powered generator and fire water pump. Daily emissions would exceed the South Coast AQMD thresholds for NO_x. Thresholds for VOC, CO, SO_x, PM₁₀ or PM_{2.5} would not be exceeded. Daily NO_x emissions are primarily a result of heavy truck operation. Project operational emissions would result in significant and unavoidable air quality impacts.

Mitigation Measures

Project-Specific MM AQ-1: The development contractor for the Phase I, III and IV hotel and restaurants shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase and install a minimum of Level 1 Deisel Particulate Filters on equipment used.

Project-Specific MM AQ-2: The development contractor for the Phase II warehouse shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase.

PVCCSP EIR MM Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

PVCCSP EIR MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:

- requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);
- keeping disturbed/loose soil moist at all times;
- requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;

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- 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 (mph) or less on all unpaved portions of the project sites;
 - suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 mph;
 - appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;
 - sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and
 - replacement of ground cover in disturbed areas as quickly as possible.

PVCCSP EIR MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.

PVCCSP EIR MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.

PVCCSP EIR MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOX unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

PVCCSP EIR MM Air 7: During construction, ozone (O₃) precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.

PVCCSP EIR MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer

efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

PVCCSP EIR MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

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

PVCCSP EIR MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling more than five minutes.

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

PVCCSP EIR 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, On-road Heavy Duty Voucher Incentive Program (VIP), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and Surplus

Off-Road Opt-in for NOX (SOON) funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.

PVCCSP EIR MM Air 14: Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.

PVCCSP EIR MM Air 15: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with transportation refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment (HRA) performed to assess the diesel particulate matter (DPM) impacts from mobile-source traffic generated by that implementing development project. The proposed Project is expected to result in 242 truck trips per day and is therefore required to prepare an HRA. The results of the HRA shall be included in the CEQA documentation for each implementing development project.

PVCCSP EIR MM Air 18: Prior to the approval of each implementing development project, the RTA shall be contacted to determine if the RTA has plans 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 for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project sites 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 Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.

PVCCSP EIR 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 sites. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.

PVCCSP EIR 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 would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Operational air quality emissions from implementation of the Distribution Park Commercial and Industrial Project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the Draft EIR and PVCCSP EIR, the impacts would remain a significant and unavoidable impact.

Facts in Support of Findings: The Project-specific mitigation measures (MM AQ-1 through MM AQ-2) are designed to reduce construction particulate matter emissions. With implementation of applicable PVCCSP EIR mitigation measures referenced above, operational NO_x emissions would exceed the regional significance thresholds. Furthermore, because neither the City of Perris or Project Applicant have regulatory authority to control tailpipe emissions, no feasible mitigation beyond the measures identified above exist that would reduce NO_x emissions to levels that are less than significant. Thus, Project operational emissions would result in significant and unavoidable air quality impacts.

Cumulative Impacts: Rationale

The proposed Project has the potential to result in cumulative impacts associated with on-going operations for emissions of NO_x. Even with implementation of the PVCCSP EIR operational mitigation measures, operational NO_x emissions would exceed the regional significance thresholds. The operational emissions are primarily associated with vehicle emissions, specifically heavy trucks. The City of Perris and the Project Applicant do not have regulatory authority to control tailpipe emissions and no additional feasible mitigation measures beyond the measures identified herein exist that would reduce NO_x emissions to levels below the regional thresholds established by the SCAQMD. Therefore, operation of the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. Therefore, the proposed Project would have the potential to result in a cumulatively considerable significant impact with respect to operational activity.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Impacts associated with operational air quality emissions from implementation of the Distribution Park Commercial and Industrial Project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the Draft EIR, the cumulative impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: As discussed above, operation of the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. Therefore, the proposed Project would have the potential to result in a cumulatively considerable significant impact with respect to operational activity.

