Barker Business Park Project
SPA 23-05321, DPR 23-00022, and CUP 24-05125

Initial Study/
Mitigated Negative Declaration

March 11, 2025

appliedplanning inc

Barker Business Park Project
SPA 23-05321, DPR 23-00022, and CUP 24-05125

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

March 11, 2025

Lead Agency:
City of Perris
101 N. D Street
Perris, CA 92570

Prepared by:
Applied Planning, Inc.
11762 De Palma Road, 1-C 310
Corona, CA 92883

Table of Contents

List of Figures

Figure **Page**

List of Tables

Table **Page**

Appendices

1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE AND SCOPE

This Initial Study/Mitigated Negative Declaration (MND) addresses potential environmental impacts associated with construction and operation of the proposed Barker Business Park Project (Project). This Initial Study/MND was prepared pursuant to the *Guidelines for Implementation of the California Environmental Quality Act* (State CEQA Guidelines) Section 15070 et seq. Although this Initial Study/MND was prepared with consultant support, all analysis, conclusions, findings, and determinations presented in the Initial Study/MND fully represent the independent judgment and position of the City of Perris (City), acting as the Lead Agency for the Project under the California Environmental Quality Act (CEQA). In accordance with the provisions of CEQA, as the Lead Agency, the City of Perris is solely responsible for approval of the Project. As part of the decision-making process, the City is required to review and consider the Project's potential environmental effects.

State CEQA Guidelines Article 6[1] discusses the MND Process, which is applicable to the Project. Article 6 states in pertinent part:

> "A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:
>
> (a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or

[1] Title 14. California Code of Regulations, Chapter 3. *Guidelines for Implementation of the California Environmental Quality Act*, Article 6. *Negative Declaration Process*.

b) The initial study identified potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

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

As supported by the analysis presented here, the City has determined that the Project may result in or cause potentially significant effects. However, compliance with existing policies, plans and regulations, revisions to the Project plans, together with design features and mitigation measures incorporated in the proposal would avoid the adverse effects or mitigate the effects to levels that would be less-than-significant. The City has consequently determined that adoption of an MND is appropriate for the Project.

This Initial Study/MND is an informational document, providing the City's decision-makers, other public agencies, and the public with an objective assessment of the potential environmental impacts that could result from implementation of the Project.

1.2 PROJECT LOCATION

The Project site totals approximately 25.6 gross acres (24.9 net acres) located northeast of the Interstate 215 (I-215)/Placentia Avenue interchange, between Walnut Avenue to the north and Placentia Avenue to the south. The Project site comprises two parcels (APNs 305-050-051 and 305-050-055) bisected by [I-215] E. Frontage Road. The Project location is presented in Figure 1.2-1.

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 1.2-1
Project Location

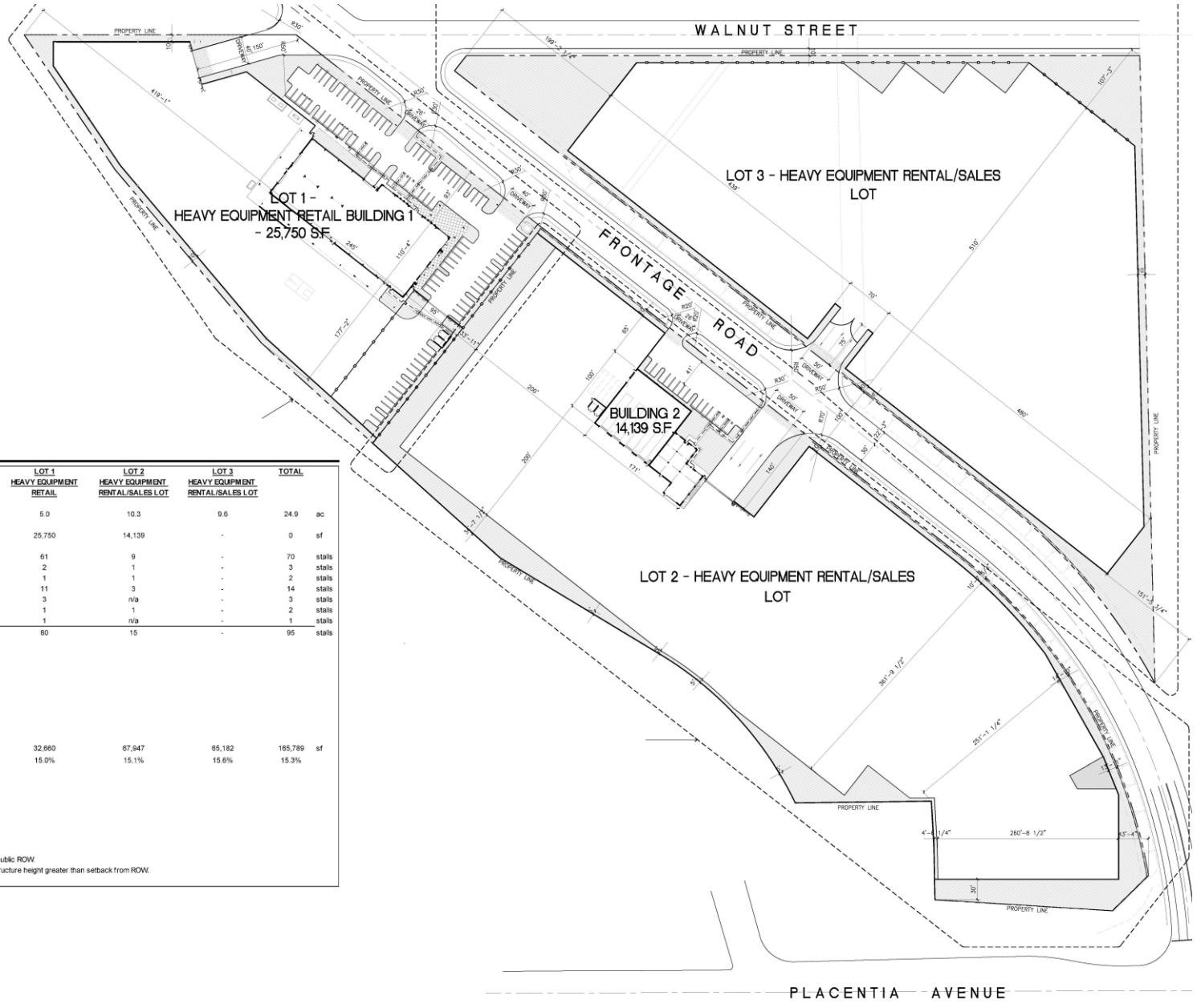
1.3 PROJECT OVERVIEW AND DEVELOPMENT CONCEPT

The Project would develop two currently vacant parcels with two separate but complementary uses providing rental, lease, sale, and maintenance of heavy equipment and commercial trailers. The Project Development Concept apportions the Project site into 3 lots, to be developed as summarized below. Please refer also to the Project Site Plan Concept presented in Figure 1.3-1 and the detailed Project Description presented in Initial Study/MND Section 2.0, *Project Description*.

- **Lot 1,** approximately 5.0 acres, is located in the northwest portion of the western Project site, and south of E. Frontage Road. Lot 1 would be developed with a 25,750-square-foot building, an employee parking area with 80 stalls, and landscaping totaling approximately 15 percent or 32,660 square feet. The proposed building would accommodate vehicle/heavy equipment maintenance activities and supporting office/administrative functions. Access to Lot 1 would be provided by three driveways onto adjacent E. Frontage Road.

- **Lot 2,** approximately 10.3 acres, is located in the southeast portion of the western Project site and south of E. Frontage Road. Lot 2 would be developed with a 14,139-square-foot building, heavy equipment and trailer holding/display lot, an employee parking area with 15 stalls, and landscaping totaling approximately 15.1 percent or 67,947 square feet. The proposed building would accommodate vehicle/heavy equipment maintenance activities and supporting administrative functions. Access to Lot 2 would be provided by one driveway onto adjacent E. Frontage Road.

- **Lot 3,** approximately 9.6 acres, is located in the eastern Project site, east of E. Frontage Road. Lot 3 would be developed as a heavy equipment/trailer display lot that would support operations of the Lot 2 tenant. Access to Lot 3 would be provided by one driveway onto adjacent E. Frontage Road. Landscaping of Lot 3 would total approximately 15.6 percent, or 65,182 square feet.



PROJECT DATA

	LOT 1 HEAVY EQUIPMENT RETAIL	LOT 2 HEAVY EQUIPMENT RENTAL/SALES LOT	LOT 3 HEAVY EQUIPMENT RENTAL/SALES LOT	TOTAL	
SITE AREA					
In acres	5.0	10.3	9.6	24.9	ac
BUILDING AREA					
Warehouse	25,750	14,139	-	0	sf
AUTO PARKING PROVIDED					
Standard (9'x x 18')	61	9	-	70	stalls
Standard Accessible (9'x x 18')	2	1	-	3	stalls
Van Accessible (12' x 18')	1	1	-	2	stalls
EVCS Capable	11	3	-	14	stalls
EVCS with EVSE	3	n/a	-	3	stalls
EVCS Standard Accessible	1	1	-	2	stalls
EVCS Van Accessible	1	n/a	-	1	stalls
TOTAL	80	15	-	95	stalls
ZONING ORDINANCE					
Zoning - Potential Basin Area & Business Professional Office -BPO					
Perris Valley Commerce Center Specific Plan - PVCC SP					
MAXIMUM BUILDING HEIGHT ALLOWED					
Height - 50'					
LANDSCAPE REQUIREMENT					
Percentage - 15%					
LANDSCAPE PROVIDED					
In s.f.	32,660	67,947	65,182	165,789	sf
Percentage	15.0%	15.1%	15.6%	15.3%	
SETBACKS					
Building					
Front/Street - Local collector street-5' *					
Arterial Street-10' *					
Express way / freeway-15' *					
Side - none; Adjoining Residential-10' **					
Rear - none; Adjoining Residential-10' **					

* Setback requirements are for structures 20' or less in height on the public ROW.
* Front yards for structures shall be increased by 5' for each 10' of structure height greater than setback from ROW.
** if loading/unloading provided, setback shall not be less than 25'.

N

NOT TO SCALE

Source: HPA Architecture (10/30/24)

Figure 1.3-1
Site Plan Concept

The Project site is located within the Perris Valley Commerce Center (PVCC) area of the City of Perris. The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City Council on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Initial Study/MND was published, has been subsequently amended 14 times.[2] The Project includes a text amendment to the PVCCSP that would further define the types of uses that would be conditionally permitted under the Commercial Land Use category, within the PVCCSP Business Park Offices (BPO) Land Use. The proposed text amendment would add "Large Equipment Sales and Rentals" as a conditionally permitted use within the BPO Land Use. The proposed text amendment refines the types of uses that would be conditionally permitted within the BPO Land Use, but would not substantially affect the types or intensities of development that would be conditionally permitted.

Specifically, PVCCSP Table 2.0-2, *Land Uses* would be amended to include "Large Equipment Sales and Rentals" within the Commercial Land Use category. The amended portion of Table 2.0-2 is presented below. Amended text is indicated by bold, underlined, italicized font.

Correlating PVCCSP land use definitions (PVCCSP Section 2.4, *Definitions*) would be amended to include the following definition for Large Equipment Sales and Rentals:

> ***Large Equipment Sales and Rentals: "Large Equipment Sales and Rentals" means establishments primarily engaged in the sale or rental of tools, trucks, trailers, tractors, construction equipment, agricultural implements, and similar industrial equipment and the rental of mobile homes. Included in this use type is incidental storage, maintenance and servicing of such equipment.***

[2] The Perris Valley Commerce Center Specific Plan can be accessed through the City of Perris or at: https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000

Table 2.0-2, Land Uses (Refer to Table 12.0-1 for use restrictions on property within the Airport Overlay Zone)								
LAND USE	**LI**	**GI**	**BPO(1)**	**C(1)**	**R(1)**	**MFR(1)**	**P**	**See Section**
Commercial Uses								
Adult Entertainment	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 5.50
Alcohol Sales for Off-site Consumption	PRO	PRO	PRO	CUP	PRO	PRO	PRO	Chapter 19.65
Alcohol Sales for On-site Consumption	CUP	CUP	CUP	CUP	PRO	PRO	PRO	Chapter 19.65
Drive-Thru Services	CUP	CUP	CUP	CUP	PRO	PRO	PRO	
Food and Food Service (No Alcohol)	P	P	P	P	PRO	PRO	PRO	
Funeral Homes	P	P	P	P	PRO	PRO	PRO	
General Retail	A	A	P	P	PRO	PRO	PRO	
Hotels and Motels	CUP	PRO	P	P	PRO	PRO	PRO	
Landscape Nurseries	CUP	CUP	PRO	A	CUP	PRO	PRO	
Large Equipment Retail	CUP	CUP	CUP	P	PRO	PRO	PRO	
Large Equipment Sales and Rentals	***CUP***	***CUP***	***CUP***	***P***	***PRO***	***PRO***	***PRO***	
Live-Work Units (1)	PRO	PRO	CUP	CUP	CUP	PRO	PRO	
Mortuary	P	P	P	P	PRO	PRO	PRO	
Personal Services	CUP	PRO	P	P	PRO	PRO	PRO	
Pest Control	P	P	P	CUP	PRO	PRO	PRO	
Storage (Ancillary Uses)	A	A	A	A	PRO	PRO	PRO	
Swap Meets (Indoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Swap Meets (Outdoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Outdoor Storage and Other Facilities	CUP	P	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Routine Service and Maintenance	P	P	CUP	P	PRO	PRO	PRO	

The Project would be subject to the applicable PVCCSP Standards and Guidelines for industrial uses. In instances where the Specific Plan is silent, the Project would be required to comply with applicable provisions of the City of Perris Development Code.[3]

3 The City of Perris Development Code is available through the City or can be accessed at: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.01AU_S19.01.010TI

Environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086),certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCC area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before." As such, the environmental analysis for the Project presented in this Initial Study/MND is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzed the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program. The City of Perris requires that future development projects within the PVCC area comply with the applicable PVCCSP EIR mitigation measures as outlined in the Mitigation Monitoring and Reporting Program, and that these measures are implemented in a timely manner.

