HELIX Environmental Planning

Perris Gateway Project

SPA 22-05280; TPM 22-05279 (38567);
TPM 24-05150 (38985); DPR 22-00028;
DPR 23-00021; CUP 22-05295;
CUP 24-05141; CUP 24-05142

Initial Study

August 2024

Submitted to:

City of Perris
135 North D Street
Perris, CA 92570

Prepared for:

Optimus Building Corporation
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Prepared by:

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act of 1990
AICUZ	Air Installations Compatible Use Zones
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AOZ	Airport Overlay Zone
APZ	Accident Potential Zone
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BMP	Best Management Practice
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Perris
CUP	Conditional Use Permit
CNEL	Community Noise Equivalent Level
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HVLP	high volume low pressure
I-	Interstate
IPA	Inland Port Airport
kWh	kilowatt-hour
L_{EQ}	hourly noise level
L_{MAX}	maximum noise level

Acronyms and Abbreviations (cont.)

MARB	March Air Reserve Base
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PPV	peak particle velocity
PVCC	Perris Valley Commerce Center
PVCCSP	Perris Valley Commerce Center Specific Plan
RTA	Riverside Transit Agency
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
USEPA	U.S. Environmental Protection Agency
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WQMP	Water Quality Management Plan

1.0 Introduction

This section includes a description of the proposed Perris Gateway Project (Project) pursuant to the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) Sections 15124 and 15125. Specifically, this section includes a description of the Project location, background, and environmental setting; a statement of objectives sought for the proposed Project; a description of the Project components; and a summary of related local and state agency approvals required to implement the Project. The Project description is used as the basis for analyzing the Project's impacts on the existing physical environment throughout this Initial Study.

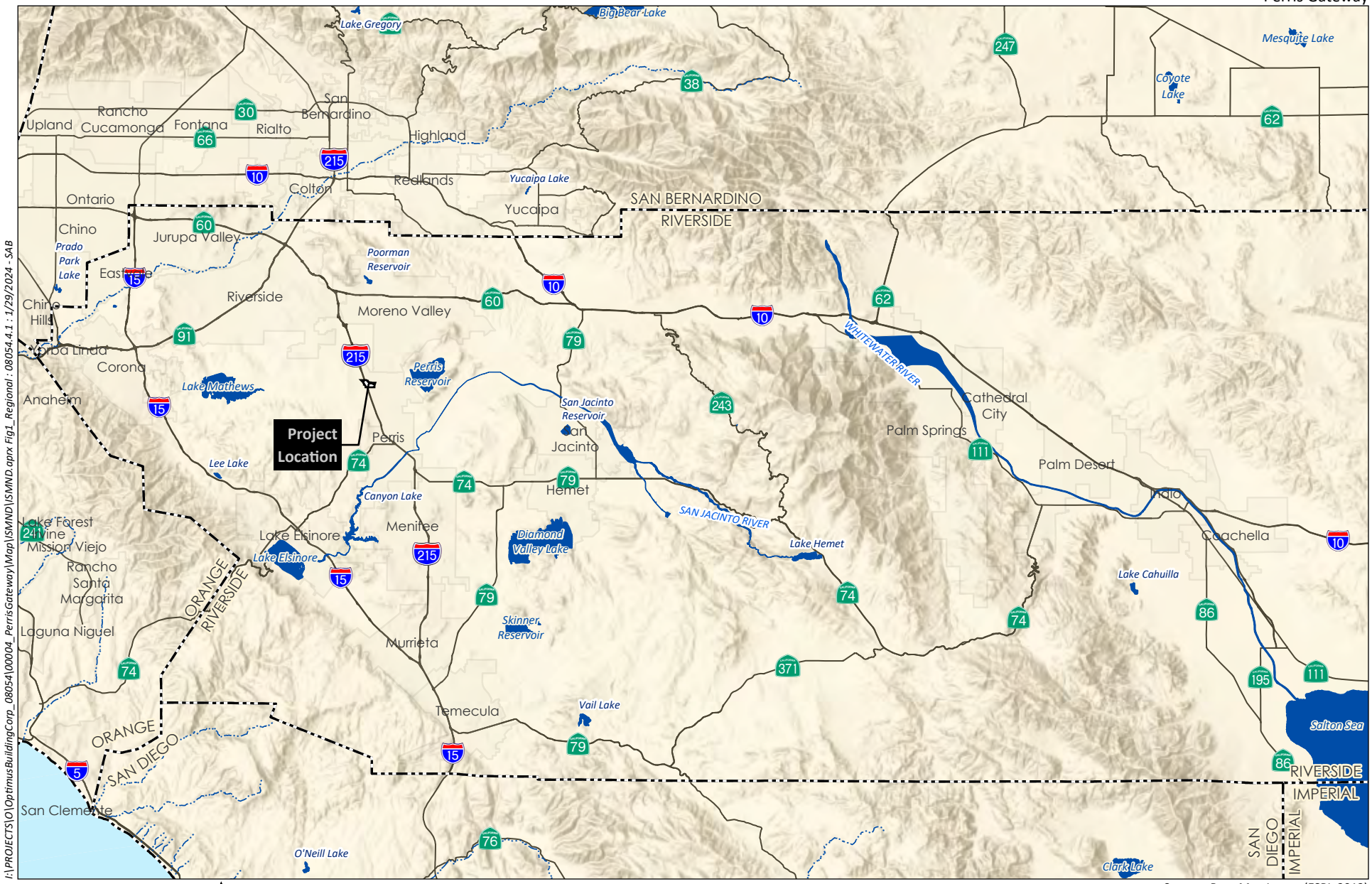
1.1 Project Location

The Project site (Assessor's Parcel Numbers 314-170-020, 314-170-023, and 314-180-024) is located within the western portion of the Perris Valley Commerce Center (PVCC) planning area (described further below) within the City of Perris (City) and includes approximately 20 acres (20.28 acres). It is located adjacent to Interstate (I-) 215, approximately 6.5 miles south of State Route (SR) 60, and approximately 1 mile south of March Air Reserve Base/Inland Port Airport (MARB/IPA). Figure 1, *Regional Location*, depicts the Project site in relation to the region. Figure 2, *Aerial Photograph*, depicts the existing developed and undeveloped conditions at and surrounding the Project site. As shown, the Project site is located north of Ramona Expressway, west of Webster Avenue, and east of I-215.

1.2 Project Background

On January 10, 2012, the City of Perris City Council adopted the Perris Valley Commerce Center Specific Plan (PVCCSP), which was prepared pursuant to the authority granted to the City of Perris by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting a Specific Plan Zoning for properties within the PVCC. The PVCCSP allows for the development of approximately 3,500 acres of industrial, commercial, and office uses, as well as public facilities within the PVCC. In conjunction with its approval of the PVCCSP, the City complied with the California Environmental Quality Act (CEQA) by preparing and certifying the PVCCSP Final Environmental Impact Report (PVCCSP EIR; State Clearinghouse No. 2009081086; Albert A. Webb Associates 2011), which is incorporated by reference in this Initial Study and is available for public review at the City of Perris Planning Division, 135 North D Street, Perris, California 92570, and online at https://www.cityofperris.org/departments/development-services/specific-plans.

The PVCCSP EIR is a program EIR, and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCCSP planning area were anticipated. The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the PVCCSP EIR. In conjunction with certification of the PVCCSP EIR, the City also adopted a Mitigation Monitoring and Reporting Program. Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects within the Specific Plan area comply with the required PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures as outlined in the Mitigation Monitoring and Reporting Program, and that these requirements are to be implemented in a timely manner.



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0 10 Miles

Source: Base Map Layers (ESRI, 2013)

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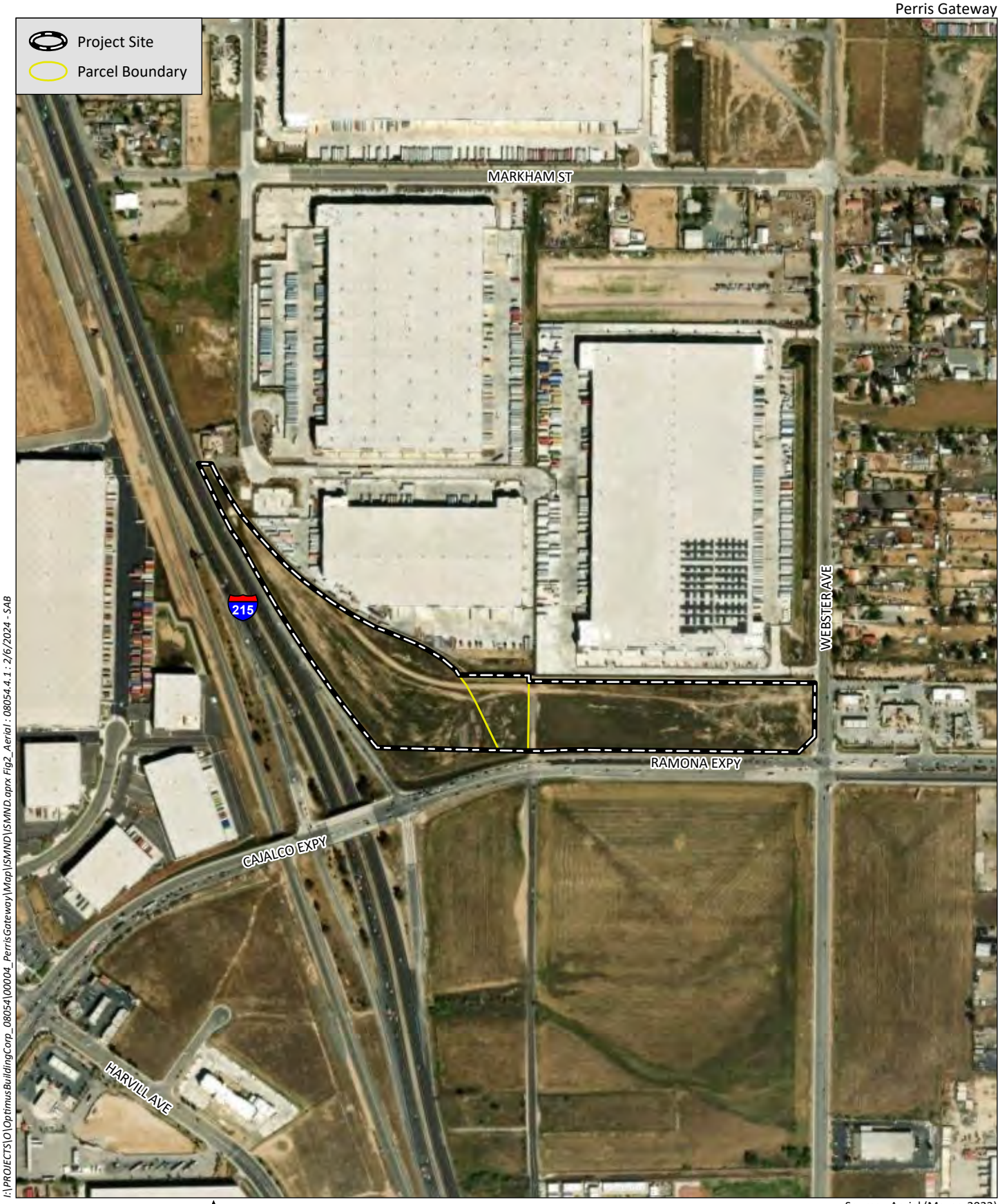
Regional Location

Figure 1



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Source: Aerial (Maxar, 2022)

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Aerial Photograph

Figure 2

Subsequently, an EIR was prepared for the Optimus Logistics Center and certified by the City of Perris City Council on January 12, 2016. The Project site was included in the study area of the Optimus Logistics Center EIR; however, no specific uses were proposed on the Project site. Rather, speculative shopping center uses including 220,520 square feet of development were analyzed as a potential use for two of the Project site parcels for the purpose of the Optimus Logistics Center EIR. No development was proposed or analyzed on the third, westernmost parcel of the Project site since this area was reserved for a future Ramona Expressway on-ramp alignment for Alternative 9 of the Mid-County Parkway project.

1.3 Environmental Setting

The PVCCSP EIR provides a description of the environmental and regulatory setting for the entire PVCC planning area, including the Project site. Except for the termination of agricultural activities and the construction of development anticipated within the PVCC planning area, the physical setting description for the Project site and adjacent areas has not notably changed since the PVCCSP EIR was certified in 2012. Similarly, the Project setting described in the Optimus Logistics Center EIR for the Project site remains consistent with current conditions, as the Project site has not been developed and industrial uses approved north of the Project site were developed as described in the Optimus Logistics Center EIR.

Additional environmental setting and existing conditions descriptions are provided for the environmental topics analyzed in each section of this Initial Study. Additionally, updates to applicable local and regional regulatory programs have occurred since the PVCCSP EIR and Optimus Logistics Center EIR were certified and new regulatory programs have been adopted; these updated regulations are discussed for each topical issue, as appropriate.

The City of Perris is within the Perris Block geologic unit, which lies within the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province is characterized by a series of northwesterly trending mountain ranges that extend from the coast of California eastward into the California desert and south to the tip of Baja California, Mexico. The Perris Block is bound on the northeast by the San Jacinto Fault, on the north by the Cucamonga Fault and the San Gabriel Mountains, and on the southwest by the Elsinore Fault and the Santa Ana Mountains. The City of Moreno Valley borders the City to the north and the City of Menifee borders the City to the south. Unincorporated areas of Riverside County border the City to the east and west.

The Project site can generally be characterized as disturbed vacant land that was previously used for agricultural purposes. The Project site is generally flat with an elevation between 1,480 and 1,500 feet above mean sea level. Stormwater runoff generally flows from northwest to southeast within the western two parcels and southwest to northeast on the eastern parcel. Runoff outfalls to a catch basin at the northeast corner of the Project site and flows into Line E of the Perris Valley Storm Drain System, which is owned and maintained by the Riverside County Flood Control and Water Conservation District and runs in an east-west direction along Ramona Expressway.

The land uses surrounding the Project site include a mix of undeveloped and developed areas. Surrounding land uses include the Optimus Logistics Center to the north, residential land uses to the northeast, commercial development to the east, currently undeveloped areas to the south, and I-215 to the west. The vacant parcels south of the Project site along Ramona Expressway are designated in the PVCCSP for commercial land uses, as described below.

The existing General Plan land use designation and zoning for the Project site is PVCC SP - Perris Valley Commerce Center Specific Plan. As shown on Figure 3, *PVCCSP Land Use Designations*, the PVCCSP designates the Project site as Commercial. Commercial land use designations are also identified immediately to the east and south of the Project site. Light Industrial designations occur along the northern property boundary and further to the north, as well as to the southeast. The small parcel located at the northernmost Project site boundary currently contains a distribution center and is designated as Business Professional Office in the PVCCSP, and the parcels northeast of the Project site are designated as Residential in the PVCCSP.

The Project site is located approximately one mile south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary. The PVCCSP includes an Airport Overlay Zone (AOZ) which defines specific land uses corresponding generally with the boundaries and provisions of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP) and airport influence area. The Project site is within Airport Compatibility Zone C1 (Primary Approach/Departure Zone). Development within airport compatibility zones is restricted by the basic compatibility criteria provided in Table MA-2 of the 2014 MARB/IPA ALUCP which is consistent with the safety and noise standards contained within the 2018 Air Installations Compatible Use Zones (AICUZ) Study. Airport Compatibility Zone C1 is a primary approach/departure zone with limited residential land uses and prohibits noise sensitive land uses and other uses which would cause hazards to flight.

The Project site is not within or adjacent to a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area. It is not within an MSHCP Criteria Cell, Core, or Linkage Area. The Project site is also not in a survey area for mammals, amphibians, Criteria Area Plant Species Survey Area, or Narrow Endemic Plant Species Survey Area.

1.4 Project Objectives

The applicant's goals for the proposed Project are to provide for the development of local serving commercial uses in the northern portion of the City and to increase employment opportunities while providing development compatible with the MARB/IPA ALUCP. These goals align with various aspects of Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), primarily related to balancing job and housing opportunities in local areas to reduce long commutes from home to work. The Southern California Association of Governments (SCAG) identifies the Inland Empire as a housing-rich area and coastal communities as job-rich areas and is striving in its policies to achieve more local balances of jobs and housing.

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Source: Aerial (Maxar, 2022)

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PVCCSP Land Use Designations

Figure 3

1.5 Project Components

The proposed Project involves City approval of a Specific Plan Amendment, Tentative Parcel Map, Development Plan Reviews, and Conditional Use Permits (CUPs), to allow the construction and operation of a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash. The components of the Project are further described below.

Specific Plan Amendment

It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion that is coordinated with the provision of necessary infrastructure and public improvements. Land use categories in the PVCCSP include Industrial, Business/Professional Office, Commercial, Residential, and Public. Zoning categories in the PVCCSP include General Industrial, Light Industrial, Business/ Professional Office, Commercial, Residential, Multi-Family Residential, and Public. The majority of the PVCC planning area is designated for Light Industrial and General Industrial development and identifies areas along Ramona Expressway at the east and west ends of the PVCC boundary, including the Project site, for Commercial development. The Land Use Plan section of the PVCCSP that would be amended by the proposed Specific Plan Amendment is described below. No other Specific Plan amendments are proposed.

Section 2.0 of the PVCCSP contains the Land Use Plan and defines land use categories and zones throughout the PVCC planning area and details permitted, conditionally permitted, accessory, and prohibited uses for each zone. The PVCCSP designates the Project site as a Commercial land use and zone, which is defined as a zoning designation that provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. The proposed amendment to the PVCCSP would add self-storage facilities to the list of permitted uses within the Commercial land use designation provided in Table 2.0-2 of the PVCCSP. The environmental analysis contained in this Initial Study addresses the effects of the proposed self-storage facility within the Commercial land use area of the Project site and does not address impacts associated with speculative development of self-storage facilities on other sites with existing Commercial land use designations. There are no other known development applications proposing the construction of a self-storage facility within the PVCCSP Commercial land use designation and, as such, analysis related to potential future development of these facilities would be speculative.

Tentative Parcel Map

The Project applicant proposes a Tentative Parcel Map to re-subdivide the existing three-parcel Project site into eight parcels. As shown in Figure 4, *Tentative Parcel Map*, these parcels would range in size from 0.936 net acre to 6.847 acres. The subdivision of the site into these separate parcels would provide for the separation of proposed land uses and future ownership changes.

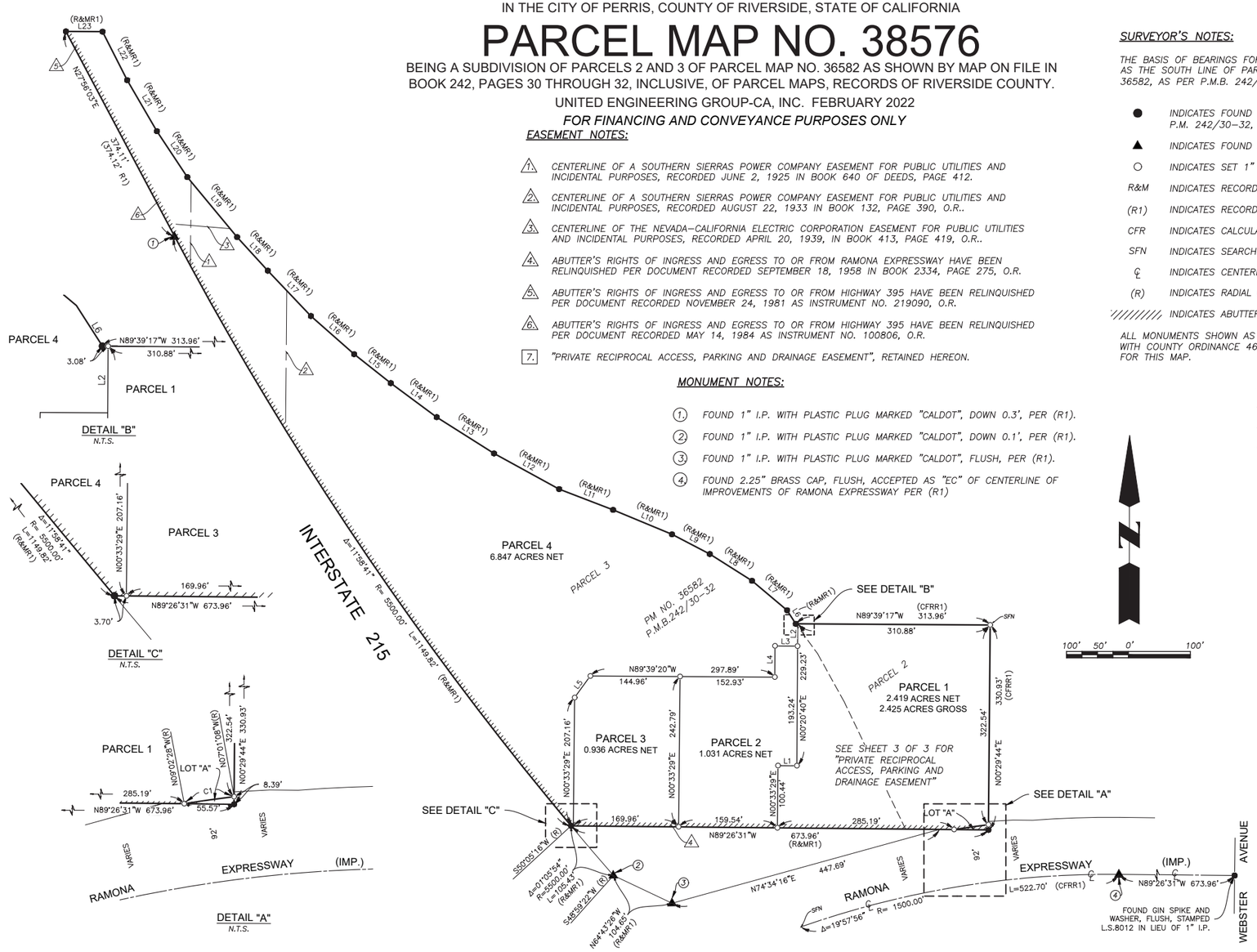
IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PARCEL MAP NO. 38576

BEING A SUBDIVISION OF PARCELS 2 AND 3 OF PARCEL MAP NO. 36582 AS SHOWN BY MAP ON FILE IN BOOK 242, PAGES 30 THROUGH 32, INCLUSIVE, OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY.