2. Greenhouse Gas Emissions

GHG Emissions: Rationale

As identified in Section 4.7 of the Draft EIR, the Project would exceed the 3,000 MT CO₂e/yr threshold of significance. Thus, the Project would result in a significant impact with respect to GHG emissions. The proposed Project will implement Project-specific Mitigation Measures GHG-1 through GHG-9. Those mitigation measures that could be modeled were incorporated into the California Emission Estimator Model (CalEEMod) to determine the GHG emission reduction benefits. With implementation of mitigation, the GHG emissions associated with operation of the warehouse component would be reduced by 226 metric tons, or 6 percent, annually. The GHG emissions associated with operation of the hotel and restaurant buildings would be reduced by 137 metric tons, or 4 percent annually.

PVCCSP EIR mitigation measures Air 4 through Air 7, Air 11 through 14, and Air 18 through 20 would also be implemented. There is no method for quantifying reductions in GHG emissions associated with these measures in CalEEMod. Therefore, no reductions in emissions are assumed to occur even with implementation of the below measures.

Therefore, as a conservative measure, the GHG emissions presented in this analysis do not reflect emissions reductions that would result from the implementation of these mitigation measures. While it is likely that implementation of these measures will decrease Project emissions somewhat, GHG emissions produced by the Project would remain a significant and unavoidable impact.

Mitigation Measures

Project Specific MM GHG-1 Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Division that demonstrate that electrical service is provided to each of the areas in the vicinity of all buildings that are to be landscaped in order that electrical equipment may be used for landscape maintenance.

Project Specific MM GHG-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner for all buildings constructed shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Division to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.

Project Specific MM GHG-3 Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.

Project Specific MM GHG-4 Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.

Project Specific MM GHG-5 Tenants who employ 250 or more full or part-time employees shall comply with South Coast AQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from South Coast AQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program shall include, but not be limited to the following:

- Appoint a Transportation Demand Management (TDM) coordinator who will promote the TDM program, activities and features to all employees;
- Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work;
- Inform employees of public transit and commuting services available to them (e.g., social media, signage);

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- Provide on-site transit pass sales and discounted transit passes;
 - Guarantee a ride home;
 - Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted;
 - Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program; and
 - Implement a commute trip reduction program to provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. The commute trip reduction program will be a multi-strategy program that could include the following individual measures:
 - a Carpooling encouragement;
 - b Ride-matching assistance;
 - c Preferential carpool parking;
 - d Flexible work schedules for carpools;
 - e Half-time transportation coordinator;
 - f New employee orientation of trip reduction and alternative travel mode options;
 - g Vanpool assistance; and
 - h Bicycle end-trip facilities (parking and lockers).

Project Specific MM GHG-6 Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.

Project Specific MM GHG-7 Upon occupancy and annually thereafter, the warehouse, hotel and restaurant operators shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers, including delivery truck drivers, as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting;
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies;

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- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling; and
 - The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.

Project Specific MM GHG-8 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.

Project Specific MM GHG-9 The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The Project Applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Division prior to the issuance of building permits.

- Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2;
- Include solar panels to offset the office energy use that can accommodate at least 15% of the energy demand for the hotel and restaurant buildings and 100% of the warehouse building;
- Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2; and.
- Plant trees in excess of the number required per the PVCCSP landscaping standards for commercial and industrial uses or identify, with assistance from City staff, areas (i.e., parks and open space) within the City of Perris where additional trees could be planted.

Refer also to previously referenced Project-specific Mitigation Measures AQ-1 through AQ-13, PVCCSP EIR MM Air 4 through Air 7, Air 11 through 14, and Air 18 through 20.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

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2. Impacts associated with greenhouse gas emissions from implementation of the Distribution Park Commercial and Industrial Project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the Draft EIR, the impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: As discussed above, the Project would exceed the threshold of significance. The proposed Project will implement the Project-specific mitigation measures GHG-1 through GHG-9 discussed above as well as the applicable PVCCSP EIR mitigation measures Air 4 through Air 7, Air 11 through 14, and Air 18 through 20. Measures GHG-1 through GHG-9 would reduce GHG emissions and the PVCCSP EIR measures would likely have some GHG reduction benefit, the GHG emissions produced by the Project would remain a significant and unavoidable impact.