1.4 INTENDED USE OF THIS INITIAL STUDY/MND

The City of Perris is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for consideration of Project discretionary actions and associated permitting. As the Lead Agency, the City is also responsible for analyzing the Project's potential environmental impacts.

The City of Perris will use this Initial Study/MND in its evaluation of potential environmental impacts resulting from, or associated with, approval and implementation of the Project. This Initial Study/MND may also be used by various Responsible Agencies, e.g., the South Coast Air Quality Management District, Santa

Ana Regional Water Quality Control Board, *et al.*; as well as utilities and service providers when such entities issue discretionary permits necessary to carry out the Project. For example, if this Project would require discretionary permits from the South Coast Air Quality Management District, this Initial Study/MND would serve as the environmental assessment for such permits (please refer to State CEQA Guidelines Section 15050).

In employing this Initial Study/MND, the City and other agencies shall recognize that Project plans and development concepts identified herein are just that – plans and concepts that are subject to refinement as the Project is further defined. Acknowledging the potential for these future minor alterations to the Project, this Initial Study/MND in all instances evaluates maximum impact scenarios that would likely account for these minor alterations. Should future development proposals differ substantially from the development concepts analyzed herein, the City would comply with CEQA in consideration of those proposals.

1.5 DISPOSITION OF THIS DOCUMENT

This Initial Study/MND will be circulated by the City for a minimum of 30 days to allow for public and agency review. Comments received on the Initial Study/MND will be considered by the City in their review of the Project. The public is encouraged to contact the City for questions regarding the CEQA process and the Project. Comments on the Initial Study/MND may be sent to:

Alfredo Garcia, Associate Planner
City of Perris
101 N. D Street
Perris, CA 92570

Phone: (951) 943-5003
Email: algarcia@cityofperris.org

2.0 PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

2.1 PROJECT TITLE

Barker Business Park Project

2.2 LEAD AGENCY NAME AND ADDRESS

City of Perris
101 N. D Street
Perris, CA 92570
Contact: Alfredo Garcia

2.3 PROJECT APPLICANT

Orbis Real Estate Partners
280 Newport Center Drive, Suite 240
Newport Beach, CA 92660
Contact: Grant Ross

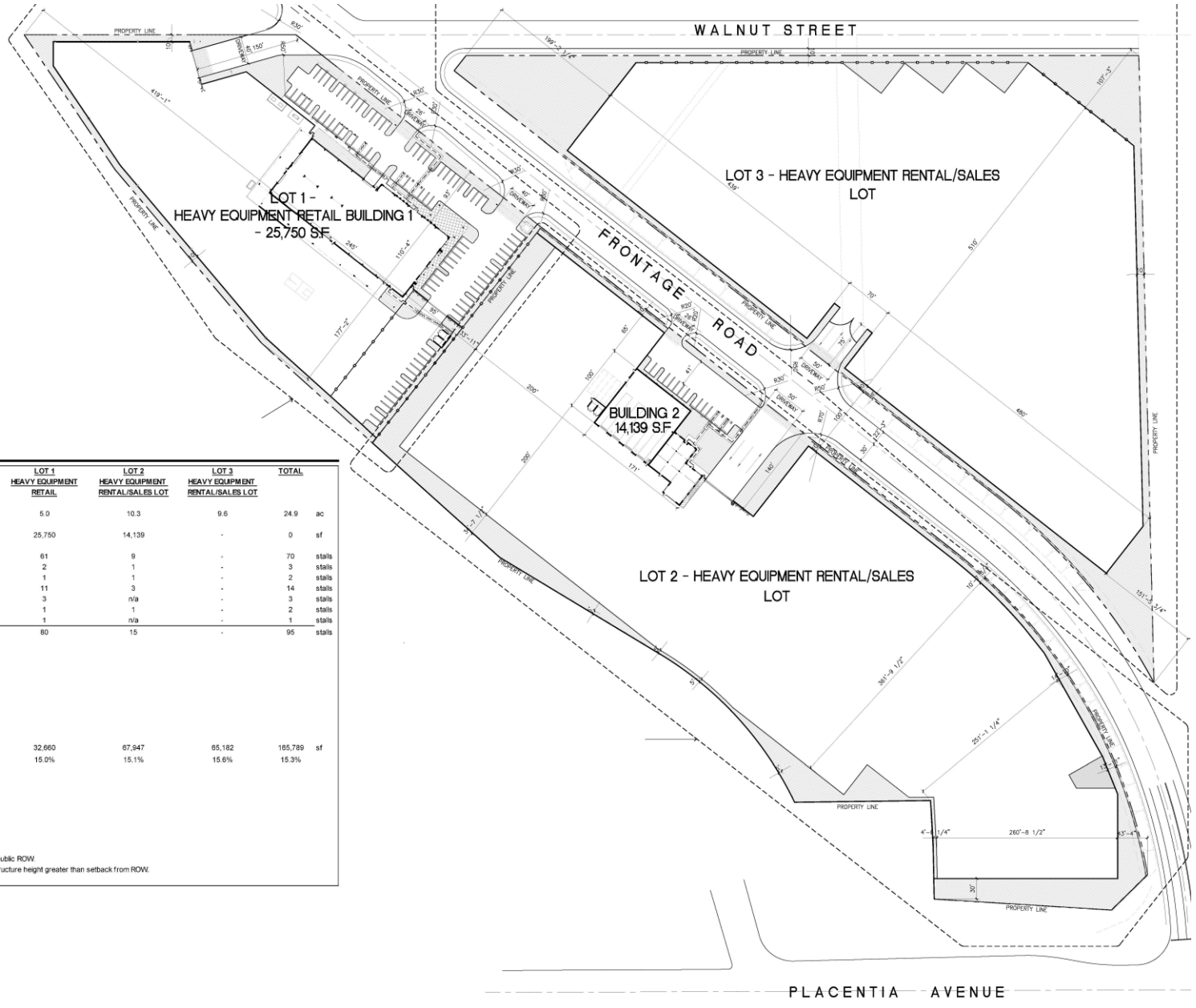
2.4 PROJECT OVERVIEW AND DEVELOPMENT CONCEPT

The Project would develop two currently vacant parcels with two separate but complementary uses providing rental, lease, sale, and maintenance of heavy equipment and commercial trailers. The Project Development Concept apportions the Project site into 3 lots, to be developed as summarized below. The Project Site Plan Concept is presented in Figure 2.4-1.

- **Lot 1,** approximately 5.0 acres, is located in the northwest portion of the western Project site, and south of E. Frontage Road. Lot 1 would be developed with a 25,750-square-foot building, an employee parking area with 80 stalls, and landscaping totaling approximately 15 percent or 32,660 square feet. The proposed building would accommodate vehicle/heavy equipment maintenance activities and supporting office/administrative functions. Access to Lot 1 would be provided by three driveways onto adjacent E. Frontage Road.

- **Lot 2,** approximately 10.3 acres, is located in the southeast portion of the western Project site and south of E. Frontage Road. Lot 2 would be developed with a 14,139-square-foot building, heavy equipment and trailer holding/display lot, an employee parking area with 15 stalls, and landscaping totaling approximately 15.1 percent or 67,947 square feet. The proposed building would accommodate vehicle/heavy equipment maintenance activities and supporting administrative functions. Access to Lot 2 would be provided by one driveway onto adjacent E. Frontage Road.

- **Lot 3,** approximately 9.6 acres, is located in the eastern Project site, east of E. Frontage Road. Lot 3 would be developed as a heavy equipment/trailer display lot that would support operations of the Lot 2 tenant. Access to Lot 3 would be provided by one driveway onto adjacent E. Frontage Road. Landscaping of Lot 3 would total approximately 15.6 percent, or 65,182 square feet.



PROJECT DATA

	LOT 1 HEAVY EQUIPMENT RETAIL	LOT 2 HEAVY EQUIPMENT RENTAL/SALES LOT	LOT 3 HEAVY EQUIPMENT RENTAL/SALES LOT	TOTAL	
SITE AREA					
In acres	5.0	10.3	9.6	24.9	ac
BUILDING AREA					
Warehouse	25,750	14,139	-	0	sf
AUTO PARKING PROVIDED					
Standard (9'x x 18')	61	9	-	70	stalls
Standard Accessible (9'x x 18')	2	1	-	3	stalls
Van Accessible (12' x 18')	1	1	-	2	stalls
EVCS Capable	11	3	-	14	stalls
EVCS with EVSE	3	n/a	-	3	stalls
EVCS Standard Accessible	1	1	-	2	stalls
EVCS Van Accessible	1	n/a	-	1	stalls
TOTAL	80	15	-	95	stalls
ZONING ORDINANCE					
Zoning - Potential Basin Area & Business Professional Office -BPO					
Perris Valley Commerce Center Specific Plan - PVCC SP					
MAXIMUM BUILDING HEIGHT ALLOWED					
Height - 50'					
LANDSCAPE REQUIREMENT					
Percentage - 15%					
LANDSCAPE PROVIDED					
In s.f.	32,660	67,947	65,182	165,789	sf
Percentage	15.0%	15.1%	15.6%	15.3%	
SETBACKS					
Building					
Front/Street - Local collector street-5' *					
Arterial Street-10' *					
Express way / freeway-15' *					
Side - none; Adjoining Residential-10' **					
Rear - none; Adjoining Residential-10' **					

* Setback requirements are for structures 20' or less in height on the public ROW.
* Front yards for structures shall be increased by 5' for each 10' of structure height greater than setback from ROW.
** If loading/unloading provided, setback shall not be less than 25'.

N

NOT TO SCALE

Source: HPA Architecture (10/30/24)

Figure 2.4-1
Site Plan Concept

The Project site is located within the Perris Valley Commerce Center (PVCC) area of the City of Perris and subject to the Perris Valley Commerce Center Specific Plan (PVCCSP).[1] Accordingly, all Project development and improvements would be required to conform with applicable PVCCSP Standards and Guidelines. In instances where the Specific Plan is silent, the Project would be required to comply with applicable provisions of the City of Perris Development Code.[2]

2.5 PROJECT LOCATION

The Project site totals approximately 25.6 gross acres (24.9 net acres) within the City of Perris, located northeast of the Interstate 215 (I-215)/Placentia Avenue interchange, between Walnut Avenue to the north and Placentia Avenue to the south. The Project site comprises two parcels (APNs 305-050-051 and 305-050-055) bisected by [I-215] E. Frontage Road. The Project location is presented in Figure 2.5-1.

The Project site is located within Planning Area 4: Freeway Business Park of the City of Perris. The City of Perris General Plan Land Use Element states that the proximity of Planning Area 4 to Interstate 215 makes it a candidate for uses that are dependent upon freeway access and visibility. Business Park development will be accompanied by an expansion of local job opportunities.

The Project site is also located within the airport influence area of March Air Reserve Base/Inland Port Airport (March ARB/IPA) and is subject to the March ARB/IPA Airport Land Use Plan (ALUCP). According to the March ARB/IPA ALUCP, the Project site is located within the C2 Flight Corridor Zone. The only uses that are prohibited within the C2 Flight Corridor Zone are highly noise-sensitive outdoor nonresidential uses and hazards to flight. The ALUCP C2 Zone density restriction is 200 people per acre, and a maximum of 500 people per single acre.

---

[1] The Perris Valley Commerce Center Specific Plan can be accessed through the City of Perris or at: https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000

[2] The City of Perris Development Code is available through the City or can be accessed at: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.01AU_S19.01.010TI

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 2.5-1
Project Location

2.6 EXISTING LAND USES AND LAND USE DESIGNATIONS

2.6.1 Existing Land Uses

Project site and vicinity land uses are identified in Figure 2.6-1 and are described below. Representative photos of the Project site are presented at Figures 2.6-2 and 2.6-3.

2.6.1.1 Project Site Land Use

The Project site is vacant, characterized by graded areas and sparse areas of non-native vegetation.

2.6.1.2 Vicinity Land Uses

Industrial storage areas exist to the north of the Project site. Residential uses and vacant properties are located to the east. Placentia Avenue forms the southern boundary of the western site, beyond which are detention basins. Interstate 215 is located west of and adjacent to the western Project site.

2.6.2 Land Use Designations

Existing Land Use designations are illustrated in Figure 2.6-4. The City of Perris General Plan Land Use designation of the Project site is PVCC SP – Perris Valley Commerce Center Specific Plan. The PVCCSP establishes the zoning for the properties within the PVCC area. The PVCCSP zoning designation for the western Project site is Business Professional Office (BPO) and the PVCCSP zoning designation for the eastern Project site is Potential Basin Area.

The PVCCSP was adopted by the City Council on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Initial Study/MND was published, has been subsequently amended 14 times.

NOT TO SCALE

Source: Google Earth; Applied Planning, Inc.

Figure 2.6-1
Existing Land Uses

Southwestern area of site looking north, January 2024.

Southeastern corner of site looking north, January 2024.

Southern boundary of site looking north, January 2024.

Source: Harmsworth Associates

appliedplanning inc

Figure 2.6-2
Site Photos

Northwestern corner of site looking south, January 2024.

Northeastern corner of site looking south, January 2024.

Northeastern corner of site looking west, January 2024.

Source: Harmsworth Associates

Source: Perris General Plan; Perris Valley Commerce Center Specific Plan; Applied Planning, Inc.