UNITED ENGINEERING GROUP-CA, INC. FEBRUARY 2022

FOR FINANCING AND CONVEYANCE PURPOSES ONLY



EASEMENT NOTES:

1. *CENTERLINE OF A SOUTHERN SIERRAS POWER COMPANY EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JUNE 2, 1925 IN BOOK 640 OF DEEDS, PAGE 412.*
2. *CENTERLINE OF A SOUTHERN SIERRAS POWER COMPANY EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED AUGUST 22, 1933 IN BOOK 132, PAGE 390, O.R..*
3. *CENTERLINE OF THE NEVADA–CALIFORNIA ELECTRIC CORPORATION EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED APRIL 20, 1939, IN BOOK 413, PAGE 419, O.R..*
4. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM RAMONA EXPRESSWAY HAVE BEEN RELINQUISHED PER DOCUMENT RECORDED SEPTEMBER 18, 1958 IN BOOK 2334, PAGE 275, O.R.*
5. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM HIGHWAY 395 HAVE BEEN RELINQUISHED PER DOCUMENT RECORDED NOVEMBER 24, 1981 AS INSTRUMENT NO. 219090, O.R.*
6. *ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM HIGHWAY 395 HAVE BEEN RELINQUISHED PER DOCUMENT RECORDED MAY 14, 1984 AS INSTRUMENT NO. 100806, O.R.*
7. *"PRIVATE RECIPROCAL ACCESS, PARKING AND DRAINAGE EASEMENT", RETAINED HEREON.*

MONUMENT NOTES:

1. *FOUND 1" I.P. WITH PLASTIC PLUG MARKED "CALDOT", DOWN 0.3', PER (R1).*
2. *FOUND 1" I.P. WITH PLASTIC PLUG MARKED "CALDOT", DOWN 0.1', PER (R1).*
3. *FOUND 1" I.P. WITH PLASTIC PLUG MARKED "CALDOT", FLUSH, PER (R1).*
4. *FOUND 2.25" BRASS CAP, FLUSH, ACCEPTED AS "EC" OF CENTERLINE OF IMPROVEMENTS OF RAMONA EXPRESSWAY PER (R1)*

SURVEYOR'S NOTES:

THE BASIS OF BEARINGS FOR THIS SURVEY IS N 89°26'31" W, SHOWN AS THE SOUTH LINE OF PARCELS 2 AND 3 ON PARCEL MAP NO. 36582, AS PER P.M.B. 242/30–32.

- ● *INDICATES FOUND 1" I.P. WITH NAIL & TAG, L.S. 8012 PER P.M. 242/30–32, UNLESS NOTED OTHERWISE.*
- ▲ *INDICATES FOUND MONUMENT AS NOTED.*
- ○ *INDICATES SET 1" I.P., TAGGED L.S. 6974*
- R&M *INDICATES RECORD & MEASURED*
- (R1) *INDICATES RECORD DATA PER P.M.242/30–32.*
- CFR *INDICATES CALCULATED FROM RECORD*
- SFN *INDICATES SEARCHED, FOUND NOTHING*
- ℄ *INDICATES CENTERLINE*
- (R) *INDICATES RADIAL BEARING*
- ////////// *INDICATES ABUTTER'S RIGHTS RELINQUISHED*

ALL MONUMENTS SHOWN AS "SET" SHALL BE SET IN ACCORDANCE WITH COUNTY ORDINANCE 461.10 AND THE MONUMENT AGREEMENT FOR THIS MAP.

CURVE TABLE				
CURVE #	DELTA	RADIUS	LENGHT	TANGENT
C1	02°01'20"	1592.00'	56.19'	28.10'

LINE TABLE		
LINE #	LENGTH	BEARING
L1	30.37'	N89°39'20"W
L2	35.99'	N00°20'40"E
L3	36.45'	N89°39'20"W
L4	50.29'	N00°20'40"E
L5	43.09'	N36°01'25"E
L6	26.01'	N32°38'51"W
L7	73.98'	N49°57'26"W
L8	80.70'	N57°37'43"W
L9	68.90'	N62°30'04"W
L10	102.87'	N67°26'31"W
L11	93.53'	N68°57'39"W
L12	119.79'	N61°15'53"W
L13	109.51'	N57°38'44"W
L14	92.36'	N53°28'24"W
L15	75.37'	N51°39'44"W
L16	93.15'	N48°36'22"W
L17	100.92'	N43°33'34"W
L18	73.44'	N42°24'15"W
L19	125.95'	N39°39'38"W
L20	88.95'	N33°36'49"W
L21	95.38'	N30°12'04"W
L22	87.81'	N26°52'30"W
L23	59.24'	N89°35'56"W

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Source: Optimus Building Corp, 2024

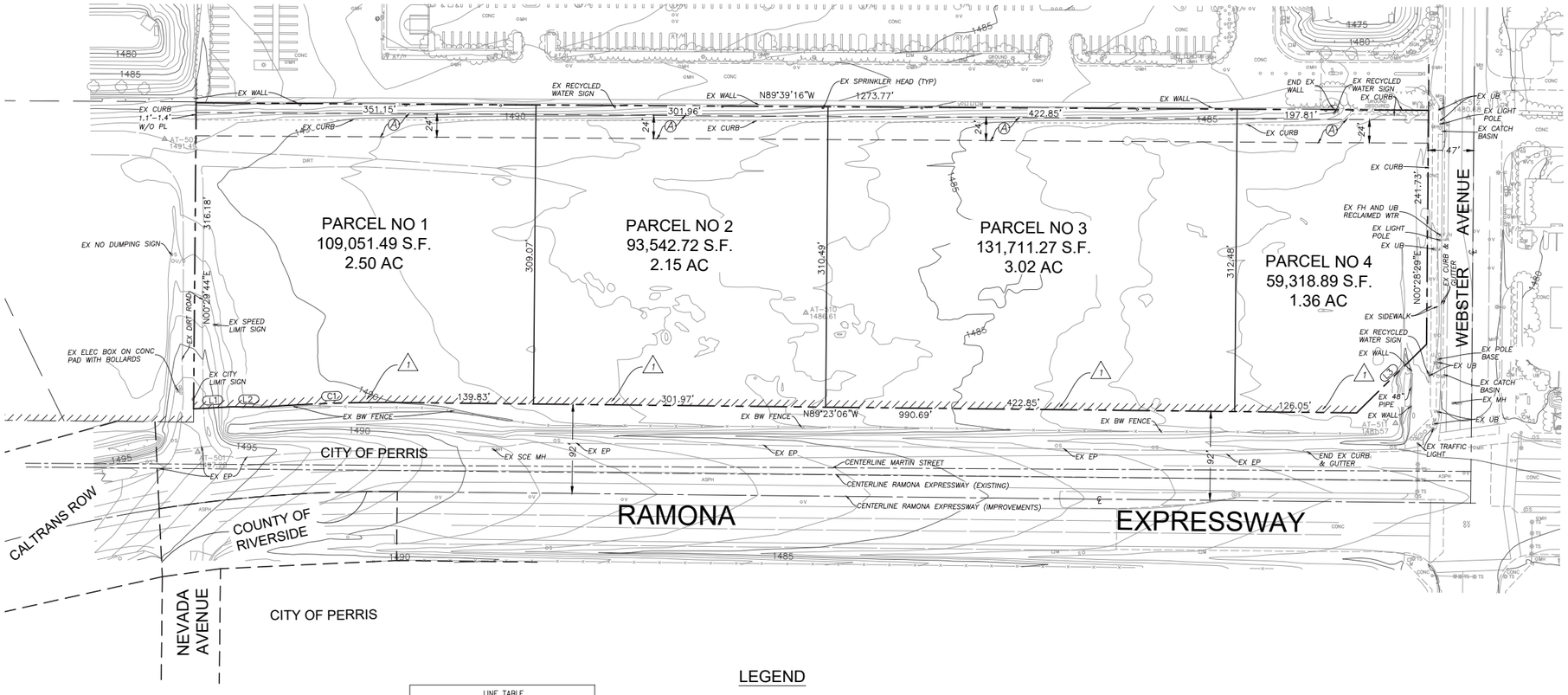
TENTATAVE PARCEL MAP NO. 38985

IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

UNITED ENGINEERING GROUP CA., INC APRIL 2024

FOR FINANCE AND CONVEYANCE PURPOSES ONLY

A FUTURE SUBDIVISION MAP, OR LAND USE ENTITLEMENT OR PERMIT IS NECESSSARY TO DEVELOP THIS PROPERTY. THIS MAP DOES NOT REMOVE ANY CONDITIONS OF APPROVAL FOR SEPARATE LAND USE ENTITLEMENTS OR TENTATIVE MAPS OR USE PERMITS APPROVED FOR THIS LAND.



LINE TABLE		
LINE #	LENGTH	BEARING
L1	39.71'	N86°54'01"E
L2	31.91'	N89°26'31"W
L3	101.23'	N45°32'41"E

CURVE TABLE			
CURVE #	RADIUS	LENGTH	DELTA
C1	1592.00'	140.15'	5°02'38"

BENCHMARK:

NGS DATA POINT
DESIGNATION–432;PID–DX5439
3 ½" ALUMINUM DISC STAMPED "BM 432"
SW COR PERRIS BLVD AND RIDER ST, BASE OF STEEL SIGNAL LIGHT, 3.5' X 2.7' CONC BASE ON EAST SIDE SET FLUSH
ELEV = 1455.11 (NAVD88)

LEGEND

CL	CHAIN LINK
ROW	RIGHT–OF–WAY
PP	POWER POLE
BW	BARBED WIRE
EP	EDGE OF ASPHALT PAVEMENT
GW	GUY WIRE
UB	UTILITY BOX
MH	MANHOLE
V	VALVE
U/O	UNIDENTIFIED OBJECT
S	SIGN
M	METER
TS	TRAFFIC SIGNAL
CONC	CONCRETE
ASPH	ASPHALT
AB	ASPHALT BERM
F/H	FIRE HYDRANT
CF	CURB FACE
TSB	TRAFFIC SIGNAL BOX
TSP	TRAFFIC SIGNAL POLE
— 2334 —	INDICATES CONTOUR ELEVATION
– – – –	PROJECT BOUNDARY
//////////	INDICATES ABUTTER'S RIGHTS RELINQUISHED

SURROUNDING LAND USE

NORTH:	PERRIS VALLEY COMMERCE CENTER SP (LIGHT INDUSTRIAL)
SOUTH:	PERRIS VALLEY COMMERCE CENTER SP (COMMERCIAL)
EAST:	PERRIS VALLEY COMMERCE CENTER SP (COMMERCIAL)
WEST:	PERRIS VALLEY COMMERCE CENTER SP (COMMERCIAL)

EXISTING & PROPOSED LAND USE:

PERRIS VALLEY COMMERCE CENTER SP

PARCEL #	EXIST LAND USE	PROPOSED LAND USE
1	COMMERCIAL	COMMERCIAL
2	COMMERCIAL	COMMERCIAL
3	COMMERCIAL	COMMERCIAL
4	COMMERCIAL	COMMERCIAL

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Source: United Engineering Group, 2024

Development Plan

The proposed Project involves the development of a commercial center including a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash, along the northern side of Ramona Expressway. Figure 5, *Site Plan*, shows the proposed development. In total, the Project involves the development of 126,342 square feet of building area across these uses. Specifically, the Project would include 80,478 square feet of self-storage use across 22 buildings, two 6,000-square-foot sit-down restaurants, six drive-through fast-food restaurants comprised of 18,400-square-foot building area, 32 vehicle fueling positions across two gas stations including 10,039 square feet of convenience store uses, and a 5,425-square-foot automated car wash building.

The two western parcels are separately owned from the easternmost parcel and were submitted for separate Development Plan Review. The two western parcels are referred to as the "western site" and the eastern parcel encompasses the "eastern site." These identifiers for the ownership differences within the Project site provide differentiation for the purposes of the Development Plan Review by the City. Unless otherwise specified, the descriptions and analysis in this Initial Study apply to the entirety of the three parcels referred to as the Project site. Elements of the Project specific to the Development Plan for the western site and eastern site are noted where necessary.

In general, the architectural style of the proposed structures would be contemporary. The buildings would be constructed of plaster walls with accents of sustainable and natural materials. The exterior color palette would be comprised of various neutral shades, including whites, tans, greys, blues, and blacks, with occasional accent tones. The proposed buildings would be a maximum of 45 feet in height above the exterior finished grade. The architectural elements and landscaping would avoid monotony and repetition in building elevations and would minimize glare. Rooftop equipment would be screened and not visible from the street. Figure 6, *Commercial Building Elevations*, provides representative elevations of the style of the proposed commercial buildings for the restaurant, convenience store, and car wash uses. Figure 7, *Self-Storage Building Elevations*, shows the proposed style of the self-storage buildings and Figure 8, *Freeway Line-of-Sight to Self-Storage*, shows the line-of-sight from I-215 to the self-storage facility.

A key objective of the PVCCSP is to promote sustainable development and to encourage the use of "green" technologies. In accordance with PVCCSP EIR mitigation measure MM Air 20, the Project would be constructed to implement, at a minimum, an increase in building energy efficiency 15 percent beyond California Title 24 Energy Efficiency Standards for Nonresidential Buildings and reduce water use by 25 percent.

Perris Gateway

Project Site
Plan Lines

Self-storage Facility

215

Gas Station

Sit Down Restaurant

Sit Down Restaurant

Car Wash

Gas Station/Convenience Store

Fast-Food Restaurant

Fast-Food Restaurant

Fast-Food Restaurant

Fast-Food Restaurant

Fast-Food Restaurant

Fast-Food Restaurant

RAMONA EXPY

NEVADA AVE

WEBSTER AVE

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0 200 Feet

N

Source: Bartholomew Architecture & SMS Architects 2024

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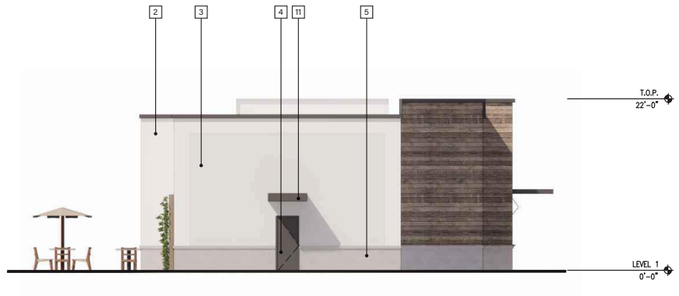
Site Plan

Figure 5

A - NORTH ELEVATION

B - EAST ELEVATION

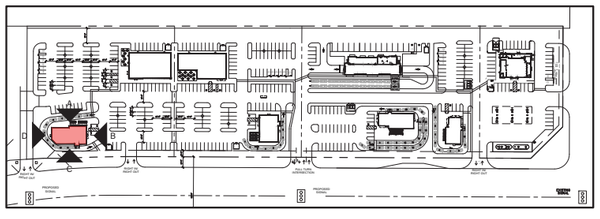
C - SOUTH ELEVATION



D - WEST ELEVATION

COLORS AND MATERIALS

1	METAL ROOF	WESTERN STATES METAL CHARCOAL GRAY
2	PAINT	SHERWIN WILLIAMS SW 7006 EXTRA WHITE
3	PAINT	SHERWIN WILLIAMS SW6187 ALOOF GRAY
4	PAINT	SHERWIN WILLIAMS SW7974 PEPPERCORN
5	STONE VENEER	ELDORADO STONE LONGITUDE24- SILENT GREY
6	STONE VENEER	ELDORADO STONE RIVER ROCK-RIO GRANDE
7	WOOD	WOOD NATURAL STAIN - DARK
8	WOOD	WOOD NATURAL STAIN - LIGHT
9	ZINC	PURE FREEFORM CRYSTAL FACE ZINC #CA003
10	STOREFRONT	ANODIZED ALUMINUM DARK BRONZE
11	METAL AWNING	SHERWIN WILLIAMS SW7974 PEPPERCORN
12	FABRIC CANOPY	SUNBRELLA BLACK
13	FABRIC CANOPY	SUNBRELLA BURGUNDY



KEY PLAN

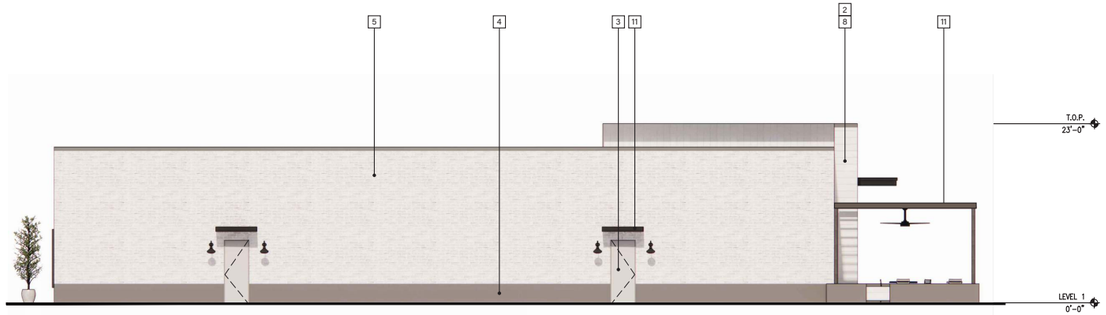
Source: SMS Architects, 2024

I:\PROJECTS\O\OptimusBuildingCorp_08054\00004_PerrisGateway\Map\SMND\Fig6a_Elevations.indd 08054.4.1 5/13/2024 - SAB

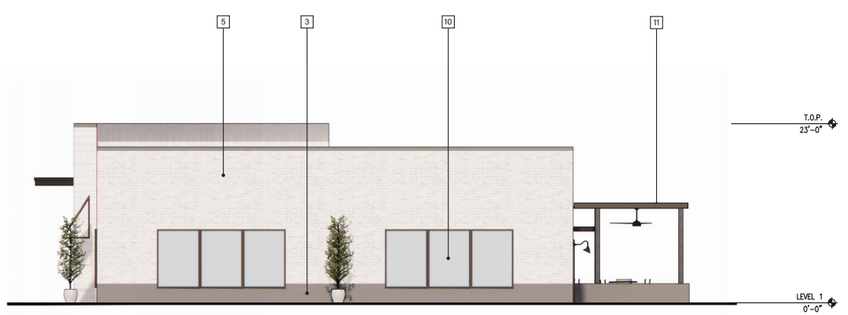
HELIX Environmental Planning

Commercial Building Elevations - Building 1

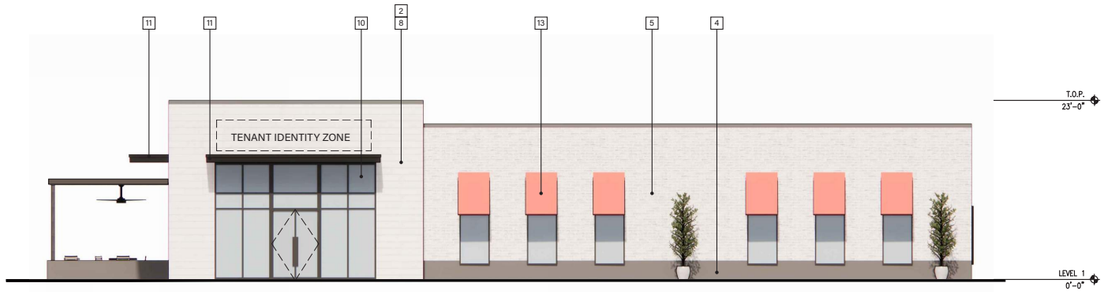
Figure 6a



A - NORTH ELEVATION



B - EAST ELEVATION

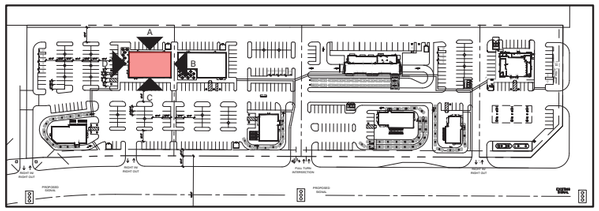


C - SOUTH ELEVATION

D - WEST ELEVATION

COLORS AND MATERIALS

1	METAL ROOF	WESTERN STATES METAL CHARCOAL GRAY
2	PAINT	SHERWIN WILLIAMS SW 7006 EXTRA WHITE
3	PAINT	SHERWIN WILLIAMS SW6197 ALOOF GRAY
4	PAINT	SHERWIN WILLIAMS SW7974 PEPPERCORN
5	STONE VENEER	ELDORADO STONE LONGITUDE24- SILENT GREY
6	STONE VENEER	ELDORADO STONE RIVER ROCK-RIO GRANDE
7	WOOD	WOOD NATURAL STAIN - DARK
8	WOOD	WOOD NATURAL STAIN - LIGHT
9	ZINC	PURE FREEFORM CRYSTAL FACE ZINC #CA003
10	STOREFRONT	ANODIZED ALUMINUM DARK BRONZE
11	METAL AWNING	SHERWIN WILLIAMS SW7974 PEPPERCORN
12	FABRIC CANOPY	SUNBRELLA BLACK
13	FABRIC CANOPY	SUNBRELLA BURGUNDY