Cumulative Impacts: Rationale

Although the proposed Project is expected to emit greenhouse gases, given the global reach of climate change, the emission of greenhouse gases by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of greenhouse gas from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of climate change can cause adverse environmental effects on a cumulative basis. The assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. Because the Project's GHG emissions would exceed the 3,000 metric tons of CO₂e per year threshold of significance used for this analysis, the Project would result in a cumulatively considerable impact related to GHG emissions.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. Impacts associated with greenhouse emissions from implementation of the Distribution Park Commercial and Industrial Project have been reduced to the extent feasible. However, after implementation of mitigation measures contained in the Draft EIR, the cumulative impacts would constitute a significant and unavoidable impact.

Facts in Support of Findings: As discussed above, the Project would exceed the threshold of significance. Because the proposed Project's GHG emissions would exceed both the threshold selected for this Project and the SCAQMD's recommended threshold, the cumulative impact of the proposed Project on GHG emissions would be significant and unavoidable. No additional mitigation identified is feasible or applicable to the proposed Project.

3. Noise

Construction Noise: Rationale

As identified in Section 4.9 of the Draft EIR, the PVCCSP EIR concludes that construction generated noise resulting from implementation of the PVCCSP and its subsequent implementing development and infrastructure projects could result in potentially significant impacts, but concluded that compliance with the day and hour limits of the Municipal Code (Noise Ordinance) and incorporation of PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 would reduce impacts to less-than-significant. The PVCCSP EIR further concludes that the transport of workers and equipment to and from the Project site would incrementally increase noise on access roads leading to the site. PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 would reduce noise levels during construction of the Project.

As discussed, in Section 4.9 of the Draft EIR, on a typical workday, heavy equipment will be operating sporadically throughout the project site and more frequently away from the edges of the site as the site preparation and grading phases are completed. However, nearby off-site residences at the Park Place Mobile Home Park and camping spaces along the western boundary of the Camper Resorts of America facility, would be exposed to elevated noise levels associated construction. As stated, the City of Perris Municipal Code restricts construction to the weekday hours between 7:00 am and 7:00 pm, with the exception of some holidays. Construction is not allowed on Sundays or applicable holidays. The Project would comply with the Municipal Code restrictions on construction hours. Further, construction noise levels would be relatively short term and terminate as each construction phase is completed. However, as stated, noise levels could exceed the 80 dBA L_{max} standard at the closest sensitive properties. As stated, implementation of PVCCSP EIR mitigation measures MM Noise 1 through Noise 4 listed above would reduce short-term construction noise during site preparation and grading. Implementation of Project specific mitigation measure MM NOI-1 along with the PCVVSP EIR measures referenced above, would reduce potential impacts to less than **less than significant** levels.

Traffic is the primary noise source that would be generated by operation of the proposed project. The highest modeled increase would occur along the southern boundary of the Camper Resorts of American property because the highest concentration of traffic would be associated with the heavy truck use along East Dawes Street east of the site. The increase would be 4.7 dBA CNEL which would exceed the 3 dBA threshold. Mitigation Measure NOI-2 would reduce this impact to less than significant; however, it would require approval from the property owner. Because this approval has not been obtained, the impact was deemed significant and unavoidable. On-site truck movement activities would be below the 80 dBA L_{max} daytime standard, truck movement could exceed the 60 dBA L_{max} nighttime standard during individual events. This would be significant and unavoidable without mitigation. Mitigation Measures NOI-3 and NOI-4 would reduce nighttime truck movement noise to less than significant.

Mitigation Measures

Project Specific MM NOI-1: The Project developer shall install temporary construction noise barriers with a minimum height of 12 feet along both the western and eastern property boundaries during site preparation and grading operation. The barriers shall have a minimum Sound Transmission Classification of 25 which reduce temporary maximum construction equipment noise to measured ambient conditions at both the Parkway Mobile Home Park and Camper Resorts of America. Temporary barriers can be removed after construction of the perimeter screening walls provided the screening walls are constructed prior to the paving phase.