Figure 2.6-4
Existing Land Use Designations

The Project would be subject to the applicable PVCCSP Standards and Guidelines for industrial uses. In instances where the Specific Plan is silent, the Project would be required to comply with applicable provisions of the City of Perris Development Code.[3]

Communication from the Riverside County Flood Control and Water Conservation District indicates that the eastern portion of the Project site is no longer needed for drainage detention purposes.[4] The Potential Basin Area land use designation is therefore no longer applicable to the eastern portion of the Project site.

2.7 PROJECT ELEMENTS

2.7.1 Specific Plan Amendment

The Project includes a text amendment to the PVCCSP that would further define the types of uses that would be conditionally permitted under the Commercial Land Use category, within the PVCCSP BPO Land Use. The proposed text amendment would add "Large Equipment Sales and Rentals" as a conditionally permitted use within the BPO Land Use. The proposed text amendment refines the types of uses that would be conditionally permitted within the BPO Land Use but would not substantially affect the types or intensities of development that would be conditionally permitted.

Specifically, PVCCSP Table 2.0-2, *Land Uses* would be amended to include "Large Equipment Sales and Rentals" within the Commercial Land Use category. The amended portion of Table 2.0-2 is presented below. Amended text is indicated by bold, underlined, italicized font.

[3] The City of Perris Development Code is available through the City or can be accessed at: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.01AU_S19.01.010TI

[4] See Riverside County Flood Control and Water Conservation District email correspondence in Initial Study/MND Appendix K. Per the PVCCSP, "[r]emnant parcels of land currently designated as potential basin parcels that are determined not to be required for use as part of the basins, shall revert back to the surrounding land use."

Correlating PVCCSP land use definitions (PVCCSP Section 2.4, *Definitions*) would be amended to include the following definition for Large Equipment Sales and Rentals:

> ***Large Equipment Sales and Rentals: "Large Equipment Sales and Rentals" means establishments primarily engaged in the sale or rental of tools, trucks, trailers, tractors, construction equipment, agricultural implements, and similar industrial equipment and the rental of mobile homes. Included in this use type is incidental storage, maintenance and servicing of such equipment.***

Table 2.0-2, Land Uses (Refer to Table 12.0-1 for use restrictions on property within the Airport Overlay Zone)								
LAND USE	**LI**	**GI**	**BPO(1)**	**C(1)**	**R(1)**	**MFR(1)**	**P**	**See Section**
Commercial Uses								
Adult Entertainment	PRO	CUP	PRO	PRO	PRO	PRO	PRO	Chapter 5.50
Alcohol Sales for Off-site Consumption	PRO	PRO	PRO	CUP	PRO	PRO	PRO	Chapter 19.65
Alcohol Sales for On-site Consumption	CUP	CUP	CUP	CUP	PRO	PRO	PRO	Chapter 19.65
Drive-Thru Services	CUP	CUP	CUP	CUP	PRO	PRO	PRO	
Food and Food Service (No Alcohol)	P	P	P	P	PRO	PRO	PRO	
Funeral Homes	P	P	P	P	PRO	PRO	PRO	
General Retail	A	A	P	P	PRO	PRO	PRO	
Hotels and Motels	CUP	PRO	P	P	PRO	PRO	PRO	
Landscape Nurseries	CUP	CUP	PRO	A	CUP	PRO	PRO	
Large Equipment Retail	CUP	CUP	CUP	P	PRO	PRO	PRO	
Large Equipment Sales and Rentals	***CUP***	***CUP***	***CUP***	***P***	***PRO***	***PRO***	***PRO***	
Live-Work Units (1)	PRO	PRO	CUP	CUP	CUP	PRO	PRO	
Mortuary	P	P	P	P	PRO	PRO	PRO	
Personal Services	CUP	PRO	P	P	PRO	PRO	PRO	
Pest Control	P	P	P	CUP	PRO	PRO	PRO	
Storage (Ancillary Uses)	A	A	A	A	PRO	PRO	PRO	
Swap Meets (Indoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Swap Meets (Outdoor)	CUP	CUP	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Outdoor Storage and Other Facilities	CUP	P	PRO	PRO	PRO	PRO	PRO	
Vehicle-Related Routine Service and Maintenance	P	P	CUP	P	PRO	PRO	PRO	

The requested Specific Plan Amendment would also amend the PVCCSP Circulation Plan (PVCCSP Figure 3.0-1) and amend the PVCCSP Land Use Designation Map (PVCCSP Figure 2.0-1) to revert the Potential Basin Area within the Project site to the surrounding BPO land use designation as permitted in Section 2.1.5 (Public Uses) of the PVCCSP.

2.7.2 Street Vacation

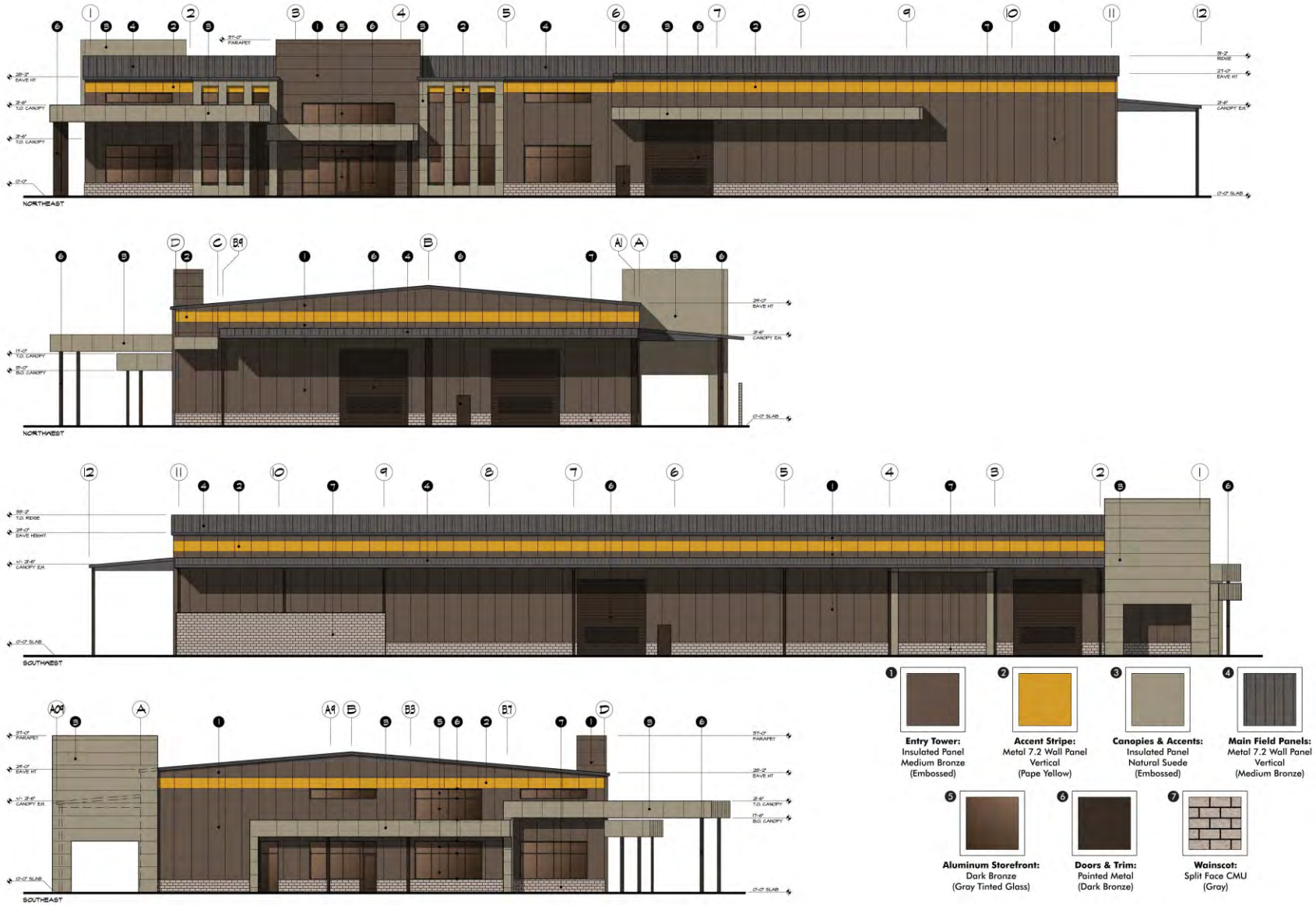
The Project includes a Street Vacation to vacate the planned but undeveloped segment of Walnut Street west of E. Frontage Road, adjacent to the I-215 Freeway. A Summary or Full Vacation will be determined by the City of Perris Engineering Department.

2.7.3 Development Plan Review

The Project would develop two buildings totaling approximately 39,889 square feet; employee/visitor parking with 95 stalls; equipment/trailer display and holding areas; and landscaping totaling approximately 15.3 percent of the site or 165,789 square feet within the approximately 24.9-acre (net) site. The Project Lot 1 Building Architectural Elevations are presented in Figure 2.7-1. The Project Lot 2 Building Architectural Elevations are presented in Figure 2.7-2. Please refer also to the Project Site Plan Concept presented in previous Figure 2.4-1. Actions and improvements related to and supporting overall development of the Project are summarized below.

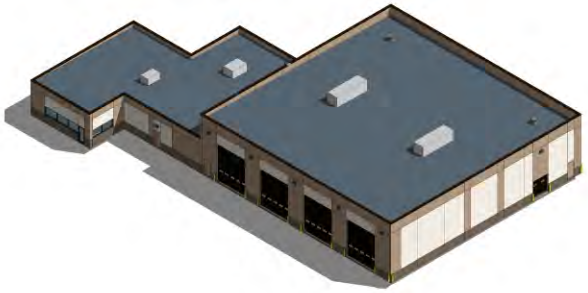
2.7.3.1 Site Preparation

The Project site would be cleared of all surface features, grubbed, rough-graded, and fine-graded in preparation of building construction. Existing grades within the Project site would be modified to establish suitable building pads and to facilitate site drainage. Preliminary plans indicate that site grading would be balanced.

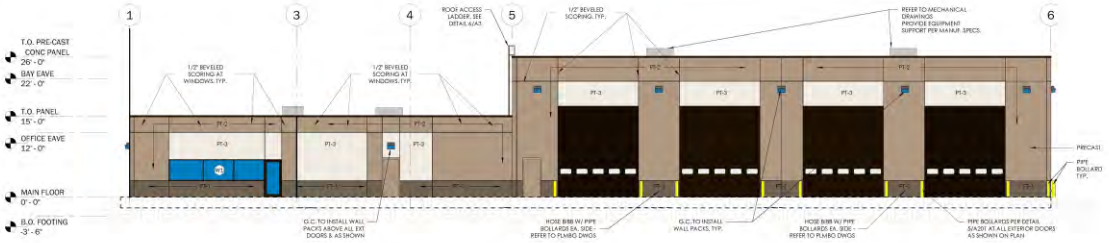


Source: HPA Architecture

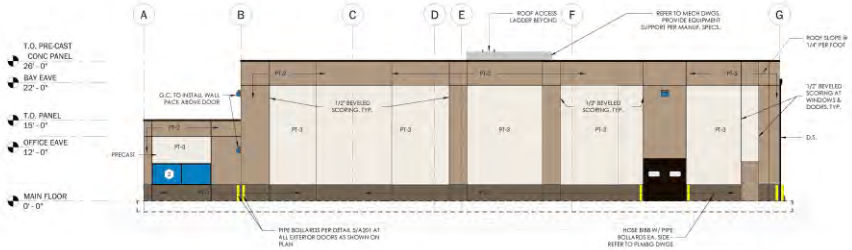
Figure 2.7-1
Building 1 Design



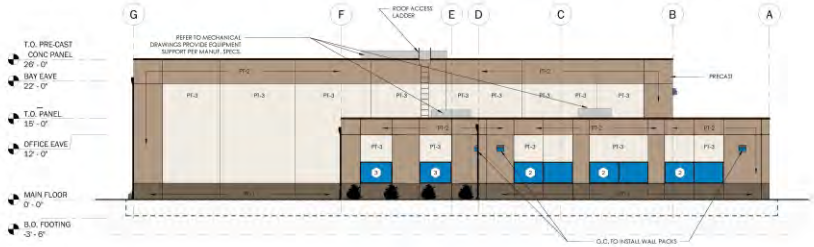
5 ISOMETRIC



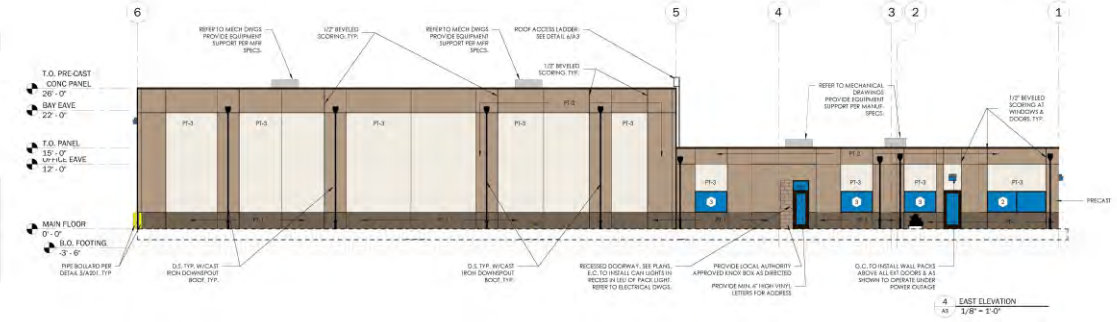
1 WEST ELEVATION
1/8" = 1'-0"



2 SOUTH ELEVATION
1/8" = 1'-0"



3 NORTH ELEVATION
1/8" = 1'-0"



4 EAST ELEVATION
1/8" = 1'-0"

Source: Verve Design Studio

Figure 2.7-2
Building 2 Design

2.7.3.2 Access and Circulation

Access to the Project site would be provided by driveways onto E. Frontage Road, which bisects the site. The Project Applicant would construct all driveways and site-adjacent roadway improvements consistent with the PVCCSP standards, and as stipulated under City of Perris Conditions of Approval. As part of the Project, the segment of E. Frontage Road traversing the Project site would be upgraded and improved from a Collector to an Arterial roadway status.