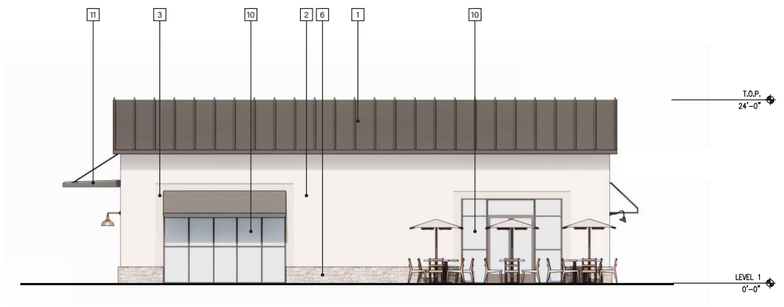
KEY PLAN

Source: SMS Architects, 2024

A - NORTH ELEVATION

B - EAST ELEVATION

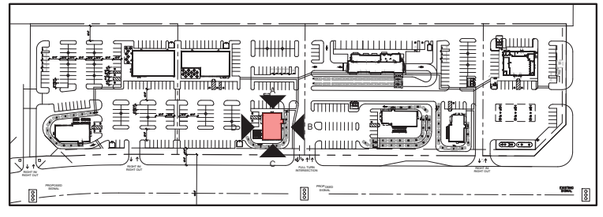
C - SOUTH ELEVATION



D - WEST ELEVATION

COLORS AND MATERIALS

1	METAL ROOF	WESTERN STATES METAL CHARCOAL GRAY
2	PAINT	SHERWIN WILLIAMS SW 7006 EXTRA WHITE
3	PAINT	SHERWIN WILLIAMS SW6197 ALOOF GRAY
4	PAINT	SHERWIN WILLIAMS SW7974 PEPPERCORN
5	STONE VENEER	ELDORADO STONE LONGITUDE24- SILENT GREY
6	STONE VENEER	ELDORADO STONE RIVER ROCK-RIO GRANDE
7	WOOD	WOOD NATURAL STAIN - DARK
8	WOOD	WOOD NATURAL STAIN - LIGHT
9	ZINC	PURE FREEFORM CRYSTAL FACE ZINC #CA003
10	STOREFRONT	ANODIZED ALUMINUM DARK BRONZE
11	METAL AWNING	SHERWIN WILLIAMS SW7974 PEPPERCORN
12	FABRIC CANOPY	SUNBRELLA BLACK
13	FABRIC CANOPY	SUNBRELLA BURGUNDY



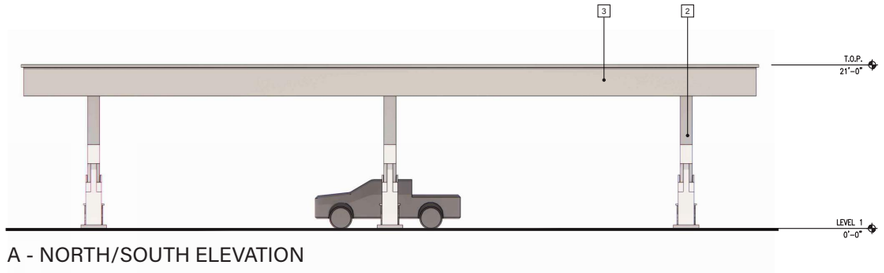
KEY PLAN

Source: SMS Architects, 2024

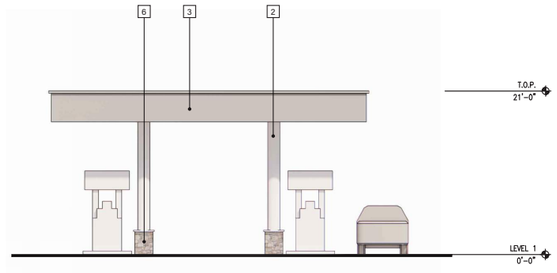
HELIX Environmental Planning

Commercial Building Elevations - Building 4

Figure 6c



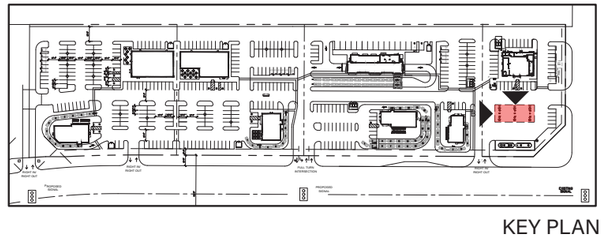
A - NORTH/SOUTH ELEVATION



B - EAST/WEST ELEVATION

COLORS AND MATERIALS

1	METAL ROOF	WESTERN STATES METAL CHARCOAL GRAY
2	PAINT	SHERWIN WILLIAMS SW 7006 EXTRA WHITE
3	PAINT	SHERWIN WILLIAMS SW6197 ALOOF GRAY
4	PAINT	SHERWIN WILLIAMS SW7974 PEPPERCORN
5	STONE VENEER	ELDORADO STONE LONGITUDE24- SILENT GREY
6	STONE VENEER	ELDORADO STONE RIVER ROCK-RIO GRANDE
7	WOOD	WOOD NATURAL STAIN - DARK
8	WOOD	WOOD NATURAL STAIN - LIGHT
9	ZINC	PURE FREEFORM CRYSTAL FACE ZINC #CA003
10	STOREFRONT	ANODIZED ALUMINUM DARK BRONZE
11	METAL AWNING	SHERWIN WILLIAMS SW7974 PEPPERCORN
12	FABRIC CANOPY	SUNBRELLA BLACK
13	FABRIC CANOPY	SUNBRELLA BURGUNDY



KEY PLAN

Source: SMS Architects, 2024

North Elevation

West Elevation

South Elevation

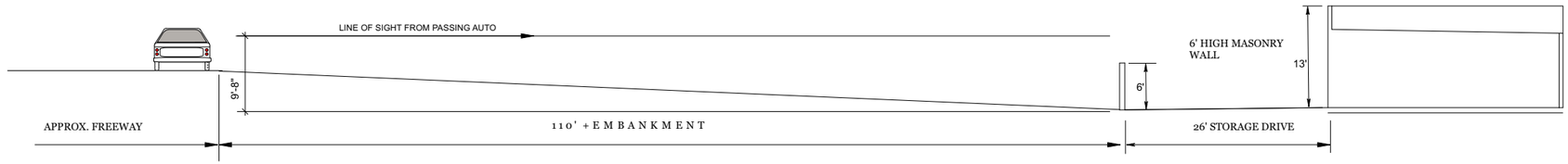
East Elevation

Source: HPA Architecture, 2024

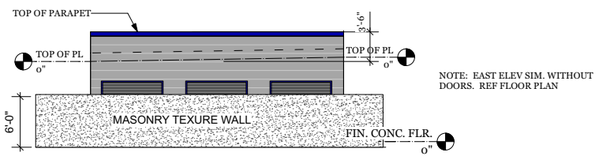
HELIX Environmental Planning

Self-Storage Building Elevations

Figure 7

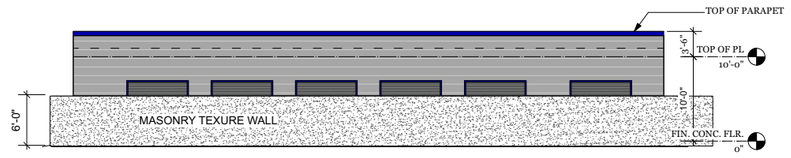


SECTION THRU FREEWAY - EMBANKMENT - SELF STORAGE FACADE
Scale: 1/8" = 1'-0"



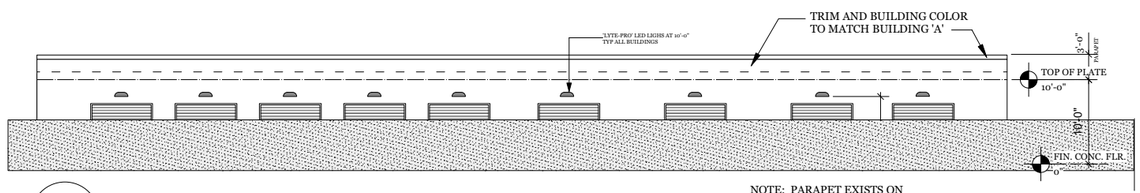
VIEW FROM FRWY 215-WEST VIEW FROM FWY

E-1 / A-10 WEST ELEVATION-BLDG D
Scale: 1/8" = 1'-0"



VIEW FROM FRWY 215-SOUTH VIEW FROM ENTRY RAMP

C-1 / A-10 SOUTH ELEVATION-BLDG D
Scale: 1/8" = 1'-0"



B-1 / A-9 SOUTH ELEV- BLDG C
Scale: 1/8" = 1'-0"

FREEWAY FACING BUILDING 'C' ELEVATION

I:\PROJECTS\O\OptimusBuildingCorp_08054\00004_PerrisGateway\Map\SMND\Fig8_FreewayLineofSight.indd 08054.4.15/13/2024 SAB

Source: Bartholomew Architecture, 2024

HELIX Environmental Planning

Freeway Line-of-Sight to Self-Storage

Figure 8

Access, Circulation, and Parking

Vehicular Circulation

The Project has been designed to comply with applicable PVCCSP standards and guidelines to minimize vehicular conflict and to provide shared access. Vehicular access to the Project site would be provided via four driveways along Ramona Expressway and two driveways along Webster Avenue. Two of the driveways along Ramona Expressway and one of the driveways along Webster Avenue would be right-in, right-out only and the remaining intersections would be full access driveways. Intersection geometry is described in further detail for each driveway below. The proposed Project would include roadway improvements for Ramona Expressway and Webster Avenue. In addition, a curb cut between Project Driveways 3 and 4 would be provided to accommodate a future bus stop planned by the Riverside Transit Agency (RTA) in accordance with PVCCSP EIR mitigation measure MM Air 18. Off-site improvements that would be partially funded by the Project's required fees would undergo separate environmental review as they are proposed for construction.

Ramona Expressway is an east-west oriented roadway located along the Project site's southern boundary. Ramona Expressway would be improved to its ultimate half-section pavement width as an Expressway (184-foot right-of-way) from Nevada Avenue to Webster Avenue, consistent with the City's Standards. The outermost westbound lane would be a trap right-turn lane onto Nevada Avenue until the receiving lane to the west of Nevada Avenue is constructed.

Webster Avenue is a north-south oriented roadway located along the Project site's eastern boundary. Webster Avenue is currently constructed at its ultimate half-section pavement width as a Secondary Arterial (94-foot right-of-way) consistent with the PVCCSP and the City of Perris General Plan Circulation Element. No expansion of Webster Avenue would occur, but improvements along the curb, gutter, and sidewalk would occur to accommodate Project driveways.

The proposed Project would include site access improvements from Ramona Expressway and Webster Avenue via six driveways, described in detail below.

Driveway 1 at Nevada Avenue and Ramona Expressway – Install a traffic signal and construct the intersection with the following geometrics:

- Northbound Avenue: Not Applicable (N/A)
- Southbound Approach (Project Driveway 1): Left turn lane and a shared through-right turn lane.
- Eastbound Approach: Left turn lane to be modified to provide a minimum of 300 feet of storage.
- Westbound Approach: Right-turn trap-lane until Ramona Expressway is constructed to its full-width, at which time a third through-lane could be constructed with the addition of a receiving lane along Ramona Expressway from Driveway 1.

Driveway 2 at Ramona Expressway – Install a stop control on the southbound approach and construct the intersection with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach (Project Driveway 2): One right turn only lane
- Eastbound Approach: N/A
- Westbound Approach: Shared through-right turn lane

Driveway 3 at Ramona Expressway – Install a traffic signal aligned with future development south of Ramona Expressway and construct the intersection with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach (Project Driveway 3): Left turn lane and shared through-right turn lane
- Eastbound Approach: Left turn lane with a minimum of 225 feet of storage
- Westbound Approach: Shared through-right turn lane

Driveway 4 at Ramona Expressway – Install a stop control on the southbound approach and construct the intersection with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach (Project Driveway 4): One right turn only lane
- Eastbound Approach: N/A
- Westbound Approach: Shared through-right turn lane

Driveway 5 at Webster Avenue – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

- Northbound Approach: Left turn lane with a minimum of 100 feet of storage
- Southbound Approach: N/A
- Eastbound Approach (Project Driveway 5): Shared left-through-right turn lane
- Westbound Approach: N/A

Driveway 6 at Webster Avenue – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

- Northbound Approach: N/A
- Southbound Approach: N/A
- Eastbound Approach (Project Driveway 6): One right turn only lane
- Westbound Approach: N/A

Wherever necessary, roadways adjacent to the Project site, site access points and site-adjacent intersections would be constructed to be consistent with the identified roadway classification and respective cross-sections in the PVCCSP or City of Perris General Plan Circulation Element.

Non-Vehicular Circulation

The City's Circulation Element recommends a Class IV bike lane along the site's Ramona Expressway frontage, a Class II bike land along the site's Webster Avenue frontage, and a Class I Bike path along Nevada Avenue south of the Project site. A meandering walkway would be installed along the Project's Ramona Expressway frontage. The buildings are proposed to be oriented so that entrances and entry access points are easily identified from a distance by pedestrians and/or vehicular traffic. Furthermore, crosswalks would be installed at intersections and within parking areas to ensure pedestrian safety.

Parking

The Project has been designed to comply with Sections 4.2.2.4 and 7.2.1.3 of the PVCCSP and Chapter 19.69 of the City's Zoning Ordinance related to parking requirements. Parking for customers of the commercial uses would be dispersed throughout the site between and surrounding the proposed businesses. The Project would include a total of 486 automobile parking stalls on-site, which would comply with the requirements outlined in the City's Zoning Ordinance. Automobile parking would consist of standard spaces, van accessible spaces, clean air/vanpool/electric vehicle spaces and accessible spaces. Pursuant to Section 5.106.5.3.1 of the 2022 CALGreen Code, 98 of the automobile parking spaces (20 percent of total) would be capable of supporting electric vehicle charging infrastructure and 25 percent of those designated parking spaces (25 spaces) would provide infrastructure for the charging of electric vehicles at the time that the Project opens.

Landscape, Lighting, and Screen Walls

Landscape and Hardscape

The PVCCSP requires a minimum 10 percent landscape coverage for development in Commercial areas. The proposed Project includes landscape coverage of approximately 23 percent of the western site and approximately 10 percent of the eastern site. Landscape materials would include a variety of trees (e.g., for accent, screening, shade, and street), and shrubs (e.g., for accent, groundcover, screening). Proposed plant materials would have either low or moderate water needs and would be consistent with Section 6.1.3 of the PVCCSP, On-Site Plant Palette, or if approved by the City, plants that are consistent with California Friendly Landscape and that meet all minimum City of Perris Water Conservation Requirements, as defined in Chapter 19.70 of the City's Zoning Ordinance.

Lighting

Section 4.2.4 of the PVCCSP addresses lighting standards and guidelines, including general lighting, decorative lighting, and parking lot lighting standards. The Project would comply with applicable lighting standards and guidelines, and with lighting standards established by the City, the CALGreen Code, and Title 24 Energy Efficiency Standards. The Project would include lighting elements for safety and security of the proposed development. New sources of light would primarily include parking lot lighting, outdoor security lighting for the proposed buildings, and lighted signage. Lighting improvements on site would be shielded to avoid light pollution on neighboring properties and surrounding roadways, and to protect aircraft from glint and glare on final approach to MARB/IPA.

Screen Walls

A six-foot-high masonry wall would be constructed along the western edge of the Project site adjacent to I-215. An existing screen wall along the northern edge of the Project site provides separation of the Project site and adjacent warehouse uses for privacy, noise control, and security. No alterations to this wall would occur as part of the proposed Project.

Utilities and Infrastructure

Utilities at the Project site would tie into existing utility systems in the Project vicinity and the Project developer would construct the necessary connections to serve the Project. Specific service connections required for the Project are described in detail below.

Water and Wastewater Service

Water and wastewater service would be provided to the Project by the Eastern Municipal Water District (EMWD). An existing 12-inch water main and an existing 16-inch sewer main within Webster Avenue would serve the Project. The Project developer would construct connections to these mains approximately 330 feet north of Ramona Expressway and the primary water and sewer lines serving the proposed buildings would run along north edge of the Project site with smaller laterals constructed throughout the site. The Project applicant would be required to pay applicable water and sewer connection fees in effect at the time of service connection.

Natural Gas Service

Natural gas service would be provided to the Project by the Southern California Gas Company (SoCalGas). Existing natural gas transmission pipelines and local service pipelines run within Webster Avenue and the Project is anticipated to make a connection to these pipelines within a developed easement east of Webster Avenue. The property owners would apply to SoCalGas to establish commercial customer connections to feed the commercial natural gas meters for the various uses proposed within the Project site. The final connection locations would be determined by SoCalGas.

Electric Service

Electric service would be provided to the Project by Southern California Edison (SCE). Electricity would be provided via a connection to the existing power supply east of Webster Avenue and the installation of power lines under the site to connect to various transformers throughout the Project site. The property owners would apply to SCE to establish commercial customer connections and these connections would feed commercial electric transformers and meters for various uses within the Project site. Telecommunications services are available from the same location and would be fed through the same pull box within the northeastern portion of the Project site.

Drainage

The Perris Valley Master Drainage Plan includes future storm drain and detention basins to capture surface runoff and convey it into underground storm drains before continuing to the Perris Valley storm drain system. Runoff from the Project site would be collected via underground storage facilities within each parcel, which would also provide water quality treatment. Surface runoff would be pumped from each of the underground storage facilities to a bioswale, which would be used to treat runoff before flows from the Project site are outlet.

In addition to on-site runoff collection and treatment systems, the Project includes the installation of a 36-inch reinforced concrete storm drainpipe along Ramona Expressway that would accept and route off-site flows that drain to the southwest corner of the Project site. This off-site storm drainpipe would also function as the overflow path for on-site underground storage facilities. Off-site flows through this storm drainpipe would be carried to the east where they would outfall to the existing outlet at the southeast corner of the Project site. An existing headwall under Webster Avenue would be removed and replaced with a storm drain maintenance hole.

Project Operations

The proposed Project would involve the operation of a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash. At the time of this analysis, the future owners and occupants of the proposed buildings were unknown. For purposes of this evaluation, the buildings are assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

Construction Activities

Construction of the Project is anticipated to occur over an approximately 19-month period, requiring site preparation, grading, building construction, paving, and architectural coating activities. Construction of the Project would require common construction equipment. The site-specific construction fleet may vary due to specific needs at the time of construction; however, a summary of construction equipment assumptions by construction phase used for purposes of analysis is provided in Table 1, *Construction Equipment Assumptions*. The duration of construction activity and associated equipment was based on information provided by the Project applicant and represents a reasonable approximation of the expected construction fleet.

Table 1
CONSTRUCTION EQUIPMENT ASSUMPTIONS

Equipment	Number	Hours/Day
Site Preparation		
Rubber Tired Dozers	3	8
Crawler Tractors	4	8
Grading		
Excavators	2	8
Graders	1	8
Rubber Tired Dozers	1	8
Scrapers	2	8
Crawler Tractors	2	8
Building Construction		
Cranes	1	8
Forklifts	3	8
Generator Sets	1	8
Tractors/Loaders/Backhoes	3	8
Welders	1	8
Paving		
Pavers	2	8
Paving Equipment	2	8
Rollers	2	8
Architectural Coating		
Air Compressors	1	8

Source: Urban Crossroads 2023a

Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Grading for the Project is anticipated to balance earthwork quantities on-site and would not require soil import or export.

Construction activity is regulated by the City's Municipal Code, Section 7.34.060, which allows construction activities during daytime hours (between the hours of 7:00 am and 7:00 pm), Monday through Saturday, except for legal holidays. Construction equipment is expected to operate at the Project site up to 8 hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 a.m. to 4:00 p.m., and construction equipment is not in continual use; each piece of equipment is used only periodically during a typical construction workday. Should construction activities need to occur outside of the hours permitted by the Municipal Code, the Project developer would be required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the hours of 2:00 a.m. and 8:00 a.m.

Lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction-related activities occur during nighttime hours on the Project site, temporary, overhead artificial lighting would be provided to illuminate the work area.

Conditional Use Permits

The Project applicant proposes the development and operation of a self-storage facility, six fast-foot restaurants including drive-through services, and two gas stations with a total of 32 fueling stations and associated convenience stores with alcohol sales. With approval of the proposed Specific Plan Amendment, the proposed self-storage uses would be conditionally allowed within the Commercial land use designation. Drive-through restaurant and fueling land uses are allowed within the Commercial land use designation but also require approval of a CUP prior to operation. Therefore, the Project requires approval of three CUPs; one for the operation of self-storage uses, one for drive-through services, and one for gas station uses including convenience stores with alcohol sales.

1.6 Summary of Requested Actions

The City has primary approval responsibility for the Project and is identified as the CEQA Lead Agency for the Project, pursuant to CEQA Guidelines Section 15050. Because the Project requires a Specific Plan Amendment, the City Council is the decision-making authority for the requested discretionary applications (e.g., the Specific Plan Amendment, Tentative Parcel Map, Development Plan Review, and CUPs). The City's Planning Commission will consider the Specific Plan Amendment, Project Development Plan, CUPs, and the Final CEQA document and make a recommendation to City Council whether the Project and Final CEQA document should be approved. The City Council will make the ultimate decision if the Final CEQA document should be approved and whether to approve, approve with changes, or deny the Project. In the event of approval of the Project, the City would subsequently conduct administrative reviews and issue ministerial permits and approvals to implement Project requirements and conditions of approval.

The Final CEQA document informs state, regional, and local government approvals needed for construction and/or operation of the Project, regardless of whether such actions are known at this time or explicitly listed. A list of the anticipated actions under City jurisdiction is provided in Table 2, *Project Related Approvals/Permits*. In addition, other actions may be necessary from other government agencies to fully implement the Project. Table 2 also lists the government agencies that may be required to use the Final CEQA document during their consultation and review of the Project and its

implementing actions and provides a summary of the anticipated subsequent actions associated with the Project.