Project Specific MM NOI-2. If allowed by the owner of the Camper Resorts of America facility, the Project applicant shall construct a 6-foot-tall concrete masonry unit wall from the southeastern property corner approximately 486 feet along the southern boundary of the Camper Resorts of America facility. The concrete masonry unit wall shall connect to the existing concrete masonry unit wall. The Project applicant shall also increase height of the existing concrete masonry unit wall to 6 feet if feasible or shall replace the existing wall with a new 6-foot-tall concrete masonry unit wall.

Project Specific MM NOI-3: Increase the northern section (i.e., from the northern terminus of the 14-foot section) of the eastern perimeter wall height from 8 feet to 12 feet a distance of approximately 242 feet.

Project Specific MM NOI-4. Restrict nighttime (i.e., 10:00 p.m. to 7:00 a.m.) truck back-in parking to the 220-foot section of 14-foot-high perimeter wall

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

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

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

PVCCSP EIR 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.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
2. The mitigation of traffic noise impacts would require approval from the Camper Resorts of America ownership. Because this has not been obtained, traffic noise effects identified in the Draft EIR have been determined to be significant and unavoidable.

Facts in Support of Findings: The potential impacts from noise during construction and operation have been eliminated or reduced to less than significant by implementation of Project-specific Mitigation Measures NOI-1, NOI-2, NOI-3 and NOI-4 and PVCCSP EIR MM Noise 1 through Noise 4. As stated, the mitigation of traffic noise impacts on the Camper Resorts of America property would require approval from the facility ownership. Because this has not been obtained, traffic noise effects identified in the Draft EIR would be significant and unavoidable.

Cumulative Impacts: Rationale

The PVCCSP EIR determined that the noise impact of construction of development and infrastructure projects in the PVCCSP area would not be cumulatively considerable or significant, but offsite impacts due to traffic from buildout of allowed uses under the PVCCSP would exceed significance thresholds along roadway segments adjacent to sensitive receptors resulting in a substantial increase in the ambient noise environment. Therefore, the potential cumulative noise impacts would be significant, and the cumulative noise impacts of PVCCSP generated traffic would be considerable.

As discussed under Section 4.9 of the Draft EIR, Project construction-related noise impacts would be less than significant with implementation of Project-specific Mitigation Measure NOI-1 and PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4. Likewise, other cumulative projects occurring within the PVCCSP area would be required to comply with PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4. The analysis of operational noise level contributions demonstrates that Project-related operational noise would not result in a cumulative increase in noise levels that exceeds the City's thresholds of significance with implementation of mitigation measures MM NOI-3 and/or MM NOI-4. Because traffic noise levels are dependent on changes in traffic volumes, the traffic noise impact associated with the Project is site specific. The cumulative traffic condition is not expected to cause a cumulative noise impact.

Findings

1. Changes or alterations have been required in, or incorporated into, the Distribution Park Commercial and Industrial Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

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2. The cumulative effects identified in the Draft EIR have been determined not to be significant.

Facts in Support of Findings: The potential cumulative impacts have been eliminated or substantially lessened to a level of less than significant with implementation of Project-specific mitigation measures NOI-1, NOI-3 and NOI-4 and PVCCSP EIR MM Noise 1 through Noise 4.

D. Alternatives to the Proposed Project

CEQA Guidelines (Section 15126.6) require that a discussion of project alternatives be part of any EIR. Any such identified alternatives must significantly meet project objectives, or they cannot be said to be true project alternatives. Further, CEQA Guidelines 15091(a)(3) and 15091(b) require an explanation and analysis of why project alternatives are infeasible. As a result, Chapter 5 of the Draft EIR discusses the following alternatives: No Project Alternative; Reduced Intensity Alternative and Commercial Alternative.

1. No Project Alternative

Description

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the State CEQA Guidelines describes the two general types of no project alternatives: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan; and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed.

Under the No Project/No Development Alternative, the proposed development of a hotel, restaurants and warehouse building and associated parking, access driveways, utilities, and landscaping would not occur. The Project site would remain in its current vacant condition.