E. Frontage Road intersects with future Walnut Street at the northern Project boundary, and with Rider Street approximately 0.25 mile north of the Project site. E. Frontage Road intersects with Placentia Avenue at the south Project boundary. Both Rider Street and Placentia Avenue are City-designated Truck Routes.

2.7.3.3 Landscape/Hardscape

The Project Landscape Concept/Planting Legend is presented in Figure 2.7-3. The Project would incorporate perimeter and interior landscaping and streetscape elements, acting to enhance views of the Project site as seen from off-site vantages. The proposed landscaping includes varied trees, shrubs, and ground cover. Project landscaping and hardscape would be required to conform with applicable provisions of the PVCCSP and would be subject to City Design Review and Approval processes.

2.7.3.4 Walls/Screening

Landscape treatments noted above act to screen views of the Project site. Internal site features and appurtenances including, but not limited to, loading dock areas, trash collection areas, and utility pedestals/surface utility boxes, would also be screened pursuant to PVCCSP Section 4.2.2.5, *Screening*. Typical Project screening elements and sight-lines into the Project site from the adjacent frontage road are illustrated in Figure 2.7-4. Project screening elements, including all screening walls, would be architecturally compatible with other Project facilities. Final design of all proposed screening elements would be subject to City Design Review and Approval processes.

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Chilopsis linearis Desert Willow	24" Box	12	L	Multi
	Chitalpa tashkentensis Chitalpa	36" Box	19	L	Standard
	Pinus canariensis Canary Island Pine	24" Box	22	M	Standard
	Pinus eldarica Afghan Pine	24" Box	101	L	Standard
	Prosopis chilensis Chilean Mesquite	36" Box	9	M	Multi
	Ulmus parvifolia Chinese Elm	24" Box	47	L	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE		WUCOLS	REMARKS
	Acca sellowiana Pineapple Guava	5 Gal		M	
	Eremophila g. 'Grey Horizon' Grey Emu Bush	5 Gal		L	4' OC 2.5' from hardscape
	Heteromeles arbutifolia Toyon	5 Gal		L	6' OC 3.5' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal		M	3' OC 2' from hardscape
	Rhamnus californica Coffeeberry	5 Gal		L	4' OC 2.5' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal		L	4' OC 2.5' from hardscape
	Salvia g. 'Lipstick' Autumn Sage	5 Gal		L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal		L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal		L	5' OC 3' from hardscape
	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal		L	3' OC 2' from hardscape

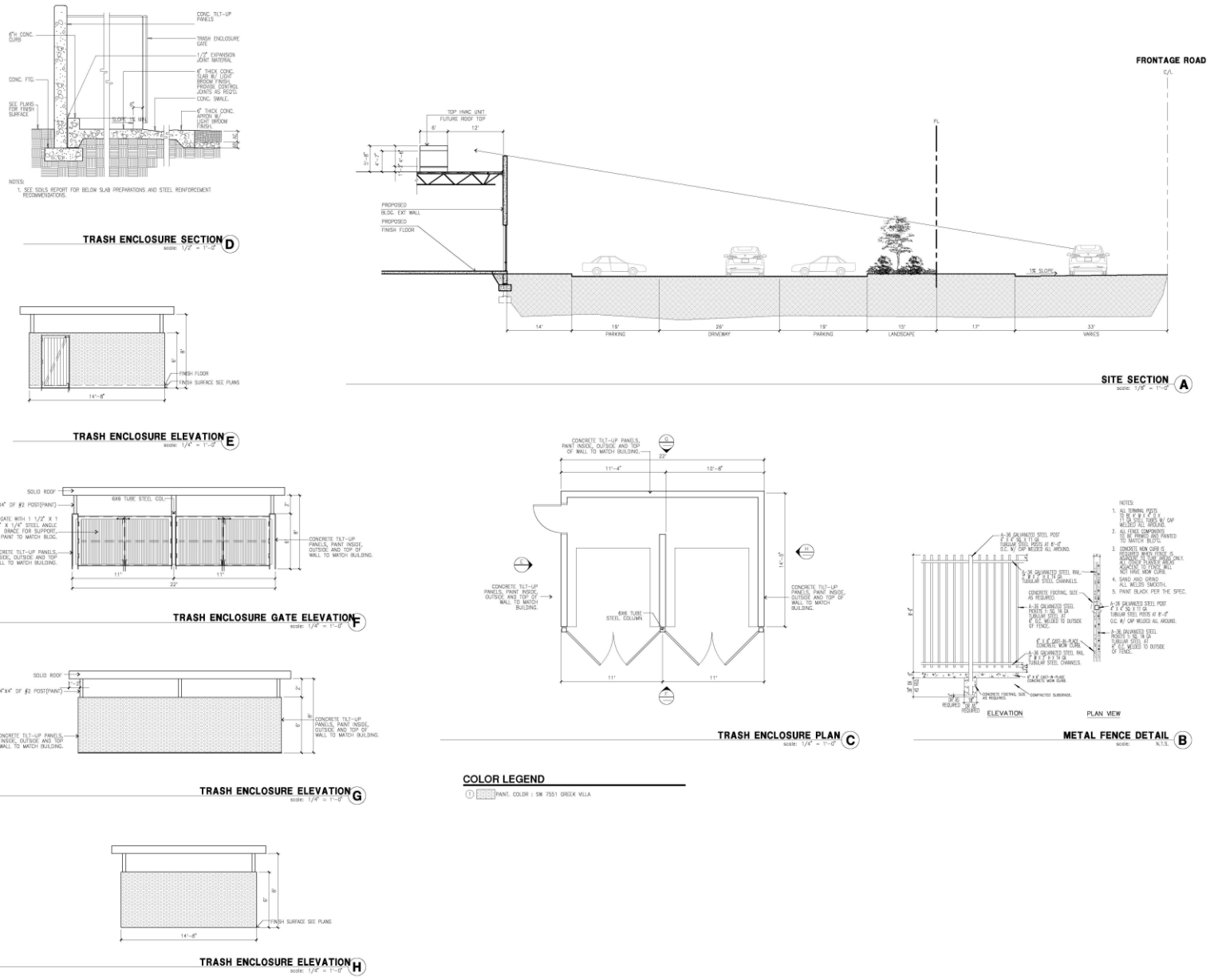
GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelospsermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	

Source: Hunter Landscape

applied planning inc

Figure 2.7-3
Project Landscape Concept



Source: HPA Architecture

Figure 2.7-4
Project Screening Elements

2.7.3.5 Lighting

All Project lighting would be designed and implemented consistent with requirements identified in PVCCSP Section 4.2.4, *Lighting*. The Project photometric plan is presented in Figure 2.7-5. Final design of the Project lighting plans including locations, heights, and performance standards for all Project lighting features and fixtures would be subject to City Design Review and Approval processes. Project lighting would be required to be designed and implemented in a manner that precludes potential adverse effects of light overspill. Detailed lighting plans would be prepared in conjunction with building plan submittals.

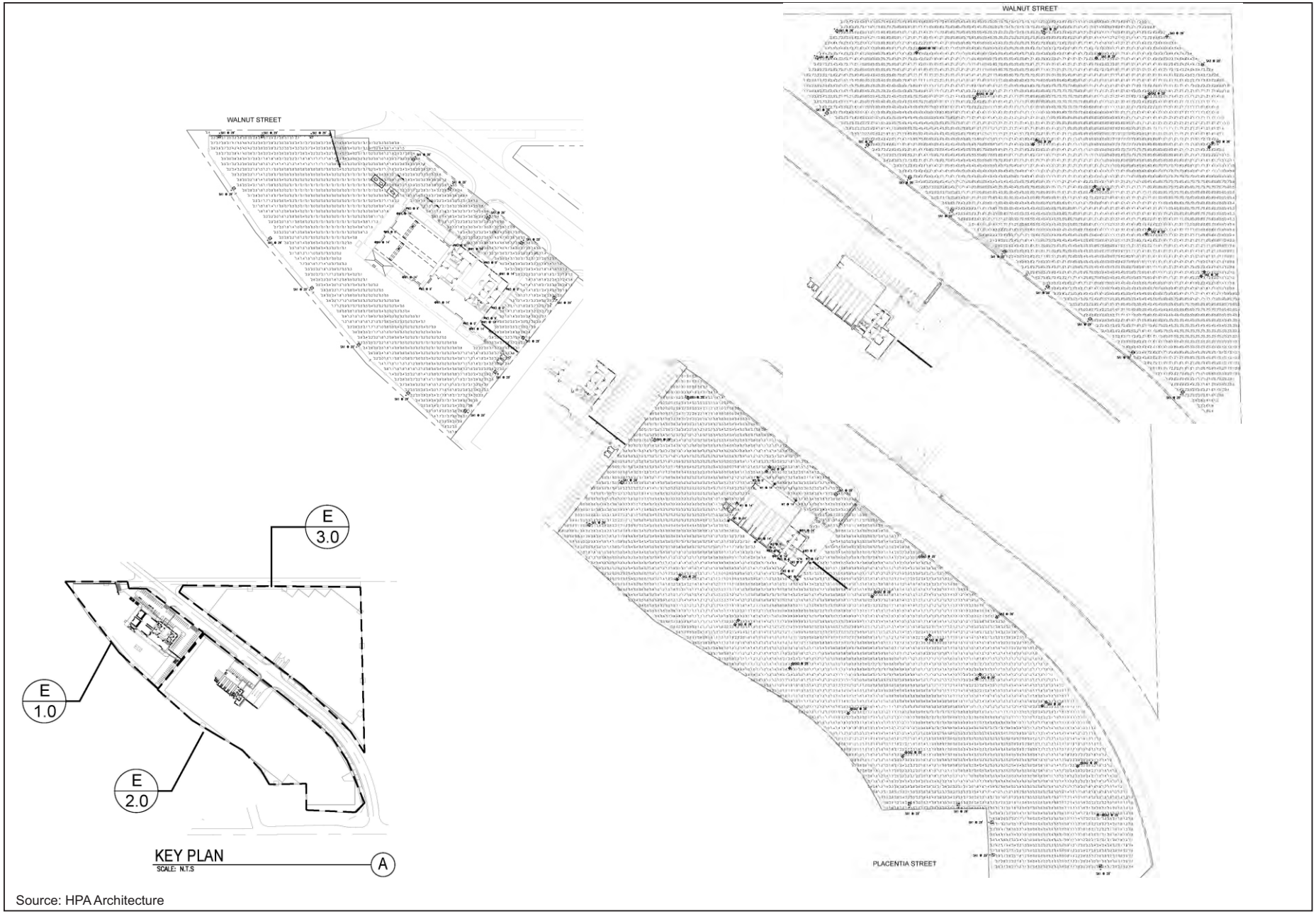
2.7.3.6 Signs

Consistent with PVCCSP Section 4.2.5, *Signage Program*, all Project signs would be required to conform to a Sign Program as reviewed and approved by the City. The Sign Program would provide detailed guidelines and requirements for facility and informational signs and other graphic displays within the Project area. The Sign Program would afford prospective tenants with the maximum possible exposure in a manner that is consistent with the encompassing Project design concept, and responsive to community visual and aesthetic sensibilities.

2.7.3.7 Parking

Parking would be provided pursuant to City parking requirements. No off-site parking is proposed or required. Final design of parking areas would be reviewed and approved by the City through City Design Review and Approval processes.

Based on the current site plan and pursuant to Section 5.106.5.3.1 of the 2022 California Green Building Standards (CALGreen) Code, a minimum of 20 electric vehicle (EV) capable parking spaces would be provided while at least 3 of these spaces would provide EV chargers at the time that the Project begins operations. More chargers may be added in the future based on demand. In addition, a minimum of 5 bicycle parking stalls would be provided.



Source: HPA Architecture

Figure 2.7-5
Photometric Plan

2.7.4 Infrastructure/Utilities

The Project site is served by existing utilities services as summarized below.

2.7.4.1 Water/Sewer Services

Water and sewer services would be provided to the Project by the Eastern Municipal Water District (EMWD). The Project would connect to existing sanitary sewer and water lines located in adjacent E. Frontage Road. A will-serve letter from the EMWD for water and sewer services is presented in Initial Study/MND Appendix L. Alignment of service lines, and connection to existing services would be as required by the EMWD. Wastewater would be conveyed from the Project for treatment at the Perris Valley Regional Water Reclamation Facility.

2.7.4.2 Storm Water Management Systems

The Project stormwater management system would employ underground stormwater hydromodification and detention as illustrated in Figure 2.7-6. All Project stormwater management systems would be subject to review and approval by the City and the Riverside County Flood Control and Water Conservation District. The implemented stormwater management system(s) would comprehensively include proposed drainage improvements and facilities and programs which act to control and treat stormwater pollutants.

The Project would implement a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) consistent with City requirements. In this manner, the Project would also comply with requirements of the City's National Pollutant Discharge Elimination System (NPDES) Permit and other water quality requirements or storm water management programs specified by the Santa Ana Regional Water Quality Control Board. In combination, implementation of the Project SWPPP, WQMP, and compliance with NPDES Permit and Regional Water Quality Control Board requirements acts to protect City and regional water quality by preventing or minimizing potential pollutant discharges to the watershed.