Table 2
PROJECT RELATED APPROVALS/PERMITS

Agency	Approvals and Decisions
Discretionary Approvals	
City of Perris City Council	• Certification of the Environmental Impact Report (Case No. XX) with the determination that the EIR has been prepared in compliance with the requirements of CEQA. • Specific Plan Amendment (SPA 22-05280) to add self-storage as a conditionally permitted use within the PVCCSP Commercial land use designation. • Tentative Parcel Map (TPM 22-05275 [38576]) to subdivide the existing two-parcel western site into four parcels. • Tentative Parcel Map (TPM 24-05150 [38985]) to subdivide the existing one-parcel eastern site into four parcels. • Development Plan Review (DPR 22-00028) to approve the proposed western site development plan. • Development Plan Review (DPR 23-00021) to approve the proposed eastern site development plan. • Conditional Use Permit (CUP 22-05295) to allow self-storage uses on the site, designated as Commercial under the PVCCSP. • Conditional Use Permit (CUP 24-05141) to allow drive-through services on the site, designated as Commercial under the PVCCSP. • Conditional Use Permit (CUP 24-05142) to allow gas station uses with alcohol sales for off-site consumption on the site, designated as Commercial under the PVCCSP.
Riverside County Airport Land Use Commission (ALUC)	• Consistency Review (Approved July 11, 2024)
Non-Discretionary Approvals	
City of Perris Development Services	• All on-site plans, including grading, drainage, and utilities • Water Quality Management Plan (WQMP)
Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit • Report of Waste Discharge or Water Quality Certification
South Coast Air Quality Management District (AQMD)	• Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as heating, ventilation, and air conditioning (HVAC) units
Other Utility Agencies	• Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities

2.0 Determination

2.1 Environmental Factors Potentially Affected

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

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

2.2 Determination

On the basis of this initial evaluation:

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

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

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

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

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

Mathew Evans	07-29-2024
Signature	Date
Mathew Evans	City of Perris
Printed name	For

3.0 Environmental Initial Study Checklist

The lead agency has defined the column headings in the environmental checklist as follows:

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

B. "Less Than Significant with Mitigation Incorporated" applies where the inclusion of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.

C. "Less Than Significant Impact" applies where the project does not create an impact that exceeds a stated significance threshold.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

I. Aesthetics

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

Applicable PVCCSP Standards and Guidelines

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. The applicable Standards and Guidelines summarized below are incorporated into the proposed Project design and therefore part of the Project analyzed in this section. Additional Standards and Guidelines related to building design are incorporated into the Project in accordance with the PVCCSP; however, the following provides an overview of the themes of these standards. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for aesthetics included in the PVCCSP EIR.

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

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the PVCCSP land use standards and design criteria have been created for each land use category. These standards include minimum lot dimensions, maximum structure sizes, and setback requirements. Development standards are amended for sites in the AOZ according to Table 12.0-1 of the PVCCSP.

4.2 On-Site Design Standards and Guidelines

The On-Site Design Standards and Guidelines identify techniques and minimum standards for achieving the level of design quality that the community of Perris has come to desire in new development. These may be interpreted with some flexibility with the ultimate goal to attain the best possible design for the

various land uses and developments within the PVCC area. The following sections provide summaries of some of the On-Site Design Standards and Guidelines applicable to the proposed Project.

4.2.1 General On-Site Project Development Standards and Guidelines

Properties within the PVCC shall be developed in general conformance with the Land Use Plan. Use and development standards will be in accordance with the City of Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the PVCCSP zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals including subdivisions, development plans, and CUPs.

Accident Potential Zones (APZs). All proposed projects that lie within APZs must comply with AOZ Standards.

4.2.2 Site Layout for Commerce Zones

Building Orientation/Placement. Accentuate public streets by locating building frontages and their entrances toward public right-of-way. Buildings should be orientated so that entrances and entry access points are easily identified from a distance by pedestrians and/or vehicular traffic. Reinforce entries with architectural material, and landscape features so they are clearly identifiable. Loading areas and employee parking lots should be located at the side and rear of buildings when possible. Promoting walkability and circulation is encouraged through placement of buildings and pedestrian circulation facilities. Utilize building placement, accented walls, or unique design to effectively screen views of loading docks, storage area, and/or outdoor work areas that would otherwise be visible to public view.

Vehicular Access and On-Site Circulation. Site design should address the intended functions of the facilities beginning with safe, definable site access that creates a sense of arrival. Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets. Parking lots should be screened from public view through the use of berms, low walls and/or plant materials.

4.2.3 Architecture

Scale, Massing, and Building Relief. Scaling of buildings in relationship to neighboring structures and adjacent developments should be considered to promote compatible design. Provide variation in plane and form of buildings and resulting adjacent spaces both inside and out with the use of recesses, varied roof lines, pop-outs, positioning and relationships of buildings in all areas visited by the general public and/or office areas. Avoid monotony and repetition in building elevations and the street scene by incorporating varying building heights, massing, roof lines, design elements, color variation, reveal lines, window treatments, texture and materials, building placement, and landscape.

Architectural Elevations and Details. Develop and adhere to a consistent design character and style that provides complementary buildings, ancillary structures, and landscape elements in conjunction with these standards. Building relief shall be provided along all facades visible from streets and highways, areas accessible to and visible by the public.

Color and Materials. The use of low reflectance, subtle, neutral, or earth tone colors as the predominant colors on the facade is encouraged. Building trim and accent areas may feature brighter colors, including primary colors. Metal siding as the primary sheathing of the facade is prohibited where visible from the public. Metal may be used as an architectural treatment or aesthetic accent in the form of awnings, trellises, exposed structural beams, and accent relief features such as columns for canopies. The use of high quality natural building materials such as brick, stone, tinted/textured concrete (tilt-up) are appropriate.

Furnishings. Site furnishings such as benches, tables, trash receptacles, planters, tree grates, kiosks, drinking fountains, and other pedestrian amenities should be integral elements of the building and landscape design, and placed in plazas, at building entrances, open spaces and other pedestrian areas to create a more pedestrian friendly environment. Newspaper racks, phone booths, ATM machines, and reverse vending machines should be incorporated into the site design and, to the extent possible, compatible with the design, colors, or style of the structure.

4.2.4 Lighting

All projects shall consider proper lighting for safety and security purposes. All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture. Parking area lighting shall be provided pursuant to Section 19.02.110.A. All outdoor lighting and utilities, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of metal, unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal proof. Fixtures should be anchored with concrete footing if low voltage lighting is used. Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall maintain a minimum of 1-foot candlepower across the surface of the parking area. Parking lot lights shall be located such that they do not conflict or displace intended tree planting locations.

Commercial Design Standards and Guidelines (Chapter 7.0 of the PVCCSP)

7.2.2 Architecture

Scale, Massing, and Building Relief. Building and site development shall incorporate an architectural component that provides an identity for the Project. Provide defined and recognizable building entrances to ensure they can be differentiated from other facade enhancements. Attractive facades should be provided through careful detailing, especially at the base of buildings, along eaves, parapets and around entries and windows. A single, large, dominant building mass shall be avoided to the extent feasible.

Architectural Elevations and Details. Primary building entries should be highlighted through the massing of the building, as well as special architectural materials and/or design features. Windows and storefronts should be designed as defined, offset, openings within a solid wall rather than large unbroken expanses of a flush wall and window pane.

Color and Materials. Window glazing used in commercial development should permit views into the establishment. Use of highly reflective and spandrel glass is strongly discouraged.

7.2.3 Lighting

Low wattage down-lighting should be used on commercial buildings, provided that all exterior lighting complies with Riverside County Ordinance No. 655 regulating light pollution and its detrimental impact on astronomical observation and research.

7.2.4 Signage

Any sign program along a major roadway shall include signage at main and secondary entrances, as well as at major intersections, that include the PVCC logo.

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

Less Than Significant Impact. Scenic vistas are generally defined as public viewpoints that provide expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a general plan, but can also include locally known areas or locations where high quality public views are available. The City's General Plan, PVCCSP, and PVCCSP EIR do not identify or otherwise designate scenic vistas or protected viewsheds; however, views of natural landforms are available throughout the City, such as Lake Perris Dam, the Russell Mountains and Bernasconi Hills (all of which are located approximately four miles east of the Project site), and Gavilan Hills and Motte-Rimrock Reserve (located approximately four and three miles southwest of the Project site, respectively).

Impacts on scenic vistas can result from development directly diminishing the scenic quality of the view or by blocking view corridors. Due to the relatively flat and broad nature of the City's topography, including the Project site and immediately surrounding areas, Section 6.1 of the City's General Plan EIR identified that "virtually all future building construction consistent with land use and development standards…will obstruct views to the foothills from at least some vantage points." The City's General Plan EIR concludes that the City's east-west and north-south oriented roadways are intended to frame and preserve scenic views towards distant horizons and foothills. Additionally, the PVCCSP EIR Initial Study determined that the PVCC was not located within a scenic vista corridor and that development allowed by the PVCCSP would not adversely impact a scenic vista.

The Project site is relatively flat and undeveloped with little topographical change and sparse vegetation. Development at the Project site would include commercial land uses and associated parking and landscaping bordering Ramona Expressway and Webster Avenue, which are east-west and north-south trending roadways, respectively, within the Visual Overlay Zone of the PVCCSP. I-215 is also within the Freeway Corridor of the PVCCSP Visual Overlay Zone and motorists traveling along I-215 would have views of the Project site; however, this is not within the viewshed of a scenic vista. While development of the Project may obstruct views to the foothills from at least some vantage points, the Project site is located within the boundaries of the PVCC and would not adversely impact a scenic vista. Furthermore, the building design would be consistent with land use development regulations, including the PVCCSP design standards described above. The Project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant; therefore, no further analysis is required.

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

No Impact. The Project site is vacant and does not contain scenic resources such as trees, rock outcroppings, or historic buildings. Further, while there are three officially designated state scenic highways in Riverside County, including SR 62, SR 74, and SR 243, none of these designated state scenic highways have views of the Project site given that the nearest state scenic highway is SR 74, approximately four miles from the Project site (California Department of Transportation [Caltrans] 2023). Thus, as the Project site is not visible from an officially designated state scenic highway and no unique scenic resources exist on-site, there would be no impact to scenic resources within a state scenic highway. No further analysis is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The existing visual character of the Project site and surrounding area is characterized by urbanizing commercial and industrial land uses that have been implemented according to the PVCCSP, which was developed to transition a formerly agricultural area to a modern-day regional commerce center. Development immediately surrounding the vacant and undeveloped Project site includes a gas station, single-family residential uses, commercial retail development, and warehouse buildings, as well as vacant and undeveloped land. The Project site is zoned for commercial uses and proposes development consistent with that designation. The addition of a self-storage facility to the allowable land uses within the Commercial land use designation would not result in substantially altered visual effects than would occur with other commercial development. Therefore, although the Project site would be converted from a vacant lot to a developed commercial site, this conversion is consistent with surrounding existing and planned land uses, as identified in the PVCCSP, and would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The Project would also comply with applicable site development criteria contained within the PVCCSP, such as height limitations and setbacks as well as guidelines for projects within the Visual Overlay Zone. As shown in Figure 8, the Project includes a screening wall between the proposed self-storage facility and I-215. Views for motorists on I-215 would not be substantially degraded given the line of sight from I-215 is above the proposed finished floor height and visible portions of the building would be the upper portion where architectural parapets would be constructed, as shown in Figure 7. Landscaping and architectural elements would be provided along the major roadway frontages of the Project site. Therefore, the Project would be consistent with the planned site uses and would not conflict with applicable zoning or other regulations governing scenic quality. Impacts associated with the visual character and quality and applicable regulations governing scenic quality would be less than significant and no further analysis is required.

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

Less Than Significant Impact. There are two primary artificial sources of light that generally affect an urban environment: light emanating from building interiors that passes through windows to the outside,

and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting) that affect the natural ambient light level. The introduction of light can be a nuisance by affecting adjacent areas and diminishing the view of the clear night sky depending on the location of the light sources and its proximity to nearby light-sensitive areas. Glare can be caused by unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from a simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces, and expanses of pavement. The Project site is in a developing area with a mix of commercial and industrial development as well as vacant land that is identified for development in the PVCCSP. Existing lighting in the Project vicinity includes streetlights and vehicle lights along surrounding roadways, as well as interior and exterior building lighting emanating from the developed commercial and industrial sites.

The Project would introduce new lighting at a vacant site without existing light sources; however, land uses and roadways surrounding the Project site generate light in the Project vicinity. Project lighting is anticipated to include a combination of operational, street, and security lighting on building exteriors and in parking areas that would conform to the California Building Standards Code, Title 24, and City standards that regulate outdoor lighting. Specifically, City Municipal Code Section 19.02.110 requires the use of certain types of light fixtures on non-residential properties in an effort to minimize the amount of light cast on adjoining properties, the public right-of-way, and into the night sky. Exterior lighting may be used during nighttime hours and lighting may be required especially during non-daylight-savings-time months. During any non-operational hours, the proposed buildings would only support security lighting. The proposed Project would also comply with the lighting requirements in the PVCCSP, which contains lighting standards for general, decorative, and parking lot lighting. Therefore, while the Project would introduce new sources of light to the Project site, such lighting would comply with applicable regulations and would not adversely affect day or nighttime views in the area. Impacts related to permanent lighting sources would be less than significant and no further analysis is required.

During construction, lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. Further, in the event that construction-related activities occur during nighttime hours on the Project site, temporary, overhead artificial lighting would be provided to illuminate the work area. Due to the distance between the construction area and residents to the east as well as motorists on adjacent roadways, such security lights and work area lights would not result in substantial light or glare for residents or motorists. The City's standard review and approval process for projects requesting allowances for nighttime construction would further ensure lighting would not adversely affect residents or motorists. Impacts related to construction light and glare would be less than significant and no further analysis is required.

The PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5 of the PVCCSP) encourage the use of low-reflectance facades and prohibit metal siding where visible from the public. According to the PVCCSP, building materials should generally include wood, brick, native stone, and tinted/textured concrete. Further, as identified in Section 12.1.3 of the PVCCSP, any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport is prohibited. The proposed buildings would be constructed of plaster walls in neutral tones with accents of natural materials and occasional primary colors, consistent with PVCCSP Standards and Guidelines. Building sidings would not be constructed primarily of metal or high-glare windows and no permanent source of substantial glare would be installed. Compliance with the requirements of the PVCCSP related to building materials would ensure that glare does not create a

nuisance to on- and off-site viewers of the Project site or aircraft traveling to or from MARB/IPA. Therefore, permanent impacts related to glare would be less than significant and no further analysis is required.

II. Agriculture and Forestry Resources

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

Applicable PVCCSP Standards and Guidelines

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

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

No Impact. The Farmland Mapping and Monitoring Program is a statewide program that designates farmland among several categories, including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. The Farmland Mapping and Monitoring Program is maintained by the California Department of Conservation, the agency responsible for overseeing farmland classification throughout the state. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. Unique Farmland is land, other than Prime Farmland, that has combined conditions to produce sustained high quality and high yields of specialty crops. Farmland of Statewide

Importance may include tracts of land that have been designated for agriculture by State law. In some areas that are not identified as having national or statewide importance, agricultural land is classified as Farmland of Local Importance.

According to the Farmland Mapping and Monitoring Program online mapping database (California Department of Conservation 2022), the Project site is classified as Farmland of Local Importance and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Further, while the undeveloped Project site would be converted from vacant to developed land, the conversion would not include the loss of active farmland. As there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) at the Project site, no impact would occur in relation to this issue and no further analysis is required.

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

No Impact. The Williamson Act, also known as the California Land Conservation Act of 1965, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use; in return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The Williamson Act is only applicable to parcels within an established agricultural preserve consisting of at least 20 acres of Prime Farmland, or at least 40 acres of land not designated as Prime Farmland. The Williamson Act is designed to prevent the premature and unnecessary conversion of open space lands and agricultural areas to urban uses.

As stated above, the Project site is located in an area classified by the Department of Conservation as Farmland of Local Importance where no active farmland nor agricultural resources are present. Additionally, the Project site is not within an established agricultural preserve consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. Further, the Conservation Element of the General Plan does not map Williamson Act land within the Project site (City 2008). Finally, the Project site is zoned Commercial in the PVCCSP. Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract and no impact would occur. No further analysis is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. Public Resources Code Section 12220(g) defines “forest land” as land that can support 10 percent native cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Based on this definition, no forest land occurs within or adjacent to the City of Perris. Public Resources Code Section 4256 defines “timberland” as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for growing a crop of trees of a commercial species used to produce lumber and other forest products. Based on this definition, no timberland occurs within or adjacent to the City of Perris. A Timberland Production Zone is defined by Government Code Section 51104(g) as an area which has been zoned for growing and harvesting timber. Because no timberland exists within the City of Perris, no Timberland Production Zones exist within or adjacent to the City of Perris. There are no trees within the Project site. Therefore, the proposed Project would not conflict

with existing zoning for forest land or timberland. No impact to forest land, timberland, or timberland zoned Timberland Production would occur and no further analysis is required.

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

No Impact. As stated under Initial Study Checklist item II.c), above, there is no concentration of trees on the site that would constitute a forest. The site has not been historically and is not currently used or planned to be used for forest land. As such, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur in relation to this issue and no further analysis is required.

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

No Impact. As stated under Initial Study Checklist items II.a) through d), above, the Project site is located within an area classified as Farmland of Local Importance, but no agricultural resources are present on the Project site or immediate vicinity. Land to the south of the Project site is similarly vacant and disturbed. To the north are four warehouses and a distribution center. Several businesses, including a gas station, car wash, and fast-food establishments occupy the lot bordering Ramona Expressway to the east. The majority of the surrounding area is classified as Urban and Built-Up Land. Additionally, there is no concentration of trees that would constitute a forest within the Project site. The proposed Project would result in the conversion of the undeveloped Project site to a developed use, but the Project site does not contain agriculture or forest uses under existing conditions. Therefore, 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 impact would occur in relation to this issue and no further analysis is required.

III. Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of air quality impacts. The following PVCCSP EIR mitigation measures are applicable to the proposed Project. The SCAQMD referenced in these mitigation measures is the South Coast Air Quality Management District although the technical discussion in this Initial Study refers to it as the South Coast AQMD.

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

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

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

- requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),
- keeping disturbed/ loose soil moist at all times,

- requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered,
- installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip,
- posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved potions of the Project site,
- suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour,
- appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, and
- replacement of ground cover in disturbed areas as quickly as possible.

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

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

MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or 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.

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

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

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

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

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

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

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

MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the

City shall include the installation of energy-efficient street lighting throughout the project 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.

MM Air 20 Each implementing development project shall 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 requirements will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

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

Potentially Significant Impact. The Project site is located within the South Coast Air Basin, which includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. Air quality in the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (AQMD). As a regional agency, the South Coast AQMD works directly with SCAG, county transportation commissions, and local governments, as well as cooperates actively with all federal and state government agencies. The South Coast AQMD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary. The South Coast AQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The air quality plan applicable to the proposed Project is the South Coast AQMD's AQMP.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, economy, community development, and environment. Regarding air quality planning, SCAG has prepared Connect SoCal 2020, a long-range transportation plan that uses growth forecasts to project trends over a 20-year period to identify regional transportation strategies to address mobility needs. These growth forecasts form the basis for the land use and transportation control portions of the AQMP. These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both Connect SoCal 2020 and AQMP are based, in part, on growth projections originating with county and city general plans and specific plans.

Consistency with the AQMP is determined by assessing whether a project would delay the attainment of air quality standards or exceed the growth assumptions included in the AQMP. Projects that are consistent with the land use designation for their project site are generally consistent with the population and growth assumptions used in the AQMP. The proposed Project does not have a residential component and would not result in regional population growth. The proposed Project would be consistent with the intensity of the Commercial land use designation given in the PVCCSP and would not result in growth exceeding the assumptions in the AQMP. However, the Project would result in emissions exceeding the applicable thresholds during operation and could delay attainment of the applicable air quality standards. Therefore, the proposed Project may have a potentially significant impact related to air quality plans and further analysis is required in an EIR.

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

Potentially Significant Impact. The South Coast Air Basin is a federal and/or state nonattainment area for ozone, particulate matter 10 microns or less in diameter (PM_{10}), and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$). Air quality impacts are divided into short-term construction-related and long-term operational impacts. Short-term impacts are the result of demolition, grading, and/or construction operations. Long-term impacts are associated with the long-term operations of a project. If the mass regional emissions calculated for a project exceed the applicable South Coast AQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, that project is considered to generate cumulatively considerable pollutant emissions. Implementation of the proposed Project may increase existing levels of criteria pollutants and contribute to their nonattainment status in the South Coast Air Basin during both construction and operational activities. Thus, an air quality analysis will be prepared to determine if the Project would result in a cumulatively considerable net increase in any criteria air pollutant. This topic will be addressed in an EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The California Air Resources Board (CARB) and the Office of Environmental Health Assessment have identified the following groups of individuals as the mostly likely to be affected by air pollution: adults over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest existing sensitive receptor locations to the Project site are the single-family residences on parcels across Webster Avenue from the Project site to the northeast and an isolated residence to the southeast. Due to the presence of sensitive receptors in the vicinity and the volume of traffic to and from the Project, there is the potential to expose nearby sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be further evaluated in an EIR.

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

Less Than Significant Impact. According to the South Coast AQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The proposed Project, involving a self-storage facility, two sit-down restaurants, six fast-food restaurants, two gas stations including convenience stores, and a car wash, would not include any of these uses nor are there any of these land uses in the Project vicinity.

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment. Furthermore, short term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Long-term operation of the Project would not be a substantial source of objectionable odors. The Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, the Project would not create objectionable odors affecting a substantial number of people, the impact would be less than significant and no further analysis is required.

IV. Biological Resources

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

A Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis (MSHCP Consistency Analysis) prepared by Principe and Associates was prepared for the proposed Project and is attached to this Initial Study as Appendix A (Principe and Associates 2024). The report analyzes the potential impacts of the Project pursuant to the requirements of the adopted MSHCP. Subsequently, a Crotch's Bumble Bee Habitat Assessment was prepared for the Project (HELIX Environmental Planning 2024) and is attached to this Initial Study as Appendix B. The findings and recommendations of these reports are incorporated into the following analysis.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no PVCCSP Standards and Guidelines applicable to the analysis of biological resources for the proposed Project. The PVCCSP EIR mitigation measure that is applicable to the proposed Project is as follows. The MBTA referenced in this mitigation measure is the Migratory Bird Treaty Act of 1918.