Finding and Rationale

The No Project Alternative would avoid the significant and unavoidable operational and cumulative air quality, GHG and noise impact associated with the proposed Project. Additionally, because no development would occur under the No Project Alternative, the less than significant impacts resulting from the Project for the following environmental topics would be avoided: aesthetics, biological resources, cultural resources, energy, geology and soils, public services, transportation and tribal cultural resources. The No Project Alternative would not involve any development at the Project site. This alternative would not meet any of the Project Objectives identified in Section 3.5 of the Draft EIR.

2. Reduced Intensity Alternative

Description

The purpose of the Reduced Intensity Alternative is to address the significant and unavoidable impacts of the Project related to NO_x and GHG emissions as well as traffic noise, which are primarily associated with vehicle and heavy truck trips. Under this alternative, the Project site would be developed with a new hotel and two restaurant buildings comprising Phases I, II and IV and a new warehouse building with related improvements comprising Phase II. The primary reason for the NO_x and GHG emission exceedance are the heavy truck trips associated with operation of the warehouse; although all vehicles contribute to projected air pollutant emissions. The primary reason for the substantial increase in roadway noise is heavy trucks traveling along East Dawes Street east of the Project site. Thus, reducing the warehouse square footage and related daily truck trips would reduce daily air pollutant emissions, annual GHG emissions, and traffic noise. Under this alternative, the warehouse building would be reduced by 25 percent to approximately 206,323 square feet or 75 percent of the building size under the proposed Project.

Finding and Rationale

Due to the 25 percent reduction in warehouse building size with the Reduced Intensity Alternative, there would be a related 25 percent reduction in average daily trip generation, including truck trips. Significant and unavoidable impacts associated with cumulatively considerable air and GHG emissions would be reduced but would continue to be significant and unavoidable. Daily NO_x emissions associated with the warehouse operation would be reduced from approximately 61.9 to approximately 46.4 pounds per day. Total NO_x emission generated by the project would be approximately 60.0 pounds per day which would continue to exceed the South Coast AQMD 55 pounds per day threshold of significance for NO_x. Therefore, operational emissions and associated impacts under this alternative would continue to be significant and unavoidable. Total GHG emissions would be 10,660 metric tons of CO₂e per year, assuming that the commercial component is unchanged from the proposed Project. This would continue to exceed the 3,000 metric tons of CO₂e per year significance threshold used in the GHG analysis. GHG impacts would continue to be significant and unavoidable under this threshold with implementation of the Reduced Intensity Alternative.

The reduction in heavy truck trips by 25 percent would have a negligible effect on traffic-related noise impacts at the camp sites located along the southern boundary of the Camper Resorts of America facility. This impact would remain significant and unavoidable. The Reduced Intensity Alternative would reduce the truck activity at the building loading docks and within the parking area compared to what would occur with the Project. This would reduce the intensity of on-site operational noise. However, because on-site noise impacts are related to truck parking along the eastern site boundary, impacts are likely to remain under this alternative. This would require implementation of mitigation measures MM NOI-3 and MM NOI-4 like the Project. Mitigation Measure NOI-1 would be required to address temporary construction noise. For all other topical

areas, similar impact levels would occur with the proposed Project. The Reduced Intensity Alternative would attain all Project objectives.

3. Commercial Alternative

Description

The purpose of the Commercial Alternative is to address the significant and unavoidable impacts of the Project related to NO_x and GHG emissions as well as noise, which are primarily associated with vehicle and heavy truck trips. Buildings comprising Phase I would be a new hotel and two restaurants. These uses would be allowed under the current PVCCSP Commercial land use designation; and thus, would remain as part of the Commercial Alternative. To avoid the need for a Specific Plan Amendment changing the land use designation for the southern portion of the parcel from Commercial to Light Industrial to accommodate the proposed warehouse, the Commercial Alternative assumes development of a 175,000-square-foot retail superstore, which is the approximate size of a typical retail store of this type.