Source: Fuscoe Engineering

Figure 2.7-6
Project Stormwater Management System Concept

2.7.4.3 Solid Waste Management

Trash, recycling, and green waste service is provided throughout the City and would be provided to the Project by CR&R Environmental Services. Waste is transported to the Perris Materials Recovery Facility where recyclable materials are separated from solid wastes. Solid waste is then transported to either the El Sobrante Landfill in Corona or to the Badlands Landfill in Moreno Valley. Solid waste generated by the Project, and related potential effects on landfill capacities, would be minimized through compliance with incumbent CALGreen and CalRecycle requirements.

2.7.4.4 Electricity

Electrical service within the City is provided by Southern California Edison (SCE). SCE would provide service to the Project site. Electric service lines exist along Placentia Avenue, adjacent to the Project site southern boundary. New lines installed by the Project would be placed underground. Alignment of service lines and connection to existing services would be as required by SCE. Any necessary surface-mounted equipment, such as transformers, meters, service cabinets, and the like, would be screened and would conform to building setback requirements. To allow for and facilitate Project development, provision of temporary SCE electrical services improvements may be required.

2.7.4.5 Natural Gas

Natural gas service is provided to the City by the Southern California Gas Company (SoCalGas). All Project uses would be powered by electricity. No connection to natural gas services will be required.

2.7.4.6 Communications Services

Communications services, including wired and wireless telephone and internet services, are available through numerous private providers and would be provided on an as-needed basis. As with electrical service lines, all existing and proposed wires, conductors, conduits, raceways, and similar communications improvements within the Project area would be installed underground. Any necessary surface-mounted equipment, e.g., terminal boxes, transformers, meters, service cabinets, etc., would be

screened and would conform to building setback requirements. To allow for and facilitate Project development, provision of temporary communication services improvements may be required.

2.7.5 Energy Efficiency/Sustainability

Consistent with the CALGreen Code and PVCCSP EIR mitigation measure MM Air 20, energy-saving and sustainable design features and operational programs would be incorporated into all facilities developed pursuant to the Project. As reviewed and approved by the City, the Project would be designed and constructed in a manner that, at a minimum, would achieve Leadership in Energy and Environmental Design (LEED) "Silver" equivalency. [5]

2.7.6 Construction Traffic Management Plan

Temporary and short-term traffic detours and traffic disruptions could result during Project construction activities including implementation of access and circulation improvements noted above. Accordingly, the Project would be subject to PVCCSP EIR mitigation measure MM Air 2 and the Project Applicant would be responsible for the preparation and submittal of a construction area traffic management plan to be reviewed and approved by the City of Perris Public Works Department. Typical elements and information incorporated in the construction area traffic management plan would include, but would not be limited to:

- **Name of on-site construction superintendent and contact phone number.**

[5] LEED Silver certification is the second level of achievement in the LEED (Leadership in Energy and Environmental Design) green building rating system. To achieve LEED Silver certification, a project must earn between 50-59 points out of the possible 110 points in the LEED rating system. LEED Silver buildings typically incorporate numerous sustainable design elements and practices, such as:

- Improved energy performance;
- Water conservation measures;
- Use of recycled and sustainable materials;
- Enhanced indoor air quality;
- Access to public transportation; and
- Sustainable site development.

- **Identification of Construction Contract Responsibilities** - For example, for excavation and grading activities, describe the approximate depth of excavation and quantity of soil import/export (if any).

- **Identification and Description of Truck Routes** - to include the number of trucks and their staging location(s) (if any).

- **Identification and Description of Material Storage Locations (if any).**

- **Location and Description of Construction Trailer (if any).**

- **Identification and Description of Traffic Controls** - Traffic controls shall be provided per the Manual of Uniform Traffic Control Devices (MUTCD) if the occupation or closure of any traffic lanes, parking lanes, parkways or any other public right-of-way is required. If the right-of-way occupation requires configurations or controls not identified in the MUTCD, a separate traffic control plan must be submitted to the City for review and approval. All right-of-way encroachments would require permitting through the City.

- **Identification and Description of Parking** - Estimate the number of workers and identify parking areas for their vehicles.

- **Identification and Description of Maintenance Measures** - Identify and describe measures taken to ensure that the work site and public right-of-way would be maintained (including dust control).

The construction area traffic plan must be reviewed and approved by the City prior to the issuance of a building permit. The construction area traffic plan and its requirements would also be required to be provided to all contractors as one component of building plan/contract document packages.

2.7.7 Project Construction Best Management Practices

Recognizing potential effects of construction activities on proximate land uses, the following construction Best Management Practice(s) (BMPs) would be incorporated as Project Conditions of Approval. To facilitate coordination and their effective implementation, the BMPs listed below would appear on all grading plans, construction specifications, and bid documents. Incorporation of required notations would be verified by the City prior to issuance of the first development permit.

- All construction equipment shall be tuned and maintained in accordance with the manufacturer's specifications.

- Off-road diesel construction equipment shall comply with California Air Resources Board (CARB) performance standards as follows:
    - All equipment operating at >100 horsepower (hp) shall be CARB Tier III-Certified or better.
    - All equipment operating at <100 hp shall be CARB Tier IV Interim-Certified or better.

2.7.8 Conditional Use Permit

The Project Applicant is requesting approval of a Conditional Use Permit to allow the leasing and rental of heavy equipment as defined in the PVCCSP at the Project site.

2.8 PROJECT OPERATIONS and EMPLOYMENT

For analytic purposes, the following Project operational characteristics are assumed:

- The Project would be complete and fully operational by 2026, the Project Opening Year.

- The Project would be open and operational Monday through Friday, from 7:00 a.m. to 6:00 p.m.

- Unless otherwise noted herein, all Project operations would occur internal to the Project main buildings.

Based on discussions with the Project Applicant, the Project would generate approximately 60 – 70 full-time jobs.

2.9 PROJECT OBJECTIVES

The primary goal of the Project is to transition the underutilized vacant Project site to productive use as a commercial heavy equipment and trailer sales/rental/service hub. It is the intent that the implemented Project would exhibit the dynamics of a large equipment retail outlet or automobile rental agency. Complementary Project Objectives include the following:

- Create a development wherein the Project uses would benefit from the site accessibility and visibility from adjacent I-215 and Placentia Avenue.

- Provide and improve infrastructure systems adequate to serve the Project;

- Implement development compatible with adjacent land uses;

- Implement commercial heavy equipment and trailer sales/rental/service uses that are responsive to current and anticipated market demands;

- Implement commercial heavy equipment and trailer sales/rental/service uses that would increase locally available construction employment opportunities;

- Implement commercial heavy equipment and trailer sales/rental/service uses that would increase locally available long-term employment opportunities; and

- Establish new development that would further the City's near-term and long-range fiscal goals.

2.10 PROJECT DISCRETIONARY ACTIONS, PERMITS, CONSULTATIONS

Discretionary actions, permits and related consultation(s) necessary to approve and implement the Project include, but are not limited to, the following.

2.10.1 Lead Agency Discretionary Actions and Permits

State CEQA Guidelines Section 15124 states in pertinent part that if "a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed…" Requested Lead Agency decisions, or discretionary actions necessary to realize the Project would include the following:

- CEQA Compliance;
- Adoption of this MND and approval of the Project Mitigation Monitoring Plan;
- Approval of Specific Plan Amendment (SPA) 23-05321 to:
  1) add "Large Equipment Sales and Rentals" as a conditionally permitted use within the PVCCSP BPO Land Use,
  2) amend the PVCCSP Circulation Plan (PVCCSP Figure 3.0-1), and
  3) amend the PVCCSP Land Use Designation Map (PVCCSP Figure 2.0-1) to revert the Potential Basin Area within the Project site to the surrounding BPO land use designation as permitted in Section 2.1.5 (Public Uses) of the PVCCSP;
- Approval of a Street Vacation to vacate the planned but undeveloped segment of Walnut Street west of E. Frontage Road, adjacent to the I-215 Freeway;
- Approval of Development Plan Review (DPR) 23-00022 for the review of the site plan and building elevations;
- Approval of a Conditional Use Permit (CUP) 24-05125 to allow the leasing and rental of heavy equipment as defined in the PVCCSP at the Project site; and
- Approval of Infrastructure Improvement Plans including, but not limited to, roads, sewer, water, storm water management system, and dry utilities plans.

2.10.2 Other Consultation and Permits

State CEQA Guidelines Section 15124 also states that environmental documents and analyses should, to the extent known, include a list of agencies expected to use the documents in their decision-making and a list of other permits or approvals required to implement the Project. Based on the current Project design concept, anticipated review/permitting agencies, and permits necessary to realize the proposal and would likely include, but are not limited to, the following:

- Tribal Resources consultation with requesting Tribes as provided for under *AB 52, Gatto. Native Americans: California Environmental Quality Act*; and *SB 18, Burton. Traditional tribal cultural places*;

- Permitting as may be required by/through the Santa Ana Regional Water Quality Control Board pursuant to requirements of the City's NPDES Permit;

- Permitting as may be required by/through the South Coast Air Quality Management District for certain equipment or land uses that may be implemented within the Project area; and

- Various construction, grading, and encroachment permits allowing implementation of the Project facilities.

3.0 ENVIRONMENTAL EVALUATION

3.0 ENVIRONMENTAL EVALUATION

3.1 EXPLANATION OF CHECKLIST CATEGORIES

CEQA suggests format and content for environmental analyses, including Initial Study Checklists such as presented here, to assist in evaluation of a project's potential environmental effects. The Checklist presented in this Section conforms to the suggested Checklist format and presentation of information identified in Appendix G of the State CEQA Guidelines. Potential environmental effects of the Project are classified and described within the Checklist under the following general headings:

"No Impact" applies where the impact does not apply, or this is little to no possibility of the impact to occur. For example, if the project site is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture would be marked as "No Impact."

"Less-Than-Significant Impact" applies where the impact could occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development that would increase area noise levels, but would not cause noise ordinance standards or other threshold measures to be exceeded, would be considered to have a less-than-significant impact.

"Less-Than-Significant Impact With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." Incorporated mitigation measures should be outlined within the Checklist and a discussion should be provided that explains how the measures reduce the impact to a less-than-significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduce all impacts to levels that are less-than-significant.

"Potentially Significant Impact" applies where a project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as "Potentially Significant Impact," an environmental impact report (EIR) is required.

Perris Valley Commerce Center Specific Plan (PVCCSP) and PVCCSP Environmental Impact Report Considerations

The Project site is located within the PVCC area of the City of Perris. The PVCCSP was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Initial Study/MND was published, has been subsequently amended 14 times. Potential environmental impacts resulting from implementation of the PVCCSP have been evaluated in the PVCCSP EIR (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCC area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before." As such, the environmental analysis for the Project presented in this Initial Study/MND is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzed the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program. Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the PVCC area. The City of Perris requires that all future development projects within the PVCC area comply with the applicable PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The Project uses are consistent with uses that are permitted or conditionally permitted under the PVCCSP,

and the Project would be required to comply with all applicable PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures.

3.2 INITIAL STUDY CHECKLIST AND SUBSTANTIATION

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

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting. These Standards and Guidelines summarized below are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria have been created for each land use category. A summary of the standards for Industrial projects within the Specific Plan area is provided below.

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

Uses and Standards Shall Be Developed in Accordance with the Specific Plan.
Uses and Standards Shall Be Developed in Accordance With City of Perris Codes.
Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan.
No Changes to Development Procedures Except as Outlined in the Specific Plan.
Residential Buffer.
Visual Overlay Zones.

4.2.3 Architecture

4.2.3.1 Scale, Massing and Building Relief: Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping; Distinct Visual Link; Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration.
4.2.3.2 Architectural Elevations and Details: Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and Building Relief.
4.2.3.3 Roofs and Parapets: Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment.

4.2.3.5 Color and Materials: Facades; Building Trim and Accent Areas; Metal Siding; and High Quality Natural Materials.

4.2.4. Lighting

4.2.4.1 General Lighting: Safety and Security; Lighting Fixtures Shield; Foot-candle Requirements Sidewalks/Building Entrances; and Outdoor Lighting.
4.2.4.2 Decorative Lighting Standards: Decorative Lights; Complimentary Lighting Fixtures; Monumentation Lighting; Compatible with Architecture; Up-Lighting; Down-Lighting; Accent Lighting; and High Intensity Lighting.
4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required; Foot-candle Requirements Parking Lot; Avoid Conflict with Tree Planting Locations; Pole Footings; and Front of Buildings and Along Main Drive Aisle.

4.2.5 Signage Program

4.2.5.1 Sign Program: Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs.

4.2.6 Walls/Fences

Specific Purpose.
Materials.
Avoid Long Expanses of Monotone Fence/Wall Surfaces.
Most Walls Not Permitted within Street Side Landscaping Setback.
Height.
Gates Visible From Public Areas.
Prohibited Materials.

4.2.8 Residential Buffer Development Standards and Guidelines

Direct Lighting Away from Residential.

Screening.
Other Restrictions May be Required Based on Actual Use.

4.2.9 Visual Overlay Zone Development Standards and Guidelines

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

6.0 Landscape Standards and Guidelines

6.1 On-Site Landscape General Requirements

Unspecified Uses.
Perimeter Landscape.
Street Entries.
Main Entries, Plaza, Courtyards.
Maintenance Intensive/Litter Producing Trees Discouraged.
Avoid Interference with Project Lighting/Utilities/Emergency Apparatus.
Scale of Landscape.
Planters and Pots.

6.1.1 On-Site Landscape Screening

Plant Screening Maturity.
Screen wall Planting.
Trash Enclosures.