MM Bio 1 In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (removal of trees and vegetation) for all PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.

If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.

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

Less Than Significant with Mitigation Incorporated. Surveys of the Project site were conducted by Principe and Associates as part of the MSHCP Consistency Analysis and HELIX Environmental Planning for the Crotch's Bumble Bee Habitat Assessment. Based on their observations, the site is currently undeveloped and comprised of disturbed non-native grasslands. Special-status wildlife and plant species that may occur within the Project site and the Project's potential associated effects are described below.

Wildlife

According to the MSHCP Consistency Analysis prepared for the Project, thirteen Federal- and State-Listed Wildlife Species have been reported to occur within one to three miles of the Project site. Based on required habitats and geographic ranges, all thirteen species were determined to either be absent from or to have no probability to occur at the Project site. After the MSHCP Consistency Analysis was prepared, Crotch's bumble bee (*Bombus crotchii*) became a candidate species for listing under the California Endangered Species Act. The subsequent habitat assessment concluded the Project site does not contain suitable habitat for Crotch's bumble bee, as there was not sufficient nectar species on-site to sustain a colony for this species (HELIX 2024). Given that no listed wildlife species have the potential to occur within the Project site based on the lack of habitat, no impact to these species or their habitats would occur.

The Migratory Bird Treaty Act (MBTA) of 1918 is an international treaty that declares it unlawful to take, possess, buy sell, purchase, or barter any migratory bird listed in 50 Code of Federal Regulations (CFR) Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing

regulations (50 CFR 21). In addition, Sections 3503, 3503.5, and 3800 of the California Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

The Project site provides potential nesting habitat for a variety of birds and raptors protected under the MBTA and California Fish and Game Code. Vegetation removal during the nesting season (generally February 1st - August 31st although the nesting season may be extended due to weather and drought conditions) has the potential to result in adverse effects on nesting birds, if present, and impacts to nesting birds would be potentially significant. Implementation of Project mitigation measure MM BR 1 (replacing PVCCSP EIR mitigation measure MM Bio 1 per direction from the California Department of Fish and Wildlife) would reduce potential impacts to a less than significant level. Therefore, no further analysis is required.

Plants

The site is comprised of disturbed vegetation and habitat that is dominated by a low carpet of non-native grass and weeds. According to the biological evaluation conducted for the Project (Principe and Associates 2023; Appendix A), two special-status plant species have been reported to occur within one to three miles of the site. Based on required growing habitats and geographic ranges, the two plant species, long-spine spineflower and smooth tarplant, were determined to be either absent from or to have no probability to occur at the site. Native vegetation and habitats within the site have been eliminated due to long-term disturbances associated with agricultural and weed abatement activities. No special-status plant species have the potential to occur within the Project site and no impact to special-status plant species would occur as a result of the Project. No further analysis is required.

Project Mitigation Measures

MM BR 1 In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone.

If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, then construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, then the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project

activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.

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

No Impact. As described above, the Project site consists of non-native grasslands. No riparian habitats or other sensitive natural communities were identified within the Project site by Principe and Associates biologists. Given that no riparian or riverine areas occur on the Project site, no impacts to riparian habitat or other sensitive natural communities would occur, and no further analysis is required.

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

No Impact. According to the biological evaluation conducted for the Project (Principe and Associates 2024; Appendix A), there are no state or federally protected wetlands within the Project site. In addition, no riparian or riverine resources protected by the MSHCP occur within the Project site. As such, a substantial adverse effect on state or federally protected wetlands would not occur as a result of the Project. There would be no impact and no further analysis is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Project site is not located within an MSHCP Criteria Cell Group, Conservation area or other designated wildlife corridor. The Project site is bordered by Ramona Expressway followed by a mix of vacant and undeveloped land to the south, industrial uses to the north, a mix of commercial and residential uses to the east, and I-215 to the west. The Project site is not located near open space or native habitat and does not represent a wildlife movement corridor. Therefore, the Project would not result in interference with wildlife movement. There would be no impact and no further analysis is required.

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

No Impact. Protected biological resources are not present within the site, and the proposed Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no impact would occur and no further analysis is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The MSHCP is the habitat conservation plan applicable to the Project. The Project site is not located within an area dedicated to habitat conservation under the MSHCP and no habitat mitigation would be required. In addition, no riparian, riverine, or vernal pools are located within the Project site and the site is outside of survey areas for protected species. Therefore, the Project would not conflict with MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy) Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool), Section 6.1.3 (Protection of Narrow Endemic Plant Species), or Section 6.3.2 (Additional Survey Needs and Procedures). The Project site is not located within or adjacent to an MSHCP Conservation Area and MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildland Interface) and Section 6.4 (Fuels Management) would not apply to the proposed Project. In conclusion, the proposed Project would not conflict with the MSHCP and would have a less than significant impact. No further analysis of biological resources is required.

V. Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

A Phase I Cultural Resources Assessment (Keller 2023) which is attached to this Initial Study as Appendix C, was prepared for the proposed Project site. Its findings and recommendations are incorporated into the following analysis.

Applicable PVCCSP Standards and Guidelines

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. The Phase I Cultural Resources Assessment was prepared for the Project in compliance with the following applicable PVCCSP EIR mitigation measure:

MM Cultural 1 Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Assessment of the subject property prepared in accordance with the protocol

of the City of Perris by a professional archeologist[1] shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Assessment shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archeological, or historic resources. The Phase I Cultural Resources Assessment shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:

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

2. Sacred Lands File record search with the Native American Heritage Commission (NAHC) followed by project scoping with tribes recommended by the NAHC.

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

The proponents of the subject implementing development projects and the professional archaeologists shall also contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the Project site. Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for historic resources shall be considered in the following order of preference:

1. Avoidance

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

3. Relocation of the structure

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

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

[1] For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior's standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

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

The PVCCSP EIR includes additional mitigation measures that are relevant to cultural resources. These mitigation measures have been replaced by the City of Perris as reflected in Project mitigation measures MM CR 1 and MM CR 2.

Record Searches and Native American Correspondence

An archeological records search was conducted at the Eastern Information Center at the University of California, Riverside. Although no resources were recorded within the Project boundaries, the records search identified 38 previously recorded cultural resources within a one-mile radius of the Project site. Seventy-six percent of the resources are historic, consisting mainly of structures and sites associated with irrigation or railroad operations. Twenty-one percent of the resources within the one-mile radius are prehistoric—limited bedrock milling features and isolated artifacts. A single site has both prehistoric and historical components.

The National Register of Historic Places Index, the Office of Historic Preservation Archeological Determinations of Eligibility, and the Office of Historic Preservation Directory of Properties in the Historic Property Data File, and historic U.S. Geological Society maps were also reviewed. Cartographic research indicates that a building existed on the southeastern corner of the subject property as early as 1897-1898. The area surrounding the intersection of Ramona Expressway and I-215, including the Project site, appear to have been used primarily for agricultural purposes in historic aerials. By 1951, all structures had ceased to exist and the site has since remained vacant.

Pedestrian Survey

A pedestrian survey of the Project site was conducted on August 3, 2023 by Jean Keller. Ground visibility ranged from 10 to 100 percent due to varying amounts of vegetation across the site. No indications of a possible subsurface cultural deposit were observed.

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

No Impact. Based on the results of the cultural resources assessment conducted for the Project (Keller 2023; Appendix C), while 38 cultural resource properties have been recorded within a one-mile radius of the Project site, no known historical resources are present within the Project site. As there are no structures within the site, no built environment historical resources would be affected by Project construction. No historical resources are known to occur within the Project site and the Project would not cause a substantial adverse change in the significance of a historical resource. No impact would occur and no further evaluation is required.

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

Less Than Significant with Mitigation Incorporated. As described above, no known cultural resources are present on the Project site. In addition, the majority of resources identified within one mile of the

Project site during the records search are historic period resources rather than archaeological resources. Therefore, no archaeological resources are anticipated to occur within the site and Project construction is not anticipated to disturb archaeological resources. However, ground disturbing activities have the potential to encounter previously undiscovered archaeological resources, which could result in a potentially significant impact. Therefore, Project mitigation measure MM CR 1 shall be implemented to ensure that ground-disturbing activities are monitored by a professional archaeologist and that any unearthed archaeological resources are salvaged and treated appropriately. Project mitigation measure MM CR 1 implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris. Implementation of Project mitigation measure MM CR 1 would reduce the impact to a less than significant level and no further evaluation is required.

Project Mitigation Measures

MM CR 1 Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). Selection of the Project 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 Project Archaeologist has been approved by the City.

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, and the Pechanga Band of Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Pechanga Band of

Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American as deemed possible. The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

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

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

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

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

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American 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 and the tribe(s) involved with the Project.

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

Less Than Significant with Mitigation Incorporated. The proposed Project site has been historically used for agriculture and has been vacant since at least 1966 according to aerial imagery. No known cemetery

use has occurred at the Project site; therefore, the Project site is not expected to contain human remains, including those interred outside of formal cemeteries. However, in the unlikely event that human remains are discovered during construction, disturbance of the remains would result in a potentially significant impact. Project mitigation measure MM CR 2 would be implemented to require all activities in the vicinity of the remains to occur in compliance with California Health & Safety Code Section 7050.5 and California Public Resources Code Section 5097.98. Project mitigation measure MM CR 2 implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris, and would reduce impacts to human remains to a less than significant level. No further evaluation is required.

Project Mitigation Measures

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

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the Most Likely Descendent (MLD). Despite the affiliation with any Native American 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 the Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete 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 5097.98(e) and 5097.94(k)).

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

VI. Energy

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

An Energy Analysis prepared by Urban Crossroads (2023a) was prepared for the proposed Project and is attached to this Initial Study as Appendix D. The findings of this report are incorporated into the following analysis.

Applicable PVCCSP Standards and Guidelines

Section 1.2 (Specific Plan Vision and Objectives) of the PVCCSP encourages increased energy efficiency in building design and the offering of incentives for Leadership in Energy and Environmental Design certification. Section 4.2.4 (Lighting) of the PVCCSP requires lighting standards to be energy efficient. No other PVCCSP Standard and Guidelines are applicable to the analysis of energy.

The proposed Project is required to adhere to PVCCSP EIR Mitigation Measures MM Air 19 and MM Air 20, which would reduce the Project's energy usage. PVCCSP EIR Mitigation Measure MM Air 19 requires implementing development projects to include installation of energy-efficient street lighting throughout project sites. PVCCSP Mitigation Measure MM Air 20 requires each implementing development project 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. See Section III, *Air Quality*, for the full text of these mitigation measures.

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

Less Than Significant Impact. During construction, the Project would temporarily consume energy in the form of fuels for the operation of construction equipment and vehicles. According to the Energy Analysis prepared for the Project (Urban Crossroads 2023a), the total electricity usage from Project construction related activities are estimated to require approximately 317,943 kilowatt-hours (kWh) of electricity, 68,219 gallons of diesel fuel for off-road equipment, and 25,965 gallons of gasoline and diesel fuel for worker and vendor vehicle trips. Standard methods of earth moving, excavation, building construction, and paving would occur during Project construction. Due to the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed Project would not result in wasteful, inefficient, and unnecessary consumption of energy.

During operation, the Project would consume energy in the forms of electricity for building operations and fuels for equipment use and mobile trips. Based on modeling of the proposed uses, annual building operations activities would result in the consumption of approximately 1,811,842 kWh of electricity and 5,405,396 thousand British Thermal Units of natural gas per year, while mobile trips would consume approximately 2,690,417 gallons of fuel per year. For operational energy use, the Project would be required to meet California Code of Regulations (CCR) Title 24 standards and the California Green Building Standards (CALGreen) Code. CCR Title 24 Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were established in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. CALGreen (CCR Title 24, Part 11) is a code with mandatory requirements for all nonresidential and residential buildings for which no other state agency has authority to adopt green building standards. CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code also requires building commissioning, which is a process for the verification that all building systems, such as heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

Compliance with Title 24 and CALGreen standards as well as PVCCSP design standards and guidelines would ensure the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. While impacts related to energy would not be significant, implementation of PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 would further reduce the Project's energy consumption. Impacts would be less than significant and no further evaluation is required.

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

Less Than Significant Impact. Several levels of government have implemented regulatory programs in response to greenhouse gas emission reduction goals, which consequently serve to increase energy efficiency. Several state agencies, including CARB, the California Energy Commission, the California Public Utilities Commission, CalRecycle, Caltrans, and the Department of Water Resources have developed regulatory and incentive programs that promote energy efficiency. Many of the programs are beyond the ability of any individual project to implement and are implemented at the utility provider or manufacturer level.

Where these programs and policies apply to the Project, such as Title 24 and CALGreen standards for buildings, the Project would not conflict with state or local plans for renewable energy efficiency. The Project would employ standard methods of construction and would comply with regulations that limit idling from diesel-powered equipment (CCR Title 13, Sections 2449 and 2485). The Project would comply with Title 24 energy efficiency standards. While impacts related to energy would not be significant, implementation of PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 would reduce the Project's energy consumption beyond regulatory standards. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant and no further evaluation is required.

VII. Geology and Soils

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:					
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The discussion below is based on the Preliminary Geotechnical Interpretive Report prepared by Earth Strata Geotechnical Services, Inc. (2023a) for the Project and the report is provided as Appendix E to this Initial Study. A Paleontological Resources Memorandum was also prepared for the Project in accordance with PVCCSP EIR mitigation measure MM Cultural 1 identified in Section V, *Cultural Resources,* above and is provided as Appendix F to this Initial Study (San Diego Natural History Museum 2024).

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. The Geotechnical Engineering Investigation was prepared for the Project in compliance with the following applicable PVCCSP EIR mitigation measure:

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

In addition, PVCCSP EIR mitigation measure MM Cultural 5 provides mitigation for the discovery and protection of paleontological resources. This mitigation measure has been replaced by the City of Perris as reflected in Project mitigation measure MM GR 1.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The City, like the rest of southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties that contain such zones must inform the public regarding the location of these zones, which are usually one-quarter mile or less in width. Proposed development plans within these earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. As discussed in the Geotechnical Interpretive Report, the Project site is not within an Alquist-Priolo Fault Zone. The San Jacinto Fault Zone is the nearest Alquist-Priolo Earthquake Fault Zone to the Project site and is located approximately 8.5 miles east of the Project site. Due to this distance, the Project would not be subjected to fault rupture associated with an Alquist-Priolo Fault Zone. No other faults are known to traverse the Project site. No impact associated with fault rupture would occur at the Project site. No further evaluation is required.

    ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project site is located within the seismically active southern California region. Active faults are those faults which have had surface displacement within Holocene times (about the last 11,000 years). The Preliminary Geotechnical Interpretive Report prepared for the Project concluded that since the Project site is located in a seismically active region, ground shaking is likely to occur at the site within the life of the proposed Project. Engineering and construction of the Project would be required to be in conformance with the California Building Code and other applicable

standards. Given conformance with standard engineering practices and design criteria, the Project would not directly or indirectly cause adverse effects related to seismic ground shaking. Impacts associated with seismic ground shaking would be less than significant and no further evaluation is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition when subjected to high intensity ground shaking. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table (within 50 feet of the surface). Affected soils lose all strength during liquefaction and foundation failure can occur. The Preliminary Geotechnical Interpretive Report concluded that the Project site is in an area with low potential for liquefaction hazards due to the lack of groundwater within 50 feet of the ground surface. Also, the Project site is identified in the City's General Plan to be an area of low liquefaction susceptibility (City 2021). Therefore, impacts related to exposing people or structures to seismic-related ground failure, including liquefaction, would be less than significant and no further evaluation is required.

iv. Landslides?

No Impact. The Project site is relatively flat and there are no hillsides or steep topographic features at the site or in surrounding areas. According to the City's General Plan Safety Element, the Project site is not located within an area with high susceptibility to seismically induced landslides and rockfalls (City 2021). As such, there would be no impact related to landslides as a result of the proposed Project and no further evaluation is required.

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

Less Than Significant Impact. Soil exposed by construction activities could be subject to erosion if exposed to heavy rain, winds, or other storm events. There is the potential for soil erosion or loss of topsoil during construction activities as the ground is cleared and graded. Compliance with South Coast AQMD Rule 403 (Fugitive Dust) and PVCCSP EIR mitigation measure MM Air 3 would include implementation of soil stabilization measures, such as daily watering, and compliance with the National Pollutant Discharge Elimination System Construction General Permit would include implementation of the City's standard erosion control practices, such as silt fencing, fiber rolls, or sandbags. Further, the California Building Code requires an erosion control and grading plan prior to issuance of a grading permit as a means to minimize soil erosion to the extent practicable during both construction and operation.

Once operational, the Project site would include some impervious or semi-impervious features, that if not designed properly could allow for stormwater to sheet flow and consequently erode soils. However, the preparation of a Water Quality Management Plan (WQMP) would describe the management of stormwater flows so as to not carry soils and sediments. The WQMP (as well as a Storm Water Pollution Prevention Plan [SWPPP]) must be approved by the City Engineer prior to the issuance of grading permits. Additionally, the Project's storm drain and storage facilities would capture storm flows that could otherwise erode loose soils and pump them to a bioswale that would treat runoff. Therefore, compliance with the various permits and regulations related to water quality and erosion would reduce Project impacts to less than significant levels and no mitigation would be required. No further evaluation is required.

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

Less Than Significant Impact. The Project site is not located within an area that is subject to landslides or liquefaction, thus impacts related to landslides and liquefaction would not occur (Earth Strata Geotechnical Services, Inc. 2023a; City 2021). The Perris Valley is susceptible to subsidence in various portions of the region. However, impacts related to lateral spreading, subsidence, or collapse would not be significant because the proposed Project would not be subject to liquefaction, which is associated with the potential for other subsidence events, and would comply with the California Building Code building safety design standards. Therefore, impacts related to geologic instability would be less than significant and no mitigation would be required. No further evaluation is required.

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

Less Than Significant Impact. The majority of soil that underlies the Project site has a very low to low potential for shrinking and swelling (Earth Strata Geotechnical Services, Inc. 2023a). Furthermore, adherence to standard engineering practices contained within the California Building Code would reduce the potential for adverse effects related to soil expansion to occur. Impacts would be less than significant and no further evaluation is required.

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

No Impact. The proposed Project does not include or require the use of septic tanks or alternative wastewater disposal systems. Existing sewer infrastructure existing in the Project site vicinity would serve the Project. No impact would occur and no further evaluation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation Incorporated. According to the City General Plan Conservation Element Figure CN-7 (City 2008), the Project site is located within an area identified as highly sensitive for the discovery of paleontological resources. In accordance with PVCCSP EIR mitigation measure MM Cultural 1, a Paleontological Resources Memorandum was prepared for the Project site. The memorandum confirmed that the Project site is located in an area with a high potential for the discovery of paleontological resources based on the presence of alluvial deposits but identified no documented fossil localities within one mile of the Project site. Based on the ground disturbance necessary to complete the Project, there is potential for the Project to result in significant impacts to unique paleontological resources within Pleistocene-aged alluvial deposits, either at the surface or at depth. Because of the high paleontological sensitivity at the Project site and at the recommendation of the Paleontological Resources Memorandum, Project mitigation measures MM GR 1 and MM GR 2 shall be implemented to reduce potential impacts to less than significant levels. Project mitigation measure MM GR 1 implements PVCCSP EIR mitigation measure MM Cultural 5, as subsequently revised by the City of Perris. Impacts would be less than significant with the incorporated mitigation measures and no further evaluation is required in the EIR.

Project Mitigation Measures

MM GR 1 Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program. The Paleontological Resource Impact Mitigation Monitoring Program shall include the provision for a qualified professional paleontologist (or his or her paleontological monitor representative) to be on-site or any Project-related excavations. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or the off-site Project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, 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.

MM GR 2 Prior to the start of construction, a paleontological resources worker environmental awareness program training shall be presented to all earthmoving personnel to inform them of the possibility for buried resources and the procedures to follow in the event of fossil discoveries.

VIII. Greenhouse Gas Emissions

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

Applicable PVCCSP Standards and Guidelines

The PVCCSP does not include Standards and Guidelines relevant to the analysis of greenhouse gas emissions. The following mitigation measures from the PVCCSP EIR are applicable to the proposed Project:

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

MM Air 20 Each implementing development project shall 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 requirements will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

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

Potentially Significant Impact. Given the relatively small levels of emissions generated by a typical development in relationship to the total amount of greenhouse gas emissions generated on a national or global basis, individual development projects are not expected to result in significant, direct impacts with respect to climate change. However, given the magnitude of the impact of greenhouse gas emissions on the global climate, greenhouse gas emissions from new development could result in significant, cumulative impacts with respect to climate change. Therefore, the potential for a significant greenhouse gas impact is limited to cumulative impacts.

The Project would generate greenhouse gas emissions in the short-term during construction and the long-term during operation. These emissions have the potential to exceed applicable thresholds of significance. Evaluation of this potential impact will be provided in an EIR.

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

Potentially Significant Impact. The State of California, through its Governors and Legislature, has established a comprehensive framework for the substantial reduction of greenhouse gas emissions over the next 40-plus years. The City of Perris has also adopted a Climate Action Plan to meet the requirements of applicable State laws. The proposed Project would result in an increase in greenhouse gas emissions. An evaluation of the Project's consistency with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases will be provided in an EIR.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

A Phase I Environmental Site Assessment (ESA) was completed for the Project site by Earth Strata Geotechnical Services, Inc. (2023b; Appendix G) involving records review, site reconnaissance, and interviews. Its findings and recommendations are incorporated into the following analysis.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to development with the Airport Influence Zones. These Standards and Guidelines are summarized below and are incorporated as part of the proposed Project and are assumed in the analysis presented in this section.

Airport Overlay Zone (Chapter 12.0 of the PVCCSP)

12.1 Prohibited Uses in Airport Overlay Zones

Zone C1 (Primary Approach/Departure Zone): encompasses most of the projected 60 decibel (dB) community noise equivalent level (CNEL) contour plus immediately adjoining areas. The zone boundary follows geographic features. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately five miles from the runway end—is excluded from the zone. Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area. Single-event noise levels are potentially disruptive in this zone.