Finding and Rationale

Relevant to this alternatives analysis is the average daily trip (ADT) generation. The ITE trip generation rate for retail superstores in CalEEMod was used to estimate the ADT and related air and GHG emissions. The Commercial Alternative would result in a net reduction in daily truck trips; however, the ADT would be higher compared to the Project. As stated, the proposed Project would generate approximately 870 passenger vehicle trips and 470 heavy truck trips, or a total of 1,340 ADT. The Commercial Alternative would generate approximately 8,873 ADT during the weekday and a weekly high of 11,189 on Saturday.

Due to the difference in use associated with the Commercial Alternative, there would be an increase in daily vehicle trips, air emissions, energy demand, GHG emissions and off-site traffic noise as stated above. Significant and unavoidable impacts associated with cumulatively considerable air and GHG emissions would remain. Off-site traffic noise impacts could be greater than the proposed Project because of the higher traffic volumes. This could be mitigated provided that the Camper Resorts of America and Park Place Mobile Home Park property owners agreed to mitigation. For all other topical areas (i.e., aesthetics, biological resources, cultural resources, geology/soils, land use/planning, public services, transportation and tribal cultural resources), similar or reduced impacts would occur with the Commercial Alternative in comparison to the proposed Project.

E. Cumulative Impacts

Cumulative impacts were analyzed in Section 4.1 through 4.12 of the Draft EIR, which concludes that even with the adoption of each mitigation measure identified in the Draft EIR, the Project could result in significant and unavoidable cumulative impacts with respect to the following issues:

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- Air Quality
 - Greenhouse Gas Emissions
 - Noise

Findings and Rationale

Air Quality

The CAAQS designates the Project area as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Project area as nonattainment for O₃ and PM_{2.5}. The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project's construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on a Project-specific and cumulative basis. The proposed Project has the potential to result in cumulative impacts associated with on-going operations for emissions of NO_x. Even with implementation of the PVCCSP EIR operational mitigation measures, operational NO_x emissions would exceed the regional significance thresholds. The operational emissions are primarily associated with vehicle emissions. The City of Perris and the Project Applicant do not have regulatory authority to control tailpipe emissions and no additional feasible mitigation measures beyond the measures identified herein exist that would reduce NO_x emissions to levels below the regional thresholds established by the SCAQMD. Therefore, operation of the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard. Therefore, the proposed Project would have the potential to result in a cumulatively considerable significant impact with respect to operational activity.

Greenhouse Gas Emissions

Individual projects would result in impacts that are cumulatively considerable when the individual project, along with all other past, present, and probably future projects, would contribute to the potential for global climate change. While individual projects are unlikely to measurably affect global climate change, each of these projects incrementally contributes toward the potential for global climate change on a cumulative basis, in concert with all other past, present, and probable future projects.

Despite the global nature of GHG impacts, it is important to note that the scope of the City's jurisdictional authority is limited to certain types of emissions generated within the City's physical boundaries. The City's authority does not include the regulation of the majority of actions, including for example, transportation policy, fuel consumption, and energy generation, which the state has determined are necessary to meet all of AB 32's greenhouse gas reduction goals. Further, some of the GHG emissions associated with the Project can be reduced only by measures to be implemented by other governmental agencies which are outside the City's jurisdiction. GHG emissions are clearly significant on a global basis, and when GHG emissions are outside of the lead agency's jurisdiction and control, consistent with Public Resources Code

Section 21081(a)(2), a project has cumulatively considerable significant and unavoidable GHG impacts if other agencies do not take necessary action. These other agencies can and should adopt requirements to ensure cumulative GHG reductions.

Greenhouse gas emissions modeling was used to predict the amount of greenhouse gases the Project would generate during construction and operation. The total GHG emissions were above the SCAQMD interim significance threshold of 3,000 MT CO₂e/year which was used to evaluate the Project.

Although the proposed Project is expected to emit greenhouse gases, given the global reach of climate change, the emission of greenhouse gases by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of greenhouse gas from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects on a cumulative basis. The fact that GHG emissions are cumulative was noted by the CRNA in its Public Notice for the SB 97's CEQA amendments regarding GHG. Because the proposed Project's GHG emissions would exceed SCAQMD's recommended threshold, the cumulative impact of the proposed Project on GHG emissions would be significant and unavoidable.