6.1.2 Landscape in Parking Lots

Minimum 50% Shade Coverage.
Planter Islands.
Parking Lot Screening.
One Tree per Six Parking Spaces.
Concrete Curbs, Mow Strips or Combination.
Planter Rows Between Opposing Parking Stalls or Diamond Planters.
Pedestrian Linkages.

6.1.3 On-Site Plant Palette

9.0 Business/Professional Office Standards and Guidelines

9.2 Business/Professional Office Standards and Guidelines

9.2.1 Business/Professional Office Site Layout

9.2.1.1 Pedestrian Access and On-Site Circulation.
9.2.1.2 Parking and Loading.
9.2.1.3 Plazas, Employee Break Areas, and Amenities.
9.2.1.4 Outdoor Storage and Display.

9.2.2 Architecture

9.2.2.1 Scale, Massing and Building Relief.
9.2.2.2 Architectural Elevations and Details.
9.2.2.3 Furnishings.
9.2.1.4 Outdoor Storage and Display.

9.2.3 Signage

9.2.3.1 Identity.

Airport Overlay Zone (Chapter 12.0 of the PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP
Lighting Plans

The PVCCSP EIR does not include mitigation measures relevant to the analysis of aesthetics impacts; however, it does include mitigation measures to address potential hazards to March Air Reserve Base/Inland Port Airport (March ARB/IPA) operations that are also relevant to the analysis of light and glare impacts. These mitigation measures are incorporated as part of the Project and assumed in the analysis presented in this section. These mitigation measures will be included in the Mitigation Monitoring and Reporting Program for the Project.

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

MM Haz 5 The following uses shall be prohibited:

(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.

Substantiation:

a) Less Than Significant Impact. The City of Perris General Plan 2030 does not identify any specific landform or scenic vistas that exist within the Project area. The Project site is located in an urbanized area. There are no buildings at the Project site, nor does the Project site feature rock outcroppings or vegetation. The Project site is vacant, disturbed land in a developing section of the City of Perris.

Implementation of the Project would not affect scenic vistas. There are no designated scenic resources within or proximate to the Project site. The Project does not require or propose facilities or operations that would adversely affect any off-site scenic resources.

The Initial Study prepared for the PVCCSP (Section 13, *Aesthetics*) concluded that the PVCC area is not located within a scenic vista, nor will development realized pursuant to the PVCCSP have an adverse effect on a scenic vista. Further, the Project would be required to comply with PVCCSP architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts.

Based on the preceding discussion, the potential for the Project to have a substantial adverse effect on a scenic vista would be less than significant.

b) No Impact. Caltrans states that a highway may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The PVCCSP EIR Initial Study (Section 13) concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project site, and that the PVCC area is not located within a state scenic highway corridor. Consistent with the findings in the PVCCSP EIR Initial Study, the Project site is not located within view of any state scenic highway. The nearest "Officially Designated" State Scenic highway is a portion

of Highway 243, located approximately 21 miles east of the PVCC area. The closest eligible highway is the segment of State Route (SR) 74 located approximately 3.4 miles southwest of the Project site that extends from Hemet, through Perris, and ends in San Juan Capistrano. Therefore, implementation of the Project would not have the potential to substantially degrade scenic resources within a state scenic highway. No impact would occur.

c) No Impact. According to CEQA Section 21071(a)), an urbanized area is an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Census Bureau, in July 2023 the City of Perris' population was approximately 80,603, the population of Moreno Valley, the contiguous city to the north, was 212,392, and the population of Menifee, the contiguous city to the south, was 113,433; therefore, the Project site is located within an urbanized area. Because the Project site is located within an urbanized area, the threshold for analysis is if the Project would conflict with applicable zoning and other regulations governing scenic quality.

Final design concepts for the Project would conform to the applicable PVCCSP design guidelines and development standards. In instances where the PVCCSP is silent, the Project would be required to conform to applicable provisions of the City Development Code.[1] All Project designs would be subject to City review and approval prior to issuance of development permits. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

d) Less Than Significant With Mitigation Incorporated. The City of Perris General Plan recognizes that as undeveloped areas are built up, light and glare will increase, and the Zoning Code and Mt. Palomar Ordinance adopted by the City of Perris provide

[1] The City of Perris Development Code is available through the City or can be accessed at: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.01AU_S19.01.010TI

requirements to avoid adverse glare or light impacts. Sources of light and glare include streetlights, which are required along all public streets, and illumination of walking and parking lot areas. The project development would use lighting fixtures with full cut-off features directed downward to prevent light above the horizontal plane of the bottom of the light fixture and minimize glare onto adjacent properties. As a result, neither source is anticipated to cause significant adverse glare or light impacts. Therefore, the potential effects from light and glare would be less than significant during Project operation.

During project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent I-215 freeway and roadways, such security lights may result in glare to motorists. However, this potential impact would be reduced to a less than significant level through implementation of mitigation measure AES-1 which would require the temporary lighting to be downward facing and hooded. This would reduce the potential impact to a less than significant level.

AES-1 Prior to issuance of grading permits, the Project Proponent shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.

Sources: City of Perris General Plan; PVCCSP; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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, and Mitigation Measures

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

Substantiation:

a) No Impact. Important farmland maps are compiled by the California Department of Conservation Farmland Mapping and Monitoring Program. These maps utilize data from the United States Department of Agriculture Natural Resources Conservation Service soil survey and current land use information using eight mapping categories and represent an inventory of agricultural resources within Riverside County. The Project site is designated as Farmland of Local Importance by the Farmland Mapping and Monitoring Program, which means the land has soils that would be classified as prime and statewide but lack available irrigation water. Since the Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, Farmland), the Project would not convert Farmlands to non-agricultural uses. No impact would occur.

b) No Impact. The PVCC area, including the Project site, does not include any properties designated/zoned for agricultural uses. The Project site is not subject to a Williamson Act. The Project would not conflict with any existing agricultural zoning designations nor affect any existing Williamson Act contract(s). No impact would occur.

c, d) 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. According to Public Resources Code Section 4526, "timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Based on these definitions, no forest land or

timberland occurs within or adjacent to the City of Perris. Further, there is no land zoned as forest land or timberland in the City of Perris. The Project would have no potential impact on forest lands or timberlands.

e) No Impact. There are only two small areas of agricultural farming within the PVCC area, and these are a temporary nonconforming use on land zoned for industrial development within the PVCCSP. The land surrounding the Project site is classified as Urban and Built-up Land and Farmland of Local Importance by the Farmland Mapping and Monitoring Program. The Project site is surrounded by I-215, warehouses and other light industrial uses, and vacant land. Since the Project site is not zoned for agricultural use, no agricultural use is adjacent to the Project site, and surrounding properties are being developed at a rapid pace with light industrial uses, the Project would not surround or otherwise isolate an existing adjacent agricultural property to the point where agriculture activity is no longer feasible. Therefore, there is no potential for the conversion of forest land to a non-forest use or conversion of Farmland to a non-agricultural use.

Sources: City of Perris General Plan; PVCCSP; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) 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 includes the following Standards and Guidelines relevant to airport air quality:

Airport Overlay Zone (Chapter 12.0 of PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP.

The Perris Valley Commerce Center is within March ARB/IP safety zones and therefore all development shall comply with the following measures:

- Notice of Airport in the Vicinity: Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the

Vicinity. Because the entire PVCC SP lies within the March ARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and stall consist of the following:

NOTICE OF AIRPORT IN VICINITY

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 & Professions Code Section 11010 (b)(13)(A)

- Disclosure: The applicant shall provide full disclosure of the avigation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

The PVCCSP EIR identifies the following mitigation measures for air quality that are applicable to the Project. In these mitigation measures, the South Coast Air Quality Management District is referred to as the SCAQMD.

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,

- replacement of ground cover in disturbed areas as quickly as possible.

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

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

MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at

the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

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

MM Air 8 Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

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

MM Air 10 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality

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

MM Air 11 Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of 5 minutes.

MM Air 13 To promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project shall provide building occupants information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles.

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

MM Air 15 To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have

a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.

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

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.

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

Substantiation: Information presented below is summarized in part from *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024 (Project Air Quality Impact Analysis); and *Barker Business Park Mobile Source Health Risk Assessment* (Urban Crossroads, Inc.) September 3, 2024 (Project HRA). These analyses are presented in total in Initial Study/MND Appendix A.

By preparing the Project Air Quality Impact Analysis and Project HRA, the Project has implemented PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15.

a) Less Than Significant Impact. The Project site is located within the South Coast Air Basin, which is characterized by relatively poor air quality. The South Coast Air Quality Management District (AQMD) has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county South Coast Air Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the South Coast AQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

The South Coast AQMD has adopted Air Quality Management Plans (AQMPs) outlining strategies to achieve state and federal ambient air quality standards. AQMPs are periodically updated to reflect technological advances, recognize new or pending

regulations, more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

The South Coast AQMD adopted the 2022 AQMP in December 2022. Air quality conditions and trends presented in the 2022 AQMP assume that regional development will occur in accordance with population growth projections identified by SCAG in Connect SoCal - the 2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.

Connect SoCal in turn derives its assumptions, in part, from general plans of cities and counties located within the SCAG region. Accordingly, if a project is consistent with the development and growth projections reflected in the adopted general plan, it would be consistent with the growth assumptions in Connect SoCal and the 2022 AQMP.

Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the South Coast AQMD *CEQA Air Quality Handbook* (1993). AQMP consistency criteria are listed below. Project consistency with, and support of, these criteria is presented subsequently.

- **Criterion No. 1:** The project under consideration will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Criterion No. 2:** The project under consideration will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

Criterion No. 1: The violations that Criterion No. 1 refers to are the California Ambient Air Quality Standards and National Ambient Air Quality Standards. State and national violations could occur if Localized Significance Thresholds (LSTs) or regional significance thresholds were exceeded. Project construction-source emissions would not exceed applicable LSTs or regional significance thresholds. See following discussion at

Item 3 b) under the heading "Localized Impacts." Project operational-source emissions would also not exceed applicable LSTs or regional significance thresholds. See following discussion at Item 3 b) under the heading "Localized Impacts." Further, the Project would be subject to applicable South Coast AQMD rules and PVCCSP EIR mitigation measures which would further reduce the emissions associated with the Project. On this basis, the Project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations.

Criterion No. 2: Criterion No. 2 addresses consistency of a given project with approved local and regional land use plans and associated potential AQMP implications. That is, AQMP emissions models and emissions control strategies are based in part on data provided by local general plan documentation; and regional plans, which reflect and incorporate local general plan information. The emphasis of this criterion is to ensure that the analyses conducted for any given project are based on the same forecasts as the AQMP.

Projects that propose general plan amendments may increase the intensity of use and/or result in higher traffic volumes, thereby resulting in increased operational-source emissions (stationary and vehicular-sources) when compared to the AQMP assumptions. However, if a given project is consistent with and does not otherwise exceed the growth projections in the applicable local general plan, then that project would be considered consistent with the growth assumptions in the AQMP.

General Plan Consistency

Subject to City Conditional Use Permit (CUP) requirements, uses proposed for the Project would be allowed under the site's current General Plan Land Use designation of PVCC SP – Perris Valley Commerce Center Specific Plan. No General Plan Amendment is required in conjunction with the Project. The Project would not result in growth or development not anticipated under the AQMP. Project operational-source emissions are reflected in the AQMP assumptions and would not result in AQMP inconsistencies.

Regional Plan Consistency

Development of the City pursuant to the General Plan is reflected in Connect SoCal. Development of the City pursuant to the General Plan is also reflected in Connect SoCal. The Project is consistent with the General Plan and by extension is reflected in SCAG planning efforts and policies.

AQMP Consistency Conclusion

Project construction-source emissions would not exceed any applicable regional or local thresholds. Project operational-source emissions would not exceed any applicable regional or local thresholds of significance. The Project would not result in or cause State or national ambient air quality standards violations. The Project does not include or require amendment of the City of Perris General Plan and the Project land uses are reflected in the AQMP. The Project is consistent with and reflected in applicable regional planning efforts. On this basis, the Project would be consistent with the 2022 AQMP. The potential for the Project to conflict with or obstruct implementation of the AQMP would be less than significant.

b) Less Than Significant Impact. The City of Perris and the Project site is located within the South Coast Air Basin**.** Attainment Status Designations for the South Coast Air Basin are summarized in Table III-1.

Table III-1
Attainment Status Designations - South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
Ozone (O_3) – 1-hour standard	Nonattainment	--
Ozone (O_3) – 8-hour standard	Nonattainment	Nonattainment
Respirable Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (SO_2)	Attainment	Unclassifiable/Attainment
Lead (Pb)	Attainment	Nonattainment (Los Angeles County)/Attainment

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.

Consistent with South Coast AQMD guidance, less than significant non-attainment impacts at the project level are not cumulatively considerable, and would not result in a cumulatively considerable net increase of criteria pollutant(s) for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Conversely, significant non-attainment impacts at the project level are cumulatively considerable, and would result in a cumulatively considerable net increase of criteria pollutant(s) for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Regional Impacts

Construction-Source Air Pollutant Emissions

Project construction activities (e.g., site preparation, grading, building construction, paving, architectural coating, infrastructure construction) would generate emissions of carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), sulfur oxides (SOx), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). Please refer to the Project Air Quality Impact Analysis for details regarding equipment use, construction timeframes, and other modeling inputs and related construction-source emissions modeling. The South Coast AQMD regional thresholds of significance for construction-source emissions are presented in Table III-2. Project construction-source emissions in the context of South Coast AQMD regional thresholds are presented in Table III-3.

Table III-2
South Coast AQMD Regional Thresholds of Significance – Construction-Source Emissions

Pollutant	Threshold
NOx	100 lbs./day
VOC	75 lbs./day
PM_{10}	150 lbs./day
$PM_{2.5}$	55 lbs./day
SO_x	150 lbs./day
CO	550 lbs./day

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.