12.1.1 Compatibility with March Air Reserve Base

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

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Form 7460 (Notice of Proposed Construction or Alteration)

The PVCCSP EIR includes mitigation measures for potential impacts related to hazards and hazardous materials. Mitigation measures applicable to the proposed Project are identified below.

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

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

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

"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for

example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."

MM Haz 5 The following uses shall be prohibited:

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

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

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

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

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

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

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

Less Than Significant Impact. Potentially hazardous materials (e.g., fuel, lubricants, and solvents) may be used during construction activities. Hazardous materials used during Project construction would be transported, used, and stored in accordance with state and federal regulations regarding hazardous materials. In addition, materials such as paints, adhesives, solvents, and other substances typically used in construction would be located at the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and

there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the United States Environmental Protection Agency, California Department of Toxic Substances Control, South Coast AQMD, and Regional Water Quality Control Board (RWQCB). With mandatory compliance to applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Potential impacts related to hazardous materials during construction would be less than significant and no further evaluation is required.

Operation of the proposed Project would involve the use of materials common to urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). The proposed self-storage, restaurant, convenience store, and car wash uses are not anticipated to use acutely hazardous materials during operations but each future tenants would be required to comply with applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous materials, as discussed further below.

The Project would result in the routine transport and use of retail fuels, as the Project includes two gas stations. All fuel tanks and dispensers would be equipped with the latest Phase I and Phase II Enhanced Vapor Recovery air pollution control equipment technology as required by CARB regulations and associated Executive Orders. The Phase I Enhanced Vapor Recovery equipment controls the vapors in the return path from the tanks back to the tanker truck during offloading filling operations. Phase I Enhanced Vapor Recovery systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. The Phase II Enhanced Vapor Recovery equipment, which also includes "in-station diagnostics," controls and monitors the vapors in the return path from the vehicles back to the tanks. Phase II Enhanced Vapor Recovery systems are 95 percent effective in controlling fugitive emissions from escaping into the environment. In addition, CARB siting recommendations within the Air Quality and Land Use Handbook (CARB 2005) suggest sensitive receptors should not be placed within 50 feet of typical gas dispensing facilities and there are no sensitive receptors located within 50 feet of the proposed gas station locations. Therefore, operations associated with the proposed gas station uses would not result in substantial hazards to the public or environment.

Exposure of people or the environment to hazardous materials during operation of the Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the CFR (i.e., the Hazardous Materials Transportation Act) and implemented by CCR Title 13. It is possible that vendors may transport hazardous materials to and from the Project site and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site would be subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. The amount of materials that would be handled at any one time for the proposed Project operations would be relatively small. Based on compliance with applicable regulations, operation of the Project would not create a significant risk to the public or the environment through the potential routine transport, use,

or disposal of hazardous materials and impacts would be less than significant. No further evaluation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. Hazardous materials releases could occur if existing hazardous materials at the Project site would be disturbed by Project construction or operation, or if future Project construction or operation activities involve the handling of substantial amounts of hazardous materials with a potential to result in upset and accident conditions. The Phase I ESA concluded that the Project site has historically been undeveloped with the exception of sporadic single-family residences and dry farming. No Recognized Environmental Conditions were documented or identified in the Phase I ESA related to potentially hazardous materials (Earth Strata Geotechnical Services, Inc. 2023b). Therefore, PVCCSP EIR mitigation measure MM Haz 7 is not required for the proposed Project.

During the temporary, short-term construction period, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The construction contractor would be required to use standard construction controls and safety procedures to avoid or minimize the potential for accidental release of such substances into the environment. Further, Project operations would involve standard commercial activities and while it is possible that hazardous materials could be used by a future occupant's daily operations, these operations would be required to occur in compliance with all applicable local, State, and federal regulations related to the transport, handling, and usage of hazardous materials. The delivery of fuels for the proposed gas stations would occur in compliance with applicable regulations intended to prevent accidents during transport and delivery of gasoline and diesel fuels. In addition, as described above, fueling stations would be constructed in compliance with CARB requirements, including the installation of Phase I and Phase II Enhanced Vapor Recovery air pollution control equipment technology. Therefore, the impact of the proposed Project with respect to exposing the public or the environment to hazardous materials through upset and accident conditions would be less than significant and no further evaluation is required.

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

No Impact. The Project site is not located within one-quarter mile of a school, as the schools nearest to the Project site are approximately 0.36 mile south of the Project site (Val Verde Academy, Val Verde High School, and the Val Verde Regional Learning Center). Furthermore, the use of hazardous materials at the Project site would be in accordance with applicable standards and regulations. Therefore, no impact related to the handling of hazardous materials within one-quarter mile of a school would occur and no further evaluation is required.

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

No Impact. The State Water Resources Control Board GeoTracker database (2023) and the Department of Toxic Substances Control EnviroStor database (2023) are databases compiled pursuant to

Government Code Section 65962.5 (Cortese List) requirements and were searched for hazardous materials sites within and surrounding the Project site. The Phase I ESA identified one EnviroStor record located over 0.25 mile south of the Project site; based on distance and direction, the site would not be considered an environmental concern to the Project. The Phase I ESA also completed a GeoTracker search which revealed no incidents at or in the immediate vicinity of the Project site. The Project site is not located on or within 1,000 feet of an active hazardous materials site according to these databases. Therefore, no impact related to hazardous materials sites is anticipated and no further evaluation is required.

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

Less Than Significant Impact. The nearest airport to the Project site is MARB/IPA, located approximately one mile to the north. The Perris Valley Airport is located approximately 5.3 miles south of the Project site and the Project site is not located within the Airport Influence Area Boundary for this airport (Riverside County ALUC 2011). However, the proposed Project site is located within the ALUCP area for MARB/IPA (Riverside County ALUC 2014), the 2018 AICUZ Study (MARB 2018), and the PVCCSP AOZ (County of Riverside 2023). The Project site is within Zone C1 per the MARB/IPA ALUCP. The Project site is not within an Accidental Potential Zone.

Within Zone C1, aircrafts are generally greater than 2,000 feet above runway elevation on arrival and generally greater than 3,000 feet above runway elevation on departure. Developments within this zone would be located beneath or adjacent to low altitude overflight corridors, which have the potential to generate noise at a level that could be potentially disruptive. The Project site is outside of the 60 dB CNEL noise contours for MARB/IPA (MARB 2018). Noise impacts associated with aircraft activity are evaluated further in Section XIII, *Noise*, and would not be considered significant for the proposed land uses.

The proposed land uses do not include any prohibited uses of the MARB/IPA ALUCP for Zone C1, such as children's schools, libraries, and day care centers. Per the MARB/IPA ALUCP, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged in Zone C1, and discouraged uses should generally not be permitted unless no feasible alternative is available. The two gas stations proposed for the Project would contain underground storage facilities and are, therefore, not considered a discouraged use for Zone C1. The Riverside County ALUC reviewed the Project and confirmed the consistency of the proposed Project with the ALUCP in a hearing on July 11, 2024 (Riverside County ALUC 2024). Typical conditions were placed on the Project as a result of the ALUC review and include light shielding, tenant notification, and ALUC notification requirements as well as prohibition of specific uses not proposed by the Project. As the Project does not include discouraged uses within Zone C1, impacts associated with aircraft safety would be less than significant. The proposed Project would be required to comply with PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 5, which are consistent with the types of conditions provided by ALUC, to avoid potential impacts associated with MARB/IPA operations. Therefore, impacts related to noise and hazards from aircraft operations would be less than significant and no Project-specific mitigation would be required. No further analysis is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City participates in the Riverside County Multiagency Multi-Hazard Functional Plan, which outlines requirements for emergency access and standards for emergency responses. Access to the Project site would be via Webster Avenue and Ramona Expressway. During construction of the Project, heavy construction vehicles could interfere with emergency response to the site or emergency evacuation procedures in the event of an emergency (e.g., vehicles traveling behind the slow-moving truck). However, such delays would be brief and infrequent. Moreover, as required in the City's Municipal Code Section 10.12.100, no street shall be closed or partially obstructed, or detours established, without approval of the City's traffic engineer. The Project would provide driveways and internal circulation elements consistent with applicable policies related to emergency access. As a result, the Project's potential impacts would be less than significant and no further analysis is required.

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

No Impact. According to the Safety Element of the City's General Plan, wildfires typically pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface, which is considered an area within the high and very high fire hazard severity zone, as defined by Cal FIRE. The City of Perris General Plan Safety Element Wildfire Hazards map shows that the Project site is not located in a Very High Fire Hazard Severity Zone (City 2021). Therefore, the proposed Project would not expose people or structures to wildland fires. No impacts associated with wildland fires would occur and no mitigation would be required. No further analysis is required.

X. Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii.	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?	☐	☐	☒	☐
iii.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?	☐	☐	☒	☐
iv.	Impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The discussion below is based on the Preliminary Drainage Reports prepared by United Engineering Group (2023a; 2023b) for the Project and provided as Appendix H to this Initial Study.

Applicable PVCCSP Standards and Guidelines

The PVCCSP includes Standards and Guidelines relevant to hydrology and water quality. A summary of the applicable Standards and Guidelines is provided below and compliance with these Standards and Guidelines is incorporated into the proposed Project design and therefore part of the Project analyzed in this section. There are no mitigation measures related to hydrology or water quality included in the PVCCSP EIR.

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

4.2 On-Site Design Standards and Guidelines

Water Quality Management Plan. Most developments are required to implement a Water Quality Management Plan (WQMP) in accordance with the most recently adopted Riverside County Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Board Order R8-2010-0033). Approval by the City of a WQMP plan requires submittal of a complete document with supporting data which includes at a minimum, a site "Post-Construction Best Management Practice (BMP) Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design elements and Source Control BMPs, must be incorporated into the site design. If these two types of BMPs do not sufficiently manage hydromodification or treat expected pollutants, treatment control facilities must be implemented in order to assure proper flow management and pollutant treatment. Treatment control BMPs are in accordance with Riverside County Storm Water Best Management Practice Handbook. The Regional Water Quality Control Board (RWQCB) continuously updates impairments as studies are completed, the most current version of impairment data should be reviewed prior to preparation of Preliminary or Final WQMP document.

Commercial Design Standards and Guidelines (Chapter 7.0 of the PVCCSP)

7.2.1.7 Water Quality Site Design

Runoff From Truck Docks. Runoff from truck docks must be treated for pollutants of concern prior to discharge from the site.

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

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

Less Than Significant Impact. The Santa Ana RWQCB sets water quality standards for all ground and surface waters within the Project's region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those water quality objectives. The proposed Project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the PVCC planning area, including the Project site, discharges into the Perris Valley Storm Channel, which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore.

Construction of the proposed Project would include grading, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off-site which could impact water quality. As required under the NPDES, a SWPPP 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. The SWPPP would include a program of BMPs to provide erosion and sediment control and reduce potential impacts to water quality that may result from construction activities. BMPs would include providing gravel bags and silt fences where applicable. Through compliance with the regulatory requirements of the NPDES Construction General Permit and on-site drainage facilities, the Project would not violate water quality standards or waste discharge requirements during construction.

During operation, the discharge of minor amounts of fuels or other pollutants associated with automobiles into storm drains during rain events may occur. The Project would include an underground stormwater basin and on-site storm drains in compliance with City design standards. Furthermore, the Project developer would prepare a WQMP to illustrate how low impact development BMPs have been incorporated into Project construction and design. The WQMP would incorporate BMPs in accordance with the City's BMP Design Manual to control erosion and protect the quality of surface water runoff.

Development of the proposed Project would add impervious surfaces across the undeveloped site. By increasing the amount of impervious surfaces on the site, less water would percolate into the ground and more surface runoff would be generated. Paved areas would collect dust, soil and other impurities that would combine with surface runoff during rainfall events. The Project would be required to comply with the NPDES permit and Waste Discharge Requirements for Riverside County, of which the City is a co-permittee. The City is responsible for discharges into its MS4 facilities to the extent of its legal authority and, as required by federal regulations, the City shall control discharges of pollutants into the MS4 to the maximum extent practicable. The proposed Project meets the threshold of a Priority Development Project since it involves the creation of more than 10,000 square feet of impervious surface and is required to prepare a WQMP that satisfies City and permit requirements.

The proposed Project would incorporate site design, source control, and treatment control BMPs to address storm water runoff during operation and would implement BMPs during construction in accordance with a SWPPP. Thus, through the BMPs and compliance with existing regulations such as the implementation of the WQMP, the proposed Project would not violate water quality standards or waste discharge requirements. Therefore, potential impacts would be less than significant and no further evaluation is required.

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

Less Than Significant Impact. The Project site is located within the San Jacinto Groundwater Basin, which underlies the valleys of San Jacinto, Perris, Moreno Valley, and Menifee in western Riverside County. Natural recharge to the San Jacinto groundwater basin is primarily from percolation of flows into the San Jacinto River and its tributary streams, with percolation of water stored in Lake Perris as an additional source of recharge.

While the majority of the site would become impermeable after development, Project design features and BMPs such as the use of impervious or semi-pervious materials and the use of landscaping would facilitate some groundwater recharge and percolation. In addition, due to the proposed Project site's small size in relationship to the total size of the San Jacinto Groundwater Basin (approximately 188,000 acres), there would not be a substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the Project would rely on domestic water supply, would not require the use of groundwater sources, and would not substantially deplete groundwater supplies. Therefore, potential impacts would be less than significant and no further evaluation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

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

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

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?

iv. Impede or redirect flood flows?

Less Than Significant Impact. There are no streams or rivers currently mapped within or adjacent to the Project site. Stormwater runoff generally flows from northwest to southeast within the western site and southwest to northeast on eastern site. Off-site flows enter the site along the western property line from the undeveloped land to the west and at the southwest corner of the site from an earthen channel that conveys runoff from the onramp easterly along the north side of Ramona Expressway. Flows continue easterly in the earthen channel before entering an existing crossing of Webster Avenue to meet the Line E regional storm drain system, which ultimately flows into the Riverside County Flood Control and Water Conservation District's existing Perris Valley Storm Drain Channel.

Due to the increase in impervious surfaces that would be constructed on the site, the Project has been designed with underground storage to offset the difference in runoff volume between the developed and pre-developed condition. On-site site soils have tested infiltration potential less than the required level, so bio swales are proposed along the southern portion of the site to provide water quality treatment. De-watering of the underground storage would be provided by a pumping system. In addition to the underground storage, a system of storm drains is proposed to collect and route Project site runoff to outlet at the southeast corner of the Project site. Since the on-site runoff would be accommodated by on-site storage facilities and would utilize an existing channel and storm drain facility, the proposed Project would not substantially alter the existing drainage pattern of the site or area, in a manner which would result in substantial erosion or siltation, flooding, exceedance of stormwater drainage capacity, or redirection of flood flows. Thus, impacts would be less than significant and no further analysis is required.

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

No Impact. According to the Safety Element of the City General Plan, the Project site is not located within a Special Flood Hazard Area Inundated by 100 Year Flood Zone or within a Dam Inundation Area. Additionally, the Federal Emergency Management Agency Flood Map Service Center identifies the Project site as outside of a special flood hazard area (Federal Emergency Management Agency 2008). Therefore, no impacts related to flood hazards would occur and no further analysis is required.

Tsunamis are usually caused by displacement of the ocean flood causing large waves and are typically generated by seismic activity. The proposed Project site is located approximately 35 miles from the Pacific Ocean; therefore, risks from a tsunami are not present for the Project site. A seiche is a standing wave in an enclosed or partly enclosed body of water. Seiches are normally caused by earthquake activity, and can affect harbors, bays, lakes, rivers, and canals. The nearest enclosed body of water, Lake Perris, is approximately 3 miles away, which is too far to result in inundation at the Project site during a seiche event. No impact related to the release of pollutants due to tsunamis or seiches would occur. No further analysis is required.

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

Less Than Significant Impact. Implementation of the Project would not have a substantial effect on groundwater recharge within the overlapping Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin. Under the Sustainable Groundwater Management Act passed in 2014 (California Water Code Section 10729[d]), each high and medium priority basin, as identified by the California Department of Water Resources, is required to have a Groundwater Sustainability Agency that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (California Department of Water Resources 2020).

The San Jacinto Groundwater Basin is a high priority basin (California Department of Water Resources 2020). The EMWD Board of Directors is the Groundwater Sustainability Agency for the West San Jacinto Groundwater Sub-basin and is responsible for development and implementation of a Groundwater Sustainability Plan. The EMWD Board of Directors was required to develop a Groundwater Sustainability Plan by 2022 and is required to implement the Groundwater Sustainability Plan by 2042. A draft Groundwater Sustainability Plan was prepared in April 2021 and the final Groundwater Sustainability Plan was approved by the Department of Water Resources in 2023. The Groundwater

Sustainability Plan documents the basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the Groundwater Sustainability Plan. The Project would not conflict with the plan because groundwater would not be used to serve the Project. The Project would be supplied with imported, potable water and recycled water for non-potable water demands and the Project site is not within a groundwater recharge area. Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and impacts would be less than significant. No further analysis is required.

The water quality control plan applicable to the Project is the Santa Ana RWQCB Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), which designates beneficial uses and water quality objectives for all the ground and surface waters in the region. At the Project level, compliance with RWQCB permits and objectives through implementation of a SWPPP and WQMP prepared pursuant to RWQCB requirements would ensure the Project does not conflict with or obstruct implementation of the applicable water quality management plan. Potential impacts would be less than significant and no further analysis is required.

XI. Land Use and Planning

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

Applicable PVCCSP Standards and Guidelines

Land Use Plan (Chapter 2.0, PVCCSP)

2.1 Perris Valley Commerce Center Land Use Designations

Commercial (C): This zoning designation provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.

a) Physically divide an established community?

No Impact. The Project would result in the development of an existing vacant lot that is surrounded by development and roadway facilities on all sides. The Project does not include any linear features that would extend outside of the Project site and physically divide an established community. Therefore, no impact would occur and no further evaluation is required.

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

Less Than Significant Impact. The proposed Project site is located within the City and within the PVCC planning area. Thus, land use is guided by both the Perris General Plan and the PVCCSP. The proposed Specific Plan Amendment would allow the development of a self-storage facility within the Commercial land use designation per the PVCCSP. Therefore, with approval of the proposed Specific Plan Amendment, the Project development would be consistent with the land use and zoning designations for the site and would comply with other applicable PVCCSP standards and guidelines, as identified throughout this Initial Study.

The consistency of the Project with the applicable policies from the City General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect is evaluated in Table 3, *General Plan Consistency Analysis*. As shown, the Project would be consistent with the applicable policies of the City's General Plan. Therefore, potential impacts would be less than significant and no further analysis is required.

Table 3
GENERAL PLAN CONSISTENCY ANALYSIS

Policy No.	Policy	Statement of Consistency
Land Use Element		
Policy II.A	Require new development to pay its full, fair share of infrastructure costs.	The Project applicant would pay applicable development impact fees pursuant to Perris Municipal Code Section 19.68.020 to mitigate the cost of public facilities to support new development. Thus, the Project would be consistent with Land Use Policy II.A.
Policy II.B	Require new development to include school facilities or pay school impact fees, where appropriate.	The Project applicant would be required to pay school impact fees, as set by the Val Verde Unified School District at the time of payment. Therefore, the Project would be consistent with Land Use Policy II.B.
Policy III.A	Accommodate diversity in the local economy.	The PVCCSP was adopted by the City to ensure quality and organized development within the Project area vicinity. The proposed Project would include commercial uses consistent with the existing land use designation with approval of the requested Specific Plan Amendment. These uses would be consistent with the surrounding land use pattern but would provide additional commercial amenities that are lacking in the Project area. The Project would assist the City in achieving its goal of building out the PVCC planning area and generating revenue and land use diversity for the local economy. Therefore, the proposed Project would be consistent with Land Use Policy III.A.

Policy No.	Policy	Statement of Consistency
Policy V.A	Restrict development in areas at risk of damage due to disasters.	The proposed Project site is not located within an area of significant risk due to human or natural disasters; therefore, although it would be the responsibility of the City to determine whether development restrictions should be in place, the Project would be consistent with Land Use Policy V.A.
Circulation Element		
Policy II.B	Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	The proposed Project would not revise the existing transportation network. PVCCSP EIR mitigation measures would be implemented along with the proposed circulation improvements. Additionally, the Project applicant would participate in payment of the Project's fair share of traffic mitigation fees. Further, installation of sidewalks and bike racks at the Project site would support alternative travel modes such that the Project would be consistent with Circulation Policy II.B.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	The Project applicant proposes transportation improvements consistent with the increased trips that would be related to the proposed development. The applicant would be responsible for financing the proposed improvements. Therefore, the Project would be consistent with Circulation Policy III.A
Conservation Element		
Policy II.A	Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	The proposed Project would be consistent with the MSHCP given the lack of sensitive habitat on the site. In addition, the Project would be required to pay applicable MSHCP fees and implement the mitigation measure identified in Section IV, *Biological Resources*. Therefore, the Project would be consistent with Conservation Policy II.A.
Policy III.A	Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	The Project site is not within an MSCHP Criteria Cell or the Mead Valley Area Plan of the Western Riverside MSCHP. In accordance with the MSHCP, the proposed Project was reviewed for consistency with the MSHCP in the MSHCP Consistency Analysis (Appendix A). The Project would be consistent with the requirements set forth in the MSHCP and Conservation Policy III.A

Policy No.	Policy	Statement of Consistency
Policy IV.A	Comply with State and Federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.	As detailed in Sections V, *Cultural Resources* and VII, *Geology and Soils*, the Project would comply with applicable regulations and implement mitigation measures to ensure preservation of significant historical, archaeological, and paleontological resources. Therefore, the Project would be consistent with Conservation Policy IV.A.
Policy V.A	Coordinate land-planning efforts with local water purveyors.	The EMWD is the local water purveyor and has been involved with utility planning for the proposed land uses at the Project site. Water-related improvements are detailed in Section 1.5, Project Components. The Project would be consistent with Conservation Policy V.A.
Policy VI.A	Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	As required under the NPDES, an SWPPP would be created for construction of the proposed Project. The Project would also be required to comply with the City's NPDES permit for stormwater discharges in accordance with the WQMP during operation. The Project would be consistent with Conservation Policy VI.A.
Policy VII.A	Preserve significant hillsides and rock outcroppings in the planning areas.	The Project site is flat with no significant hillsides or rock outcroppings. The Project would be consistent with Conservation Policy VII.A.
Policy VIII.A	Adopt and maintain development regulations that encourage water and resource conservation.	The Project would be subject to local development regulations designed to encourage water and resource conservation. For example, proposed plant materials would have either low or moderate water needs. The Project would therefore be consistent with Conservation Policy VIII.A.
Policy VIII.B	Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	The proposed Project would be required to comply with applicable local, State, and federal solid waste management regulations. For example, the Project must develop a collection program for recyclables and comply with practices enacted by the City under the California Integrated Waste Management Act of 1989 (Assembly Bill 939). The Project would be consistent with Conservation Policy VIII.B.
Policy X.B	Encourage the use of trees within Project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	The Project is proposed to provide approximately 23 percent landscape cover within the western site and approximately 10 percent landscape cover within the eastern site. This would include a variety of trees throughout the site and parking areas. The Project would be consistent with Conservation Policy X.B.