Noise

Because certain impacts resulting from implementation of the Project are unable to be mitigated and would remain significant and unavoidable, a Statement of Overriding Consideration is being adopted to address this significant and unmitigated cumulative impacts.

F. Environmental Impact Report Recirculation

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. CEQA Guidelines provide the following examples of significant new information under this standard (CEQA Guidelines, Section 15088.5[a]).

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

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- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (*Mountain Lion Coalition v. Fish and Game Com.* [1989] 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines, Section 15088.5, subd. (b)).

Findings and Rationale

Because none of the criteria outlined above have been met, the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project and, therefore, recirculation of the EIR is not required.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, City approval of the proposed Project would potentially result in significant environmental impacts to Air Quality, Greenhouse Gas Emissions and Noise. No feasible mitigation measures have been identified that could reduce the potential air quality and greenhouse gas emissions to less than significant. Mitigation Measure NOI-2 would reduce potential traffic noise impacts to less than significant. As stated, the measure would require approval from the property owner which has not been obtained. Consequently, the EIR reaches the conclusion that impacts air quality, greenhouse gas and noise impacts would remain potentially significant and unavoidable.

Whenever a lead agency adopts a project that will result in a significant and unavoidable impact, the agency must, pursuant to PRC Section 21002 and 21081(b) and CEQA Guidelines Section 15093, state in writing the specific reasons to support its action based on the EIR and/or other information in the administrative record.

Pursuant to PRC Section 21081(b) and CEQA Guidelines Section 15093, the City has balanced the benefits of the Project against its unavoidable adverse impacts to Air Quality and Greenhouse Gas Emissions and potential Noise impacts. The City, having considered all of the foregoing, finds that there are specific overriding economic, legal, social, technological, and/or other benefits associated with the proposed Project that outweigh unavoidable direct and/or cumulative impacts related to Air Quality, Greenhouse Gas Emissions and Noise.

The City also has examined alternatives to the proposed Project and found that the Reduced Industrial Alternative and the No Project Alternative would be environmentally superior to the proposed Project. The No Project Alternative, however, would not meet the objectives of the proposed Project. In accordance with CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The Reduced Industrial Alternative would involve a reduction in the industrial warehouse building area and a reduction in vehicular trips (including trucks). However, the significant, and

unavoidable impacts associated with operational criteria pollutant emissions (air quality impacts), GHG emissions and traffic noise would be reduced, but not eliminated with this alternative. Overall, the Reduced Industrial Alternative is the environmentally superior Project alternative per CEQA Guidelines Section 15126.6(e)(2). The Reduced Industrial Alternative would meet all Project objectives and may provide more jobs than the proposed Project.

The City, (i) having independently reviewed the information in the Final EIR and the record of proceedings; (ii) having made a reasonable and good faith effort to eliminate or substantially lessen the significant environmental impacts resulting from the Project to the extent feasible by adopting the mitigation measures identified in the Final EIR; and (iii) having balanced the benefits of the Project against the significant environmental impacts, chooses to approve the Project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, technological, and other benefits of the Project render the significant environmental impacts acceptable.

The following statement identifies why, in the City's judgment, the benefits of the Project outweigh the unavoidable significant impacts. Each of the benefits described below serves as an independent basis that justifies approval of the Project and for overriding all significant and unavoidable impacts. Any one of the reasons set forth below is sufficient to justify approval of the Project. Therefore, the City expressly finds in accordance with PRC Section 21081, the following benefits outweigh the unavoidable adverse environmental impacts of the Project.

A. Findings for Statement of Overriding Considerations

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses.