As indicated in Table III-3, Project construction-source emissions would not exceed applicable South Coast AQMD regional thresholds of significance. The potential for Project construction-source emissions to 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 would therefore be less than significant.

Table III-3
Maximum Daily Construction-Source Emissions (pounds per day)

Year	Emissions (lbs./day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
2025	1.67	19.80	37.90	0.06	6.03	2.85
2026	15.70	22.80	51.00	0.06	4.58	1.31
Winter						
2025	1.61	14.80	32.00	0.05	3.67	1.00
2026	15.60	23.00	46.20	0.06	4.58	1.31
Maximum Daily Emissions	**15.70**	**23.00**	**51.00**	**0.06**	**6.03**	**2.85**
South Coast AQMD Significance Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.

Although the construction-source impacts would be less than significant, the Project would be subject to PVCCSP EIR mitigation measures MM Air 2 through MM Air 9. These mitigation measures would reduce the Project's contribution to cumulative construction-source impacts within the PVCC area. These mitigation measures will be included in the Mitigation Monitoring and Reporting Program for the Project.

Operational-Source Air Pollutant Emissions

Project operations (e.g., vehicle trips, landscaping, on-going site/building maintenance, on-site equipment operations) would generate emissions of CO, VOC, NOx, SOx, PM_{10}, and $PM_{2.5}$. Please refer to the Project Air Quality Impact Analysis for details regarding trip generation, landscaping, maintenance time frames, and associated modeling inputs

and related operational-source emissions modeling. The South Coast AQMD Regional Thresholds of significance for operational-source emissions are presented in Table III-4.

Table III-4
South Coast AQMD Regional Thresholds of Significance – Operational-Source Emissions

Pollutant	Threshold
NOx	55 lbs./day
VOC	55 lbs./day
PM_{10}	150 lbs./day
$PM_{2.5}$	55 lbs./day
SO_x	150 lbs./day
CO	550 lbs./day

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.

Project operational-source emissions in the context of South Coast AQMD regional thresholds are presented in Table III-5. As summarized in Table III-5, Project operational-source emissions would not exceed South Coast AQMD regional thresholds of significance. The potential for Project operational-source air pollutant emissions to result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard would therefore be less-than-significant.

Although the operation-source impacts would be less than significant, the Project would be subject to PVCCSP EIR mitigation measures MM Air 11, MM Air 13, MM Air 14, and MM Air 17 through MM Air 21. These mitigation measures would reduce the Project's contribution to cumulative operations-source impacts within the PVCC area.

PVCCSP EIR mitigation measure MM Air 18 requires the Riverside Transit Agency (RTA) to 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. In response to this requirement, the Project Applicant contacted the RTA in December 2024 and January 2025; the RTA has not responded as of this writing. By contacting the RTA, the Project has complied with PVCCSP EIR mitigation measure MM Air 18.

The remaining PVCCSP EIR mitigation measures MM Air 11, MM Air 13, MM Air 14, and MM Air 17, MM Air 19, MM Air 20, and MM Air 21 will be included in the Mitigation Monitoring and Reporting Program for the Project.

Table III-5
Maximum Daily Operational-Source Emissions

Source	Emissions (lbs./day)					
	VOC	**NOx**	**CO**	**SOx**	**PM_{10}**	**PM2.5**
Summer						
Mobile Source	2.13	12.80	24.20	0.15	8.59	2.38
Area Source	5.34	0.19	22.80	0.00	0.04	0.03
Emergency Fire Pumps	1.97	5.50	5.02	0.01	0.29	0.29
Cargo Handling Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**9.56**	**18.87**	**68.46**	**0.16**	**8.95**	**2.73**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	2.05	13.50	20.80	0.15	8.59	2.38
Area Source	1.61	0.00	0.00	0.00	0.00	0.00
Emergency Fire Pumps	1.97	5.50	5.02	0.01	0.29	0.29
Cargo Handling Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**5.75**	**19.38**	**42.26**	**0.16**	**8.91**	**2.70**
South Coast AQMD Significance Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.

c) Less Than Significant Impact.

Localized Impacts

Localized Significance Threshold Analysis

Per South Coast AQMD significance criteria, air quality impacts are potentially significant if there is a potential to contribute to or cause localized exceedances of the State and/or national ambient air quality standards. Collectively, the State and/or national ambient air quality standards establish Localized Significance Thresholds (LSTs).

LSTs were developed in response to the South Coast AQMD Governing Board's Environmental Justice Initiative I-4. More specifically, to address potential Environmental Justice implications of localized air pollutant impacts, the South Coast AQMD adopted LSTs indicating whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable national or state ambient air quality standard. Use of LSTs by local government is voluntary. Lead agencies may employ LSTs as another indicator of significance in air quality impact analyses.

Emissions Considered/Methodology

LSTs apply to CO, nitrogen dioxide (NO_2), PM_{10}, and $PM_{2.5}$. The Project LST analysis incorporates, and is consistent with, protocols and procedures established by the South Coast AQMD's *Final Localized Significance Threshold Methodology* (Methodology).
See also: http://aqmd.gov/ceqa/handbook/LST/LST.html.

Sensitive Receptors

As provided for under the LST Methodology, potential localized emissions impact have been evaluated at sensitive receptors proximate to the Project site. "Sensitive receptors" are off-site locations where individuals may be exposed to Project-source air pollutant

emissions. The LST analysis presented here evaluates localized construction-source and operational-source emissions impacts at the nearest sensitive receptors.

Residential Receptors – Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as sensitive receptors; they are also known to be locations where an individual can remain for 24 hours.

Non-Residential Receptors – Per the LST Methodology, commercial, office, and industrial facilities are not included in the definition of sensitive receptors because employees and visitors do not typically remain on-site for a full 24 hours but are typically on-site for approximately eight hours. The *LST Methodology* also notes … "*LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs,* could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours. Consistent with the South Coast AQMD's Final LST Methodology recommendations, localized NO_2 and CO impacts affecting industrial or commercial uses have been evaluated. Evaluated Study Area Receptor Locations are described below and are presented in Figure III-1.

R1: Location R1 represents the existing residence at 2988 Susan Lane, adjacent to (less than 25 meters) and east of the eastern Project site. Receptor R1 is placed in the private outdoor living area (backyard) facing the eastern Project site.

R2: Location R2 represents the existing residence at 2958 Susan Lane, adjacent to (less than 25 meters) and east of the eastern Project site. Receptor R2 is placed in the private outdoor living area (backyard) facing the eastern Project site.

R3: Location R3 represents the existing residence at 2948 Susan Lane, adjacent to (less than 25 meters) and east of the eastern Project site. Receptor R3 is placed in the private outdoor living area (backyard) facing the eastern Project site.

R4: Location R4 represents the existing residence at 2888 Susan Lane, adjacent to (less than 25 meters) and east of the eastern Project site. Since there are no private outdoor living areas (backyards) facing the eastern Project site, Receptor R4 is placed at the building façade.

R5: Location R5 represents the FedEx Freight facility at 20388 Harvill Avenue, approximately 1,183 feet southwest of the western Project site.

R6: Location R6 represents the northwesternmost building of the Ritchie Bros. Auctioneers facility at 765 West Rider Street, approximately 738 feet north of the western Project site.

R7: Location R6 represents the southeasternmost building of the Ritchie Bros. Auctioneers facility at 765 West Rider Street, approximately 304 feet northeast of the eastern Project site.

R8: Location R8 represents the Val Verde Elementary School located at 2656 Indian Avenue, approximately 1,091 feet southeast of the western Project site.

LEGEND:

Site Boundary | Receptor Locations | Distance from receptor to Project site boundary (in feet)

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure III-1
Sensitive Receptors

Construction-Source Emissions LST Analysis

Peak daily localized construction-source emissions received at the nearest receptors are summarized in Table III-6. The applicable South Coast AQMD LSTs are also presented. As indicated, Project localized construction-source emissions would not exceed the applicable LSTs. Project localized construction-source emissions impacts would therefore be less than significant.

Table III-6
Maximum Construction-Source Localized Emissions (pounds per day)

Peak Construction	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.06	0.02	2.07E-02	1.28	0.62
Background Concentration [A]	1.3	0.8	0.044		
Total Concentration	**1.36**	**0.82**	**0.06**	**1.28**	**0.62**
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.
Notes: [A] Highest concentration from the last three years of available data.
PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

Operational-Source Emissions LST Analysis

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment). However, it should be noted that the modeling outputs do not separate on-site and off-site emissions from mobile sources. As such, to establish a maximum potential impact scenario for analytic purposes, the modeled emissions include all on-site Project-related stationary (area) sources and on-site Project-related mobile emissions. In order to account for on-site mobile emissions, a trip length of 0.3 mile was used for both trucks and passenger cars. As indicated, Project operational-source air pollutant emissions would not exceed applicable South Coast AQMD LSTs and would therefore be less than significant.

Table III-7
Maximum Operational-Source Localized Emissions (pounds per day)

Peak Operation	CO		NO_2	PM_{10}	$PM_{2.5}$
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.08E-02	2.51E-02	3.99E-03	0.21	2.08E-01
Background Concentration [A]	1.3	0.8	0.044		
Total Concentration	**1.34**	**0.83**	**0.05**	**0.21**	**2.08E-01**
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.
Notes: [A] Highest concentration from the last three years of available data.
PM_{10} and $PM_{2.5}$ concentrations are expressed in $\mu g/m^3$. All others are expressed in ppm.

Localized CO "Hot Spots"

A CO hotspot is defined as a localized concentration of carbon monoxide exceeding the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by the South Coast AQMD, the South Coast Air Basin was designated as nonattainment for CO, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, which have culminated in the South Coast Air Basin achieving attainment status for CO under both State and national standards.

The 2003 AQMP's findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California's air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state's attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns. As summarized in the 2003 AQMP, even at one of the busiest intersections at that time, only 0.7 ppm of CO is attributable to vehicular traffic and the remaining 7.7 ppm were due to ambient background conditions.

As indicated in Table III-8, current background 1-hour and 8-hour CO concentrations are well below the applicable State and national standards. As such, Project-related traffic at any intersections within the South Coast Air Basin would not cause or contribute to a CO hotspot since the background concentrations are low and any CO contributions from Project traffic would be negligible. On this basis, the potential for the Project to result in or substantially contribute to formation of a CO hotspot would be less than significant.

Table III-8
Area Air Quality Monitoring Summary 2021-2023

Pollutant	Standard	Year		
		2021	2022	2023
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	0.9	1.3
Maximum Federal8-Hour Concentration	> 20 ppm	0.8	0.6	0.7
Maximum State 1-Hour Concentration	> 20 ppm	0.9	0.9	1.3
Maximum State 8-Hour Concentration	> 9 ppm	0.8	0.6	0.7

Source: *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024.
Notes: ppm = Parts Per Million; $\mu g/m^3$ = Microgram per Cubic Meter, Data for O3, CO, NO_2, PM_{10}, and $PM_{2.5}$ was obtained from South Coast AQMD Air Quality Data Tables.

Health Risk Assessment

Analysis and conclusions below are summarized from the *Barker Business Park Mobile Source Health Risk Assessment* (Urban Crossroads, Inc.) September 3, 2024 (Project HRA, Initial Study/MND Appendix A).

Localized Diesel Particulate Matter Emissions Impacts

Construction equipment employed in development of the Project, and vehicle traffic associated with Project operations would generate diesel particulate matter emissions. In 1998, the California Air Resources Board (CARB) identified particulate matter from diesel-fueled engines (diesel particulate matter) as a toxic air contaminant. In California, diesel engine exhaust has been identified as a carcinogen.

Carcinogenic Risks

The South Coast AQMD *CEQA Air Quality Handbook* (1993) states that emissions of toxic air contaminants are considered significant if a Health Risk Assessment shows an increased carcinogenic risk of greater than 10 incidents per million population. Consistent with the stated South Coast AQMD *CEQA Air Quality Handbook* cancer risk threshold, for the purposes of this analysis, an increase in cancer risk of 10 incidents per million population is considered significant. Also relevant to the Project HRA, specific guidance in determining health risks from diesel emissions is provided in *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (South Coast AQMD) 2003.

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Noncarcinogenic Risks

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Noncarcinogenic adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or reference exposure level. The reference exposure level for diesel particulates was obtained from the Office of Environmental Health Hazard Assessment (OEHHA) for this analysis. The reference exposure level for diesel particulate matter established by the OEHHA is 5 micrograms per cubic meter ($\mu g/m^3$).

The South Coast AQMD has established that a Hazard Index of less than one (1.0) means that adverse health effects are not expected. Within this analysis, non-

carcinogenic exposures not exceeding the South Coast AQMD Hazard Index of 1.0 are considered to be less than significant.

Risk Exposure: Quantification Results

Construction-Source Diesel Particulate Matter Emissions Impacts

The land use with the greatest potential exposure to Project construction-source diesel particulate matter emissions (the maximally exposed individual receptor) is Receptor R3, the existing residence located at 2948 Susan Lane, adjacent to and east of the eastern Project site. Location R3 is the nearest residential receptor and, due to its location as well as meteorological conditions (wind speed and direction), would experience the highest concentrations of Project construction-source diesel particulate matter emissions. At Location R3, the maximum incremental cancer risk attributable to Project construction-source diesel particulate matter emissions is estimated at 1.90 in one million, which is substantially less than the South Coast AQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. As such, Project construction-source diesel particulate matter emissions would not cause a significant human health or cancer risk at the maximally exposed individual receptor. Project construction-source diesel particulate matter emissions and related health risks at all other residential receptors would not exceed the maximally exposed individual receptor condition and would also be less than significant. On this basis, the potential for Project construction-source diesel particulate matter emissions to result in or substantially contribute to human health or cancer risks at area land uses would be less than significant.