Policy No.	Policy	Statement of Consistency
Policy X.C	Encourage strategic shape and placement of new structures within new commercial and industrial projects.	The Project would site commercial land uses within a vacant site and would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate, based on site conditions. The Project would be consistent with Conservation Policy X.C.
Noise Element		
Policy I.A	The State of California Noise/Land Use Compatibility Criteria shall be use in determining land use compatibility for new development.	The Project's noise study (Appendix I) indicates traffic noise levels from Ramona Expressway would be 70 CNEL at 508 feet. Therefore, the Project would have buildings located within the conditionally acceptable contour for Commercial land uses and would require evaluation of necessary insulation features. The provision of air supply systems to maintain closed windows is anticipated to sufficiently reduce interior noise levels. Therefore, the Project would be consistent with Noise Policy I.A.
Policy III.A	Mitigate existing and future noise impacts resulting from train movement.	The Project site is across I-215 from the Metrolink 91-Perris Valley Line but does not include sensitive land uses and would provide sufficient noise insulation features to reduce interior noise within Project buildings. The Project would be consistent with Noise Policy III.A.
Policy V.A	New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	As the Project is a commercial land use within 160 feet of a sensitive land use (residences), the Project's noise study (Appendix I) considered whether the Project would generate noise in excess of 60 CNEL at the nearby residences to the north and southeast, and schools to the south. Operation of the commercial site would not exceed this threshold. The Project would comply with Noise Policy V.A.
Safety Element		
Policy S-2.1	Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	The Project applicant proposes multiple road upgrades to accommodate the six Project driveways, as described in Section 1.5. Stop controls would be installed and intersections would be constructed in accordance with the specifications of the Project's Traffic Analysis included as Appendix J. The Project would be consistent with Safety Policy S-2.1.

Policy No.	Policy	Statement of Consistency
Policy S-2.2	Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	The Project applicant proposes multiple road upgrades to accommodate the four Project driveways. Stop controls and traffic lights would be installed and intersections would be constructed in accordance with the specifications of the Project's Traffic Analysis included as Appendix J. The Project would be consistent with Safety Policy S-2.1.
Policy S-2.5	Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	The Project would include six driveways of standard size to accommodate passenger cars and trucks. Based on the Project's Traffic Analysis (Appendix J), these driveways and associated roadway improvements would provide adequate ingress/egress. The Project would be consistent with Safety Policy S-2.5.
Policy S-4.1	Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	The Project site is not located in an area of high flood hazard according to the Safety Element (City 2021). Therefore, the Project would be consistent with Safety Policy S-4.1
Policy S-4.3	Require new development projects and major remodels to control stormwater run- off on site.	Underground storage basins would capture stormwater runoff from the site and pump it to the proposed bioswale for treatment. After treatment, runoff would drain into an existing 48-inch storm drain at the southeast corner of the Project site and contribute flows to the Line E regional stormwater system. The Project's WQMP and SWPPP would address the treatment of runoff and must be approved by the City Engineer prior to the issuance of grading permits. Therefore, the Project would be consistent with Safety Policy S-4.3.
Policy S-4.4	Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	The Project site is not within the 100-year floodplain (Federal Emergency Management Agency 2008) and, therefore, the Project would be consistent with Safety Policy S-4.4.
Policy S-4.5	Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.	The Project site is not within the Dam Inundation Zone for Lake Perris and is not at significant risk in the event of a dam failure. The Project would be therefore consistent with Safety Policy S-4.5.
Policy S-5.3	Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	The Project site is outside of the Very High Fire Hazard Severity Zone (VHFHSZ) and therefore in a low-risk area (City 2021). No transfer of development rights would be necessary to decrease fire risk associated with the Project given that development is proposed outside of the VHFHSZ. The Project would be consistent with Safety Policy S-5.3.

Policy No.	Policy	Statement of Consistency
Policy S-5.6	All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	The Project would provide adequate circulation capacity and would include connections to both of the roadways adjacent to the Project site. The Project would be therefore consistent with Safety Policy S-5.6.
Policy S-5.10	Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	Project utilities have been designed to ensure the development has adequate supplies for both daily demands and firefighting requirements in compliance with Safety Policy S-5.10.
Policy S-6.1	Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	The Project requires review by the Riverside County ALUC to ensure consistency with the applicable plans and development requirements related to the MARB/IPA. ALUC has reviewed the Project and applied necessary conditions to ensure adherence to the applicable policies. Therefore, the Project would be consistent with Safety Policy S-6.1.
Policy S-6.2	Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	As stated above, the Project applicant has coordinated review of the Project with the Riverside County ALUC, which includes notification of the March Inland Port Airport Authority of the ALUC review. The Project would be consistent with Safety Policy S-6.2.
Policy S-6.3	Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	As stated above, the Project applicant has coordinated review of the Project with ALUC and the Project would be consistent with Safety Policy S-6.3.
Policy S-7.1	Require all development to provide adequate protection from damage associated with seismic incidents.	Based on the Project's distance from active faults and other geologic characteristics, there are minimal seismic risks associated with the Project site (City 2021). Engineering and construction of the Project would be required to be in conformance with the California Building Code and other applicable standards to protect from seismically induced damage. The Project would be consistent with Safety Policy S-7.1.
Policy S-7.2	Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	A Preliminary Geotechnical Interpretive Report was prepared by Earth Strata Geotechnical Services, Inc. and a registered engineer. The report is attached to this Initial Study as Appendix E. The Project would be consistent with Safety Policy S-7.2.
Policy S-8.2	Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.	The proposed Project is required to comply with the applicable federal, state, and local regulations related to hazardous materials, which would ensure the protection of the public. The Project would be consistent with Safety Policy S-8.2.

Policy No.	Policy	Statement of Consistency
Healthy Community Element		
Policy HC 1.3	Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	Proposed lighting is anticipated to include a combination of operational, street, and security lighting on building exteriors and in parking areas that would conform to the Title 24 and City standards that regulate outdoor lighting. The Project site is not within a VHFHSZ and is not adjacent to wildlands that require excess defensible space. No landscaping would be installed which would exacerbate fire risks. The Project would comply with Policy HC 1.3.
Policy HC 4.2	Foster the creation of public plazas with seating, art, and play features near shopping and business districts	In compliance with the PVCCSP Commercial Design standards, retail and food service areas over 10,000 square feet shall provide outdoor seating areas for patrons. The proposed Project would comply with the design standards and would therefore be consistent with Policy HC 4.2.
Policy HC 6.3	Promote measures that will be effective in reducing emissions during construction activities. • Perris will ensure that construction activities follow existing SCAQMD rules and regulations • All construction equipment for public and private projects will also comply with CARB's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures. among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded	Construction activities would follow applicable South Coast AQMD and CARB rules and regulations, and PVCCSP EIR mitigation measures for construction emissions. The Project would comply with Policy HC 6.3.

Policy No.	Policy	Statement of Consistency
Environmental Justice Element		
Goal 3.1 Policy	Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	The proposed Project is consistent with surrounding commercial and industrial land uses according to the PVCCSP. The residential land uses to the northeast are consistent with the PVCCSP and would be separated from the Project by Webster Avenue. The Project would be consistent with this Environmental Justice policy.
Goal 3.1 Policy	Support identification, clean-up and remediation of local toxic sites through the development review process.	A Phase I ESA was completed for the Project and is attached to this Initial Study as Appendix G. No Recognized Environmental Conditions were documented or identified in the Phase I ESA related to potentially hazardous materials. The Project would be consistent with this Environmental Justice policy.
Goal 5.1 Policy	Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation Plan or active transportation in-lieu fee to fund active mobility projects.	The Project developer would construct or fund the appropriate pedestrian and bicycle infrastructure according to City policy. The Project would be consistent with this Environmental Justice policy.
Goal 6.2 Policy	Discourage development in proximity to sensitive land uses (e.g., schools, hospitals, homes, and long-term care facilities) near source point pollution sources that impact health, including freeways and hazardous waste sites.	The Project site is in proximity to single-family residences, schools, and warehouses. However, the proposed gas station land use (a point pollution source) would be located over 50 feet from the nearest residences as recommended by CARB (2005). The new fuel facility would require authority to construct and permit to operate approval from the South Coast AQMD, which would review the facility design and location for compliance with South Coast AQMD standards for criteria pollutants and air quality. The Project would be consistent with this Environmental Justice Policy.

XII. Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines

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

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

No Impact. The Department of Conservation classifies the availability of mineral resources in a region into one of four mineral resource zone (MRZ) categories: MRZ 1 for no mineral resources, MRZ 2 for significant resource areas where the quality and quantity of mineral resources is known, MRZ 3 for significant resource areas where the quality and quantity of mineral resources is unknown, and MRZ 4 for areas with no information available. According to the City of Perris General Plan Conservation Element, the Department of Conservation is primarily interested in the preservation of significant resources in MRZ 2 regions. The land within the City, including the Project site, is classified as MRZ 3 and MRZ 4, which are not considered to be significant mineral resource areas (City 2005). Therefore, 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. No impacts to mineral resources would occur. No further evaluation is required.

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

No Impact. As stated above in Initial Study Checklist item XII.a), the General Plan Conservation Element does not consider the Project site to be a significant mineral resource area. Additionally, the Project site is not used for mineral extraction and is not known as a locally important mineral resource recovery site. Further, the Project site is not delineated on any plan for mineral resource recovery uses. No impacts to mineral resource availability would occur and no further evaluation is required.

XIII. Noise

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

The discussion below is based on the Noise and Vibration Analysis prepared by Urban Crossroads (2023b) for the Project and the report is provided as Appendix I to this Initial Study.

Applicable PVCCSP Standards and Guidelines

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

The following PVCCSP EIR mitigation measures are applicable to the proposed Project and included in the analysis.

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

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

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

MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

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

Less Than Significant Impact. Noise generated by the Project during construction and operation has the potential to generate elevated noise levels that may disrupt the nearby residences to the east (R1 and R2) and southeast (R3) and Val Verde High School and Val Verde Regional Learning Center to the south (R4 and R5). Receiver locations R1 through R5 represent noise sensitive land uses in the Project vicinity where the Noise Analysis evaluated the potential for ambient noise levels to increase as a result of the Project.

Temporary Increase in Ambient Noise Levels (Construction)

The City's Municipal Code restricts construction to the hours of 7:00 am to 7:00 pm on any day except Sundays or applicable holidays and limits construction noise levels to a maximum noise level (L_{MAX}) of 80 A-weighted decibels (dBA) in residential zones.

The Project would generate temporary increases in noise during construction. Construction of the Project would require site clearing, grading, installation of underground utilities/infrastructure, construction of new buildings, paving, and architectural coating. The magnitude of the noise impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction equipment would be continuously moving across the site, and equipment is not anticipated to be located at a single location during a typical workday. The Noise and Vibration Analysis therefore modeled construction equipment using five nearby sensitive receivers and their shortest distance to the Project's property line, as shown in Table 4, *Construction Noise by Project Receiver*, below.

Table 4
CONSTRUCTION NOISE BY PROJECT RECEIVER

Receiver Location	Distance from Project Property Line (feet)	Highest Construction Noise Levels (dBA L_{MAX})	Threshold (dBA L_{MAX})	Threshold Exceeded?
R1	94	59.9	80	No
R2	469	54.0	80	No
R3	1,405	48.7	80	No
R4	1,884	47.9	80	No
R5	1,900	48.6	80	No

Source: Urban Crossroads 2023b
dBA = A-weighted decibel; L_{MAX} = maximum noise level

The Project would comply with the Municipal Code restrictions on construction hours, except during the potential paving activities, when prior approval from the City would be required. As shown in Table 4, the loudest combination of equipment would generate noise levels of 59.9 dBA L_{MAX} at the nearest residence, which would be below the 80 dBA L_{MAX} limit. Nighttime paving is estimated to generate noise

levels up to 59.9 dBA L_{MAX} at R1, which would not exceed the 80 dBA L_{MAX} threshold or exceed the average nighttime noise level measured at this location during the site survey. Therefore, Project construction would not result in a temporary increase in ambient noise levels in excess of the applicable standards and impacts would be less than significant. Although impacts from construction noise would be less than significant, the Project would be required to comply with PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4, which further limit noise generated by construction equipment. No further analysis is required.

Permanent Increase in Ambient Noise Levels (On-Site)

Per the City General Plan Noise Element, impacts would be significant if a commercial project is located within 160 feet of a sensitive land use and the noise levels generated by the project would exceed 60 dBA CNEL at the sensitive land use. The residence to the east of the Project, located at R1, is the only noise-sensitive land use within 160 feet of the Project site. In addition, City Municipal Code Section 7.34.040 limits noise levels at residential land uses to 80 dBA L_{MAX} during daytime hours and to 60 dBA L_{MAX} during nighttime hours. The residential limit is applied to the school land use south of the site. Lastly, in accordance with the PVCCSP EIR, increases in ambient noise levels at noise-sensitive land uses would be considered significant if ambient noise levels exceed 60 dBA hourly noise level (L_{EQ}) and the Project increases noise levels by 3 dBA L_{EQ} or ambient noise levels do not exceed 60 dBA L_{EQ} and the Project increases noise levels by 5 dBA L_{EQ}.

The Project's proposed gas stations, car wash, courtyard, drive-through operations, trash enclosure, storage, and parking lot would generate elevated noise levels compared to existing conditions. Refer to the Noise and Vibration Analysis (Urban Crossroads 2023b) for additional discussion of the noise modeling methodology, as operational noise would emanate from many locations within the property and would not be concentrated in one area. The results of noise modeling for operational sources are provided in Table 5, *Operational Noise by Project Receiver*, and compared with the applicable standards described above.

Table 5
OPERATIONAL NOISE BY PROJECT RECEIVER

Receiver Location	Daytime (dBA L_{MAX})	Nighttime (dBA L_{MAX})	24-Hour (CNEL)	Reference Daytime Ambient Noise Level (dBA L_{EQ})	Daytime Ambient plus Project (dBA L_{EQ})	Reference Nighttime Ambient Noise Level (dBA L_{EQ})	Nighttime Ambient plus Project (dBA L_{EQ})
R1	63.0	56.4	58.1	68.9	69.1	64.4	64.6
R2	59.2	48.9	50.8	63.8	64.0	59.6	59.6
R3	52.7	44.3	46.0	62.8	62.9	62.1	62.1
R4	53.8	43.8	45.6	62.8	62.9	62.1	62.1
R5	55.4	45.3	47.2	69.3	69.3	63.2	63.2

Source: Urban Crossroads 2023b
dBA = A-weighted decibel; L_{MAX} = maximum noise level; CNEL = Community Noise Equivalent Level; L_{EQ} = hourly noise level

As shown in Table 5, the Project would not generate noise levels at nearby sensitive land uses in excess of 80 dBA L_{MAX} during the daytime hours or 60 dBA L_{MAX} during the nighttime hours. In addition, at the residence to the east (R1), Project operation would generate noise level of up to 58.1 dBA CNEL, which would not exceed the 60 dBA CNEL limit. The maximum increase in ambient noise levels as a result of

the Project would be 0.2 dBA L_{EQ}. Therefore, on-site Project operations would not result in increases in excess of the PVCCSP EIR significance criteria. On-site operation of the Project would not result in noise levels exceeding applicable standards and would not result in a substantial permanent increase in ambient noise levels. Impacts would be less than significant and no further analysis is required.

Permanent Increase in Ambient Noise Levels (Traffic)

As described in the PVCCSP EIR, traffic noise impacts at noise-sensitive land uses would be significant where existing noise levels are less than 60 dBA CNEL and the Project generates an increase in noise levels of more than 5 dBA CNEL or where existing noise levels are more than 60 dBA CNEL and the Project generates an increase in noise levels of more than 3 dBA CNEL.

The Project would generate vehicular traffic along nearby roadways. The segment of Ramona Expressway between Nevada Road and I-215 would experience the largest increase in noise levels due to the off-ramp's proximity to the proposed Project site entrance. Proposed traffic conditions were used to calculate the noise contour distances for Ramona Expressway under existing conditions and post-Project conditions. The off-site roadway noise modeling represents a conservative analysis that does not consider topography or attenuation provided by existing structures. Noise levels generated by traffic on Ramona Expressway would increase by 0.2 dBA CNEL with the addition of Project traffic to existing conditions. This increase would not be a perceptible increase and would not exceed the PVCCSP EIR significance criteria. Traffic noise increases for other roadways in the Project vicinity would be less than those for this segment of Ramona Expressway. Therefore, noise impacts from Project-generated traffic would be less than significant and no further analysis is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The maximum acceptable vibration threshold identified in the PVCCSP EIR is 0.5 inch per second peak particle velocity (PPV). Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the Project. Project development may use small bulldozers, jackhammers, loaded trucks, and large bulldozers, but the largest possible source of vibration during general Project construction activities would be a vibratory roller used for gravel or pavement compaction. At 94 feet, the distance to the nearest off-site building, a vibratory roller could generate up to 0.012 inch per second PPV, which is lower than both the "strongly perceptible" level for human response of 0.1 inch per second PPV (Caltrans 2020) and the structural damage threshold of 0.5 inch per second PPV. Therefore, temporary impacts associated with construction vibration would be less than significant. No substantial sources of vibration would be installed for operation of the Project. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. As noted under Initial Study Checklist item IX.e), the nearest airports to the proposed Project site are MARB/IPA and the Perris Valley Airport. According to the ALUCP for the Perris Valley Airport, the Project site is not located within the Airport Influence Area Boundary (County of Riverside 2011). However, the proposed Project site is located within the limits of the MARB/IPA ALUCP area and the AICUZ study area. The Project site falls outside of the 60 dB CNEL noise contour

identified in the AICUZ study (March Air Reserve Base 2018). The City General Plan states that commercial uses are normally compatible with noise levels up to 65 dBA CNEL and conditionally compatible with noise levels up to 75 dBA CNEL. The Project would therefore not result in excessive airport noise exposure. Potential impacts would be less than significant and no further analysis is required.

XIV. Population and Housing

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

Applicable PVCCSP Standards and Guidelines

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

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

Less Than Significant Impact. The proposed Project does not include residential development and would not directly affect the number of residents in the area or contribute to the creation of additional housing within the City. The Project includes uses that would not be of a magnitude to support additional population growth in the area, as the uses are considered local serving land uses. The proposed Project would include commercial uses to serve the existing population, such as gas stations, restaurants, and a storage facility. Therefore, since the Project would serve the existing population and has no other features that would directly or indirectly induce growth, potential impacts would be less than significant and no mitigation would be required. No further analysis is required.

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

No Impact. The Project site is vacant land that is not currently used for housing. The proposed Project would not remove any existing housing units and would not displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. There would be no impacts associated with displacing people and no further analysis is required.

XV. Public Services

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

Applicable PVCCSP Standards and Guidelines

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

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

4.2.1 Crime Prevention Measures

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

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

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

5.4 Off-Site Infrastructure Standards

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

a) Fire protection?

Less Than Significant Impact. The proposed Project would include the construction and operation of commercial uses that would require fire protection services; however, no new residential uses or other uses that would increase the City's population would be involved. The City contracts with the Riverside County Fire Department to provide fire protection services within the City and has two fire stations within its boundaries that are served by 27 firefighters (City 2024a). The two fire stations are located at 210 W. San Jacinto Avenue (Station No. 1) and 333 Placentia Avenue (Station No. 90) and are located approximately 4.0 and 2.0 miles from the Project site, respectively. As such, the nearest fire station and presumed first responder is Station No. 90. The Project is a commercial development consistent with the site's land use designation and would not spur the growth of the region in an unplanned manner that would require the construction of new or expanded fire protection facilities. In compliance with Perris Municipal Code Section 19.68.020, *Development Impact Fees*, the Project applicant would be required to pay a development impact fee to fund the acquisition, design, and construction of public facilities, including fire protection facilities, necessary to serve new development within the City. Payment of the fee would be required prior to issuance of a building permit. Payment of the development impact fee would provide for the Project's fair share cost contribution to facilities and equipment due to the increased demand for fire protection services.

As part of the development review process, the Project applicant would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. The Riverside County Fire Department would review the Project for access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. The Project would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans for review and approval prior to issuance of any building permit. The proposed development would be required to comply with all applicable City, County, and State codes and ordinance requirements for fire protection. Implementation of all Fire Code requirements would further reduce potential impacts concerning fire protection services. Therefore, potential impacts would be less than significant and no mitigation would be required. No further analysis is required.

b) Police protection?