The proposed Project would develop a new hotel, two new restaurant buildings and a 271,098 square foot warehouse building on an approximately 17.1-acre site located approximately 1.5 miles east of Interstate 215 (I-215), approximately 6.5 miles south of State Route 60 (SR-60), and approximately 1.6 miles south of March Air Reserve Base/Inland Port Airport. The site is designated Commercial in the PVCCSP. The proposed hotel and restaurant uses would be allowed by right. The warehouse component of the project requires a Specific Plan Amendment to change the land use designation on the southern portion of the parcel from Commercial to Light Industrial. The Project would be designed consistent with Commercial and Industrial guidelines within the PVCCSP as described throughout the Draft and Final EIR. The proposed Project would meet this objective.

2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development.

The proposed Project would be consistent with the General Plan policies as described in Section 4.8, *Land Use and Planning*, in the Draft EIR as well as applicable design standards and policies within the PVCCSP. Further, the Project would implement applicable goals and policies with the *Good Neighbor Guidelines for Siting New and/or Industrial Facilities*, City of Perris (2022). The proposed Project would meet this objective.

3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris.

As stated, the Project would provide a new hotel and two new sit-down restaurants. This would diversify the lodging and dining opportunities within the City of Perris. The proposed Project would meet this objective.

4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing use.

The proposed warehouse would employ an estimated 269 people. The hotel and restaurant use tenants have yet to be specified; however, these uses are anticipated to have an employee count that is consistent with like uses in the City of Perris. The Project would provide new job opportunities within the local economy. The increase in jobs would reduce home/work commute trips for workers currently commuting to/from the area for jobs. The proposed Project would meet this objective.

5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods.

As stated, the Project would be designed consistent with PVCCSP design standards for commercial and industrial uses. The buildings could accommodate a variety of tenants. The location along Ramona Expressway (hotel/restaurants) and East Dawes Street (warehouse) is ideally suited to accommodate regional access as well as heavy trucks accessing the site from Harley Knox Boulevard, Redlands Avenue and East Dawes Street. These streets are part of an approved truck route network within the City of Perris.

6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire area. This will reduce the need for local workers to commute outside the area for employment.

The proposed warehouse would employ an estimated 269 people. The hotel and restaurant use tenants have yet to be specified; however, these uses are anticipated to have an employee count that is consistent with like uses in the City of Perris. The Project would provide new job opportunities within the local economy. The increase in jobs would reduce home/work commute trips for workers currently commuting to/from the area for jobs. The proposed Project would meet this objective.

7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes.

The hotel, restaurants and warehouse would all generate tax revenue for the City of Perris. This would include property taxes, occupancy tax (hotel) and sales tax associated with all goods/services purchased. The proposed Project would meet this objective.

8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.

The northern portion of the site is along Ramona Expressway and 1.6 miles east of I-215 with direct freeway access for employees, vendors and guests/customers. The warehouse would be accessed to/from I-215 via Harley Knox Boulevard, Redlands Avenue and East Dawes Street. As stated, this is an approved truck route. The proposed Project would meet this objective.

9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

As stated in the Draft EIR, the Project is proposed to be constructed in four phases. Phase I would construct the 4,000 square-foot restaurant and on- and off-site infrastructure improvements including improvements to Ramona Expressway. Phase II would construct the warehouse and related improvements. Phase III would construct the hotel and related on-site improvements. Phase IV would construct the 5,000 square foot restaurant. The timing of each phase is dependent on tenant demand and may change accordingly. The proposed Project would meet this objective.

10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

As stated, the proposed warehouse would employ an estimated 269 people. The hotel and restaurant use tenants have yet to be specified; however, these uses are anticipated to have an employee count that is consistent with like uses in the City of Perris. The Project would provide new job opportunities within the local economy. The increase in jobs in the SCAG region which would reduce home/work commute trips for workers currently commuting to/from the area for jobs. The proposed Project would meet this objective.

B. Conclusion

For the foregoing reasons, the City finds that the Project's adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the Project. Therefore, the City has adopted these Findings of Fact and Statement of Overriding Considerations.

VII. REFERENCES

City of Perris. 2011. Perris Valley Commerce Center Specific Plan Final Environmental Impact Report. November 2011, certified January 10, 2012. Available at: <https://www.cityofperris.org/Home/ShowDocument?id=2645>.