Less Than Significant Impact. The City contracts with the Riverside County Sheriff's Department to provide police protection services within the City and has a police station located at 137 North Perris Boulevard, approximately 4.0 miles south of the Project site (City 2024b). The proposed Project would include the construction and operation of planned commercial land uses that would require police protection services; however, no new residential uses or other uses that would increase the City's population would be involved. The Project would also not represent a use that would require unique or expanded police protection services. As a result, the Project itself is not expected to require the construction of new or expanded police protection facilities; however, the Project applicant would be

required to pay a development impact fee pursuant to Perris Municipal Code Section 19.68.020, *Development Impact Fees*, to fund the acquisition, design, and construction of public facilities, including police protection facilities, necessary to serve new development within the City. Payment of the fee would be required prior to issuance of a building permit. Payment of the development impact fee would provide for the Project's fair share cost contribution to facilities and equipment due to the increased demand for police protection services in the City. Further, as part of the development review process, Riverside County Sheriff's Department would review the Project and provide comments regarding risks to security and ways to minimize those risks. Therefore, potential impacts would be less than significant and no mitigation would be required. No further analysis is required.

c) Schools?

Less Than Significant Impact. The proposed Project involves the construction and operation of commercial facilities. It is not anticipated to introduce new residents to the Project site that would generate new students and require additional schools. As a result, the Project itself is not expected to require the construction of new or expanded school facilities; however, the Project applicant would be required to pay school impact fees to the Val Verde Unified School District in accordance with Senate Bill 50 (SB 50). Pursuant to Government Code Section 65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property…" Developer fees collected by local school districts pursuant to SB 50 are used for the provision of additional and reconstructed or modernized school facilities. Therefore, potential impacts related to schools would be less than significant and no further analysis is required.

d) Parks?

No Impact. The proposed Project would not result in substantial increases in population and is not anticipated to result in increased use or demand on parks that would require the construction or expansion of additional park and recreational facilities. Therefore, there would be no impact and no further analysis is required.

e) Other public facilities?

No Impact. Other public facilities may 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 commercial uses that would not result in increased population resulting in increased demand for these services that would require the construction or expansion of other public facilities. Therefore, there would be no impact and no further analysis is required.

XVI. Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines

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

Commercial Design Standards and Guidelines (Chapter 7.0 of the PVCCSP)

7.2.1.4 Plazas and Open Space Areas

a. Commercial centers over 100,000 square feet require a plaza of at least one square foot per 100 square foot of building area.

b. Retail and food service areas over 10,000 square feet shall provide outdoor seating areas for patrons.

c. Site design layout is encouraged to separate employee break areas from public plazas.

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

No Impact. The proposed Project consists of construction and operation of commercial uses. The Project would not increase the use of or create the need for new parks and recreational facilities. Similarly, the proposed Project would not result in physical deterioration of an existing open space area or any recreation facilities. Therefore, there would be no impact and no further analysis is required in the EIR.

b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed Project does not include recreational facilities with the exception of pedestrian elements providing access to the Project site. The Project would not require or result in the

need to construct or expand recreational facilities in the City. Therefore, there would be no impact and no further analysis is required.

XVII. Transportation

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

A Traffic Analysis by Urban Crossroads (2023c) was prepared for the proposed Project and is attached to this Initial Study as Appendix J. A Vehicle Miles Travelled (VMT) Screening Evaluation prepared by Urban Crossroads (2024) was prepared for the proposed Project and is attached to this Initial Study as Appendix K. The findings and recommendations from these reports are incorporated into the following analysis.

Applicable PVCCSP Standards and Guidelines

The PVCCSP Standards and Guidelines summarized below relevant to the analysis of transportation/traffic presented in this Initial Study are incorporated as part of the proposed Project and assumed in the analysis presented in this section. Additionally, a Traffic Analysis was prepared by Urban Crossroads for the proposed Project (Appendix J). The information and recommended measures provided in that report are also incorporated into the analysis below.

Infrastructure Plan (Chapter 3.0 of the PVCCSP)

3.1 Circulation

The Circulation Plan provides Standards and Guidelines intended to ensure the safe and efficient movement of people and goods within the PVCC area, as well as meeting the future transportation needs City-wide.

3.2 Vehicular Circulation

Freeway

Interstate-215 (North-South): I-215 runs along the Western boundary of the PVCC. Existing freeway on and off-ramps are located at Harley Knox Boulevard and Ramona Expressway. Placentia Avenue is a planned future interchange.

Expressways

An expressway is a limited access divided highway built to accommodate high-speed travel by automobiles within a 184-foot right-of-way. At least two traffic lanes in each direction are physically separated within a 134-foot curb-to-curb width.

Arterials

An arterial serves major traffic movements or major traffic corridors within 128-foot right-of-way. While they may provide access to abutting land, their primary function is to serve traffic moving through the area. Arterial streets generally have a curb-to-curb width of 94-feet.

A secondary arterial is intended to carry local traffic between the local street system and the primary arterial system. Arterial streets generally vary from a curb-to-curb width of 64-feet to 70-feet and may have one or two lanes in each direction.

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

5.2 Off-Site Vehicular Circulation: Roadway Standards and Guidelines, Truck Route Standards and Guidelines

The PVCC Circulation Plan establishes the general alignments and right-of-way sections to safely meet the transportation needs of its residents, businesses, and visitors. The improvements required for development of individual projects along segments of roadways identified on the Circulation Plan will be confirmed at the development stage.

Commercial Design Standards and Guidelines (Chapter 7.0 of the PVCCSP)

7.2.1.1 Vehicular Access and On-Site Circulation

Businesses with drive-thru service(s) shall provide adequate stacking to accommodate eight vehicles prior to each pick-up window to avoid conflict with on-site circulation.

7.2.1.3 Parking and Loading

Parking Requirements

Refer to City of Perris Zoning Ordinance, Chapter 19.69.

Disperse Parking Areas

When possible, disperse parking into multiple smaller lots or separated parking blocks as opposed to one large lot so that cars are not the dominant visual element of the site from the street.

Limited Store Front Parking

To promote visibility of the business, store parking should be limited as shown in Figure 7.0-1. Should store front parking be provided, landscaping treatments shall be required to provide a more visually appealing store front and parking should be limited to the greatest extent possible.

The mitigation measures from the PVCCSP EIR that are applicable to this Project are as follows:

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

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

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

MM Trans 4 Prior to the approval of individual implementing development projects, the RTA shall be contacted to determine if the RTA has plans for the future provision of bus routing in the Project site that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the Project site, road improvements adjacent to the Project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

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

MM Trans 7 Implementing project-level traffic studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project deficiencies and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City

intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

MM Trans 8 Proposed mitigation measures resulting from project-level traffic studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in NPRBBD.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The PVCCSP EIR identified several transportation guidelines, identified above, which have been incorporated into the Project design. PVCCSP EIR mitigation measure MM Trans 4 has been completed given coordination with the RTA, which is further documented in Initial Study Checklist item III.b). A Traffic Analysis has been prepared for the Project (Appendix J) in accordance with PVCCSP EIR mitigation measure MM Trans 7 and the improvements required to satisfy the remaining PVCCSP EIR mitigation measures are contained therein and have been incorporated into the Project.

The Traffic Analysis for the Project states the proposed Project is projected to generate approximately 14,394 two-way trips per day with approximately 747 a.m. peak hour trips and 590 p.m. peak hour trips (actual vehicles). To further evaluate if the Project would conflict with existing circulation plans, or effectiveness of circulation, a traffic signal warrant analysis was conducted by Urban Crossroads and summarized in the Traffic Analysis. Traffic signal warrants for existing traffic conditions are based on existing peak hour intersection turning volumes. There are no applicable study area intersections that may warrant a traffic signal for existing traffic conditions.

The proposed Project would include site access and roadway improvements to Ramona Expressway and Webster Avenue. The Project would improve Ramona Expressway to its ultimate half-section as an Expressway (184-foot right-of-way, 134-foot curb-to-curb) between Nevada Street and Webster Avenue consistent with the PVCCSP and the General Plan Circulation Element. Webster Avenue is currently constructed at its ultimate half-section pavement width as a Secondary (94-foot right-of-way) and improvements would be limited to curb, gutter, and sidewalk adjustments to accommodate Project driveways. The City's Circulation Element recommends a Class IV bike lane along the site's Ramona Expressway frontage and a Class II bike lane along the site's Webster Avenue frontage. A bike lane would be striped within Webster Avenue per the Circulation Element, but no bike lane would be provided at the time of Project opening along Ramona Expressway given the lack of connections to bike lanes within adjacent segments of Ramona Expressway. However, sufficient right-of-way is reserved along the Ramona Expressway frontage of the site such that a bike lane could be striped in the future. Therefore, the Project would not conflict with or preclude implementation of recommended bicycle lane improvements in the future. Further, a meandering walkway would be installed along the Project's Ramona Expressway frontage. The Project would implement improvements consistent with PVCCSP, General Plan Circulation Element, and PVCCSP mitigation measure requirements, and the Project

would not conflict with circulation plans or policies. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. The City of Perris adopted the Transportation Impact Analysis Guidelines for CEQA in May 2020, which include vehicle miles traveled (VMT) thresholds. Section 15064.3 of the CEQA Guidelines, upon which the aforementioned Traffic Impact Analysis Guidelines are based, recommends the use of VMT as the primary metric for the evaluation of transportation impacts, under CEQA, associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region.

The proposed Project's VMT impact has been assessed in accordance with guidance from the City of Perris Transportation Impact Analysis Guidelines for CEQA. The transportation guidelines provide a framework for "screening thresholds" for when a project is expected to cause a less than significant impact without conducting a detailed VMT study. Project transportation impacts under CEQA were assessed using the City of Perris VMT Scoping Form for Land Use Projects. The criteria for a project resulting in a less than significant VMT impact is as follows:

- Is the project 100% affordable housing?
- Is the project within 1/2 mile of the qualifying transit?
- Is the project a local serving land use?
- Is the project in a low VMT area?
- Are the project's Net Daily Trips less than 500 average daily trips?

The Project components meet the Local-Serving Land Use screening criteria. Therefore, a detailed VMT study is not required and impacts related to VMT would be less than significant. No further analysis is required.

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

Less Than Significant Impact. The Project site is within the influence area of MARB/IPA and does not include any design features that would increase traffic hazards. The Project is consistent with the on-site and surrounding land use and zoning designations, and implementation of the Project would not introduce incompatible uses to the Project site. Improvements related to safety contained in 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/striping are implemented in conjunction with the detailed construction plans for the Project site and off-site improvement area.

The recommendations contained in the Traffic Analysis (Urban Crossroads 2023c), such as installing traffic signals and stop controls, have been incorporated into the Project design and would reduce traffic hazards at proposed intersections. Additionally, operation of the Project would occur within two adjacent parcels and would not create dangerous curves or intersections. During construction, the

proposed Project would comply with all local regulations regarding temporary road closures and/or one-way traffic controls. Impacts would be less than significant and no Project-specific mitigation would be required. No further analysis is required.

d) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact would occur if the design of the proposed Project would not satisfy emergency access requirements of the Riverside County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the Project site or adjacent uses. The proposed Project would not result in inadequate emergency access. Site access for personal vehicles would be provided via four driveways along Ramona Expressway and two driveways along Webster Avenue. Driveways 2 and 4 along Ramona Expressway and Driveway 6 along Webster Avenue would be right-in/right-out driveways, while the remaining driveways would be full access driveways. The driveways are of standard size to accommodate passenger cars and trucks. All access features are subject to the City of Perris design requirements, including the Fire Department's requirement of a minimum 20-foot width for driveways. Because of this, emergency vehicles would be able to access the Project site. Impacts associated with this issue would be less than significant and no further analysis is required.

XVIII. Tribal Cultural Resources

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

A Cultural Resources Assessment (Keller 2023) which is attached to this Initial Study as Appendix C, was prepared for the proposed Project. Its findings and recommendations are also incorporated into the following analysis. Further background information regarding the records searches, Native American correspondence, and surveys completed for this Project is available in Section V, *Cultural Resources*.

Applicable PVCCSP Standards and Guidelines

There are no PVCCSP Standards and Guidelines or PVCCSP EIR mitigation measures related to the analysis of tribal cultural resources. The Cultural Resources Assessment (Keller 2023; Appendix C) was prepared for the Project in compliance with PVCCSP EIR mitigation measure MM Cultural 1, provided in Section V, *Cultural Resources*. Additional PVCCSP EIR mitigation measures related to cultural resources have been replaced by the City of Perris as reflected in Project mitigation measures MM CR 1 and MM CR 2.

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

    i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

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

Less Than Significant with Mitigation Incorporated. The Cultural Resources Assessment involved the request for a records search of the Sacred Lands File of NAHC, which indicated that sacred lands have been recorded in the same range, township, and section as the Project site. The Native American contacts listed in the NAHC response letter were contacted and two responses were received. The Rincon Band of Luiseño Indians stated that the Project site is within the Tribe's Traditional Use Area, but they are unaware of specific cultural resources that may be affected by the Project. The Agua Caliente Band of Cahuilla Indians requested that a cultural resources inventory of the Project area be conducted and that the results be sent to them.

There are no known tribal cultural resources present within the Project site and the contacted Tribes did not request monitoring at the site. Therefore, no change in the significance of tribal cultural resources is anticipated to occur as a result of the Project. However, a qualified archaeologist would be retained to serve as the Project Archaeologist in accordance with Project mitigation measure MM CR 1. Project mitigation measure MM CR 1, provided in Section V, *Cultural Resources*, implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City of Perris.

In the unlikely event that human remains are discovered during construction, all activities in the vicinity of the remains would cease and the NAHC would be contacted pursuant to California Health & Safety Code Section 7050.5, California PRC Section 5097.98, and Project mitigation measure MM CR 2.

Project mitigation measure MM CR 2 implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris, and is provided in Section V, *Cultural Resources*.

In accordance with the requirements of Assembly Bill 52, the City, as the lead agency, will notify the tribes identified by the NAHC and provide the proposed mitigation to review. With completion of consultation pursuant to Assembly Bill 52 and implementation of Project mitigation measures MM CR 1 and MM CR 2, potential impacts to tribal cultural resources would be less than significant. No further analysis is required.

XIX. Utilities and Service Systems

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:					
a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

On-Site Design Standards and Guidelines (Chapter 4.0, PVCCSP)

4.2.1 General On-Site Project Development Standards and Guidelines

Trash and Recyclable Materials

Development of all PVCC sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.

Waste Hauling

Construction and other waste disposal shall be hauled to a city approved facility.

4.2.7 Utilities

Utility Connections and Meters

All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where deemed appropriate or necessary by the building official. To the greatest extent possible, these utility connections should be integrated into the building or the architectural design.

Pad-Mounted Transformers and Meter Box Locations

Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way. Utilities shall be located underground, unless waived by the City Engineer.

Electrical, Telephone, CATV and Similar Service Wires and Cables

All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground. Electrical Transmission Lines Electrical transmission lines 66 kilovolts and less shall be installed underground. All equipment shall be internalized into the building design to the greatest extent possible. When unfeasible, they shall be screened and not prominently visible from public rights-of-way.

There are no PVCCSP EIR mitigation measures related to utilities and service systems.

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

Less Than Significant Impact. The Project site is located adjacent to existing industrial and commercial development that require utility connections similar to those necessary to serve the Project. Therefore, the Project's utility improvements primarily consist of off-site connections within developed roadways and on-site improvements to connect utilities to each of the proposed buildings as needed. The utility

connections required to serve the Project would occur in conjunction with other on-site improvements analyzed as part of the Project.

The Project site is located within the existing service area of the EMWD and is bordered by existing development that is currently connected to existing EMWD water and wastewater lines. No additional improvements are needed to existing water lines, sewer lines, or treatment facilities to serve the Project. Standard connection fees would address any incremental impacts of the Project. As discussed in Section X, *Hydrology and Water Quality*, the Project would provide on-site stormwater storage and treatment systems such that no new public storm drain facilities would be required. Runoff from the site would outlet at the southeast corner to an existing stormwater drainage facility.

Electric, natural gas, and telecommunications connections would occur east of Webster Avenue and would be pulled throughout the Project site. The Project Applicant would be required to provide all necessary on-site infrastructure and pay applicable connection fees.

In conclusion, connections to utilities would be made at the Project site during construction and the affected area has been assessed throughout this Initial Study. The Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities that could cause additional significant environmental effects. Therefore, impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Operation of the proposed Project would result in increases in potable water demand. City residents and businesses are served by the EMWD. Water is imported via the California Aqueduct from northern and central California, which is managed by the Metropolitan Water District of Southern California. A secondary source of imported water is provided by the Colorado River Aqueduct. According to the EMWD's Urban Water Management Plan, which was last updated in 2020, the EMWD will continue to rely on imported water from the Metropolitan Water District as the main source of supply while attempting to increase the use of recycled water (EMWD 2021a). The water used within the EMWD service area as of 2020 was approximately 153,615 acre feet per year and is expected to increase to 241,000 acre feet per year (during a normal year) by the year 2040, an increase of 87,385 acre feet per year. Based on the PVCCSP EIR water demand assumption of 0.75 acre feet per year per acre of commercial and industrial development, the proposed Project's estimated water demand is approximately 15.21 acre feet per year, which is within the anticipated water demand increase for EMWD. According to the 2020 Urban Water Management Plan for EMWD, there is sufficient supply to accommodate demand under normal and single- and multiple-dry year conditions utilizing imported water. Local supplies would supplement imported supplies and provide additional supply reliability. Local supplies include groundwater pumped from the San Jacinto groundwater Basin, desalinated groundwater, and recycled water. Therefore, the EMWD would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant and no further analysis is required.

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

Less Than Significant Impact. Wastewater in the City is treated by the EMWD at the Perris Valley Regional Water Reclamation Facility, which has typical inflows of 15.5 million gallons per day (EMWD 2021b). Currently, the facility has the capacity to treat 22.0 million gallons per day; therefore, the facility has the capacity to accommodate future increases in wastewater. Wastewater generated by the Project would be discharged into the local sewer main and conveyed for treatment.

According to the PVCCSP EIR wastewater generation assumption of 1,700 gallons per day per acre of commercial development, the proposed Project's total estimated water consumption is approximately 34,476 gallons per day, which would be the maximum potential wastewater generated at the site. This volume is within the Perris Valley Regional Water Reclamation Facility's remaining treatment capacity of 6.5 million gallons per day. This Project would not inhibit the ability of the Perris Valley Regional Water Reclamation Facility to operate within its established wastewater treatment requirements. Therefore, the proposed Project would have a less than significant impact related to wastewater treatment. No further analysis is required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Significant impacts could occur if the proposed Project would exceed the existing permitted landfill capacity or if it would violate federal, state, and local statutes and regulations. Solid waste disposal services in the City are provided by CR&R Incorporated – Environmental Services. Waste from the City is primarily transferred to the El Sobrante Landfill in Corona or the Badlands Landfill in Moreno Valley. These solid waste facilities serving Riverside County have a combined remaining capacity of 151,777,170 tons. The El Sobrante Landfill has the capacity to remain open until 2051, while expansion of the Badlands Landfill was recently approved to maintain capacity until 2059. (CalRecycle 2024).

Overall, the amount of solid waste produced as a result of this Project is negligible compared to the capacity available at the two primary landfills. Compliance with Riverside County waste reduction programs and policies would also reduce the volume of solid waste entering landfills. Individual development projects within Riverside County would be required to comply with applicable state and local regulations, thus reducing the amount of landfill waste by at least 50 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. No further analysis is required in the EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The proposed Project would be required to coordinate with CR&R Waste Services to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including the California Solid Waste Reuse and

Recycling Act of 1991. Additionally, the proposed Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (Assembly Bill 939) and any other applicable local, State, and federal solid waste management regulations. Assembly Bill 939 requires all counties to prepare a County Integrated Waste Management Plan. The County of Riverside adopted its County Integrated Waste Management Plan in 1998. The County Integrated Waste Management Plan includes the Countywide Summary Plan; the Countywide Siting Element; and the Source Reduction and Recycling Elements, the Household Hazardous Waste Elements, and Non-disposal Facility Elements for Riverside County and each city in Riverside County. In summary, the proposed Project would comply with all regulatory requirements regarding solid waste. Impacts would be less than significant, and no further analysis is required in the EIR.

XX. Wildfire

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

Applicable PVCCSP Standards and Guidelines

There are no Standards and Guidelines or mitigation measures related to wildfire management included in the PVCCSP or its associated PVCCSP EIR.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

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

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. According to Figure S-05, Wildfire Hazards, of the City General Plan Safety Element, the Project site is located within a Local Responsibility Area and is not located in or near an area identified as a Very High Fire Hazard Severity Zone (City 2021). The Project site is not within a State Responsibility Area. Therefore, the Project would have no impacts related to wildfires or the associated issues identified in thresholds a through d, above. No impacts would occur and no mitigation is required. No further evaluation is required.

XXI. Mandatory Findings of Significance

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

a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. See Sections IV, V, VII, and XVIII for further discussion of the proposed Project's potential impacts on biological resources, cultural resources, paleontological resources, and tribal cultural resources. With implementation of the mitigation measures identified in those Sections, and compliance with City programs and requirements identified in this Initial Study, potential impacts associated with biological resources, cultural resources, paleontological resources, and tribal cultural resources would be reduced to a less than significant level. Therefore, the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with incorporation of the applicable mitigation measures.

b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)?

Potentially Significant Impact. CEQA Guidelines Section 15130 requires a discussion of the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable," meaning that the project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future projects. While the proposed Project would indirectly contribute to cumulative impacts associated with increase urban development in the region, these impacts have been previously evaluated by the City and considered in development of the City's General Plan and PVCCSP as set forth in this Initial Study. Air quality and greenhouse gas emissions are key areas of concern and, as discussed in this Initial Study, have the potential to exceed applicable thresholds of significance. As such, the Project has the potential to generate air pollutant and greenhouse gas emissions that would be cumulatively significant. Cumulative impacts to air quality and greenhouse gas emissions will be analyzed in an EIR.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Based on the analyses contained in Sections III and VIII of this Initial Study, the proposed Project could result in substantial adverse effects on human beings by having a significant impact on air quality and greenhouse gas emissions. Impacts to air quality and greenhouse gas emissions will be analyzed in an EIR.

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