Operational-Source Diesel Particulate Matter Emissions Impacts

Residential Exposure Scenario:

The residential land use with the greatest potential exposure to Project operational-source diesel particulate matter emissions is Receptor R3, the above-noted residence at 2948 Susan Lane. At Location R3, the maximum incremental cancer risk attributable to

Project operational-source diesel particulate matter emissions is estimated at 5.33 in one million, which is less than the South Coast AQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. As such, Project operational-source diesel particulate matter emissions would not cause a significant human health or cancer risk at the maximally exposed individual receptor. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site than the maximally exposed individual receptor analyzed herein, and toxic air contaminants generally dissipate with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to reduced emissions and therefore less risk than the maximally exposed individual receptor identified herein. On this basis, the potential for Project operational-source diesel particulate matter emissions to result in or substantially contribute to human health or cancer risks at area residential land uses would be less-than-significant.

Worker Exposure Scenario:[2]

The worker receptor land use with the greatest potential exposure to Project operational-source diesel particulate matter emissions is Receptor R6, which represents the potential worker receptor approximately 738 feet north of the Project site. At Receptor R6, the maximum incremental cancer risk impact is 0.54 in one million, which is less than the South Coast AQMD significance threshold of 10 in one million (Project HRA, p. 2, et al.). Maximum non-cancer risks at this same location were estimated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0 (Project HRA, p. 2, et al.). Because all other modeled worker receptors are located at a greater distance than Receptor R6 analyzed herein, and diesel particulate matter dissipates with distance from the source, all other worker receptors in the vicinity of the

[2] South Coast AQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by the Resource Conservation and Recovery Act/ Comprehensive Environmental Response, Compensation, and Liability Act or the worker resides on-site.

Project site would be exposed to comparatively fewer emissions and therefore less risk than experienced at the maximally exposed individual worker. On this basis, the potential for Project operational-source diesel particulate matter emissions to result in or substantially contribute to human health or cancer risks at area worker land uses would be less-than-significant.

School Child Exposure Scenario:

The nearest school is Val Verde Elementary School, located approximately 1,091 feet southeast of the Project site and represented by Receptor R8. The maximally exposed individual school child is the school receptor that would experience the highest modeled concentrations of diesel particulate matter, and thus the highest risk. At Val Verde Elementary School, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.20 in one million, which is substantially less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be less than 0.01, which would not exceed the applicable significance threshold of 1.0. Because all other school receptors would be exposed to lower concentrations of diesel particulate matter, all other school receptors in the vicinity of the Project site would be exposed to comparatively fewer emissions and therefore less risk than experienced at Val Verde Elementary School. On this basis, the potential for Project operational-source diesel particulate matter emissions to result in or substantially contribute to human health or cancer risks at area school land uses would be less than significant.

Combined Construction - Source and Operational-Source Diesel Particulate Matter Emissions Impact

The land use with the greatest potential increased cancer risk due to exposure to combined Project construction-source and operational-source diesel particulate matter emissions is Receptor R3, the existing residence at 2948 Susan Lane, adjacent to and east of the eastern Project site.

At this location, the maximum incremental cancer risk attributable to Project construction and operational diesel particulate matter source emissions is estimated at

5.47 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be less than 0.01, which would not exceed the applicable threshold of 1.0. On this basis, the potential for Project combined construction-source and operational-source diesel particulate matter emissions to result in, or substantially contribute to, human health or cancer risks at area land uses would be less than significant.

d) Less-Than-Significant Impact. Temporary and intermittent odor releases may occur during Project construction. Potential construction-source odors include but are not limited to: diesel exhaust, asphalt/paving materials, glues, paint, and other architectural coatings. The Project does not include facilities or on-going operations that would create objectionable odors affecting a substantial number of people.

Construction-source and operational-source odor impacts are controlled as a byproduct of hazardous/potentially hazardous materials handling plans and Best Management Practices implemented under South Coast AQMD Rule 402 et al. These measures would ensure that construction-source odor impacts remain at levels that would be less than significant.

The Project does not include or require facilities or uses that would generate "other" emissions with adverse impacts affecting a substantial number of people.

Based on the preceding, the potential for the Project to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people would be less than significant.

Sources: Project Application Materials; *2022 Air Quality Management Plan* (South Coast AQMD) December 2022; *Final 2008 Regional Comprehensive Plan* (SCAG) 2008; Connect SoCal – the *2020 – 2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments* (SCAG) September 2020; *Barker Business Park Air Quality Impact Analysis* (Urban Crossroads, Inc.) September 3, 2024; *Barker*

Business Park Mobile Source Health Risk Assessment (Urban Crossroads, Inc.) September 3, 2024; South Coast AQMD Rule 402.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 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?	☐	☒	☐	☐

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

There are no Standards and Guidelines related to biological resources included in the PVCCSP.

Developments within the PVCC area are subject to PVCCSP EIR mitigation measures MM Bio 1 through MM Bio 6. Of relevance to this analysis is the following PVCCSP EIR mitigation measure:

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

Other PVCCSP EIR mitigation measures have been updated by the City of Perris and the applicable updates are provided in the following analysis.

Substantiation: Information presented below is summarized in part from *Burrowing Owl Survey Report for the Barker Business Park Project* (Harmsworth Associates) June 2024 (Project Burrowing Owl Survey); and *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Report for the Barker Business Park Project* (Harmsworth Associates) June 2024 (Project MSHCP Consistency Analysis). These analyses are presented in total in IS/MND Appendix B.

By preparing the Project MSHCP Consistency Analysis, the Project has complied with PVCCSP EIR mitigation measure MM Bio 6.

a) Less Than Significant With Mitigation Incorporated. The Project site is located in an urbanized area bordered by developed/disturbed properties on all sides. The only

MSHCP survey requirement for the Project is a survey for burrowing owl. No other candidate, sensitive, or special status species have been identified within the Project site. The Project does not include or require uses or facilities that would result in potentially significant impacts to offsite candidate, sensitive, or special status species.

Focused burrowing owl surveys at the Project site were conducted following the MSHCP burrowing owl survey requirements and protocols. No burrowing owls or their sign were detected during the surveys and there was no evidence that any burrowing owls occur on-site. Further, this species has not been recorded from the Project site in the past. Burrowing owls are presumed to be absent from the site. To ensure continued absence of burrowing owls from the site and that burrowing owls would not be potentially adversely affected by Project construction activities, the following mitigation measure is incorporated. Project mitigation measure BIO-1 replaces PVCCSP EIR mitigation measure MM Bio 2 as subsequently revised by the City of Perris based on recent input from the California Department of Fish and Wildlife.

BIO-1 The Project Proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities at the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The pre-construction survey and any relocation activity shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP. The results of the survey shall be submitted to the City within three (3) days of survey completion and prior to obtaining a grading permit. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls.

If no burrowing owls are observed during the survey, site preparation and construction activities may begin with an approved grading plan.

If burrowing owl are detected, the California Department of Fish and Wildlife (CDFW) shall be sent written notification by the City, within three days of detection of burrowing

owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the Project biologist and Project Proponent shall coordinate with the City of Perris Planning Division, the U.S. Fish and Wildlife Service (USFWS), and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of project activities. When the Project Biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy one or both of the Project sites after Project activities have started, then construction activities shall be halted immediately. The Project Proponent shall notify the City and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

The Project MSHCP Consistency Analysis also recommends that the Project comply with the Federal Migratory Bird Treaty Act of 1918. This is required by PVCCSP EIR mitigation measure MM Bio 1 and this is applicable to the Project. Project mitigation measure BIO-2 replaces PVCCSP EIR mitigation measure MM Bio 1 as subsequently revised by the City of Perris based on recent input from the California Department of Fish and Wildlife.

BIO-2 Site preparation activities (such as ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site preparation activities are proposed during the nesting/breeding season, the Project Proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The Project biologist shall be experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

The pre-activity field surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than three (3) days prior to the initiation of Project site preparation activities. The surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If no nesting birds are observed during the survey, site preparation and construction activities may be conducted during the nesting/breeding season.

If active nests or nesting birds (including nesting raptors) are located during the pre-activity field survey, the Project biologist shall establish avoidance or minimization

measures in consultation with the City of Perris and the CDFW. Measures shall include the establishment of a conservative avoidance buffer surrounding the nest based on the Project biologist's best professional judgment and experience. The Project 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 Project biologist determines that such project activities may be causing an adverse reaction, the Project 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 shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall 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.

In addition to mitigation measures BIO-1 and BIO-2 above, the Project would be required to comply with applicable provisions of MSHCP Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlands Interface*; Best Management Practices (BMPs) presented in MSHCP Volume I, Appendix C, *Standard Best Management Practices*;[3] and City Conditions of Approval. Compliance with MSHCP Guidelines and BMPs, and City Conditions of Approval would act to ensure that potential direct and indirect impacts to candidate, sensitive, or special status species would remain at levels that would be less than significant.

b) No Impact. The Project site is located in an urbanized area bordered by developed/disturbed properties on all sides. No riparian habitat or other sensitive natural community have been identified within the Project site. The Project does not include or require uses or facilities that would result in potentially significant impacts to offsite riparian habitat or other sensitive natural community. On this basis, the Project

[3] See: https://www.wrc-rca.org/Permit_Docs/MSHCP/MSHCP-Volume%201.pdf

would have no potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community. PVCCSP EIR mitigation measure MM Bio 4 would not be applicable to the Project.

c) No Impact. The Project site is located in an urbanized area bordered by developed/disturbed properties on all sides. No federally protected wetlands have been identified within the Project site. The Project does not propose or require uses or facilities that would result in potentially significant impacts to offsite federally protected wetlands. On this basis, the Project would have no potential to have a substantial adverse effect to federally protected wetlands. PVCCSP EIR mitigation measures MM Bio 3 and MM Bio 5 would not be applicable to the Project.

d) Less Than Significant With Mitigation Incorporated. No wildlife corridors or linkages are located on-site. Further, the site is bounded on all sides by roads and/or urban development, diminishing its potential to function as a wildlife movement corridor. There is however the potential for the Project site to function as nesting habitat for migratory birds and raptors, such as hawks and owls. Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act of 1918 (16 USC 703-711, Migratory Bird Act), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. Mitigation measure BIO-2 ensures that the Project would comply with the Migratory Bird Act and would ensure that Project impacts to migratory birds would be maintained at levels that would be less-than-significant. Based on the preceding, the potential for the Project to interfere substantially with species movements or migratory wildlife corridors would be less than significant as mitigated.

e) Less-Than-Significant Impact. The site is vacant, characterized by graded areas and sparse areas of non-native vegetation. Consistent with the City's development review processes, the Project would be required to comply with local ordinances regarding biological resources. Specifically, the Project would be required to comply with applicable provisions of Perris Municipal Code Chapter 19.71, *Urban Forestry Establishment and Care;* and Perris Municipal Code Section 19.70.040, *Landscape Design*

Guidelines and Technical Manual. The Perris Municipal Code in total can be accessed at: https://library.municode.com/ca/perris/codes/code_of_ordinances/. The Project does not include or require facilities or uses that would otherwise potentially conflict with local policies proacting biological resources. Based on the preceding, the potential for the Project to conflict with local policies or ordinances protecting biological resources would be less than significant.

f) Less Than Significant With Mitigation Incorporated. The adopted Conservation Plan applicable to the Project is the MSHCP. The Project MSHCP Consistency Analysis substantiates that the only MSHCP requirement for the Project would be surveys for and protection of burrowing owls. Mitigation measure BIO-1 identified previously ensures completion of burrowing owl surveys and protection of burrowing owls as required under the MSHCP. Additionally, the Project would be required to comply with applicable provisions of MSHCP Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlands Interface*; BMPs presented in MSHCP Volume I, Appendix C, *Standard Best Management Practices*; and City Conditions of Approval. Based on the preceding, with application of mitigation, the potential for the Project to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would be less than significant with incorporated mitigation.

Sources: *Burrowing Owl Survey Report for the Barker Business Park Project* (Harmsworth Associates) June 2024; *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis Report for the Barker Business Park Project* (Harmsworth Associates) June 2024; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 formal cemeteries?	☐	☒	☐	☐

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

There are no Standards and Guidelines related to cultural resources included in the PVCCSP.

Developments within the PVCC area are subject to PVCCSP EIR mitigation measures MM Cultural 1 through MM Cultural 6. Of relevance to this analysis is the following 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 Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist1 shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards

established by Riverside County and shall, at a minimum, include the results of the following:

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

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

Field survey of the implementing development or infrastructure project site.

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

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

Avoidance.

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

Relocation of the structure.

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

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

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

Other PVCCSP EIR mitigation measures have been updated by the City of Perris and the applicable updates are provided in the following analysis.

Substantiation: Information and analysis presented below is summarized from: *Phase I Cultural Resources Assessment, Frontage Road and Placentia Avenue Project, City of Perris, Riverside County, California* (BCR Consulting LLC) January 15, 2025 (Project Cultural Resources Assessment). The Project Cultural Resources Assessment is provided in Initial Study/MND Appendix C.

By preparing the Project Cultural Resources Assessment, the Project has complied with PVCCSP EIR mitigation measure MM Cultural 1.

a, b) Less Than Significant With Mitigation Incorporated. The Project Cultural Resources Assessment evaluated the potential for the Project to result in adverse impacts to historical and archaeological resources as required by CEQA Section 21083.2 and State CEQA Guidelines Section 15064.5. The Project Cultural Resources Assessment evaluated the potential for cultural resources to be located within the Project boundaries; whether any identified cultural resources are significant pursuant to the above-referenced regulations and standards; and if significant resources may be adversely affected by the Project, develop specific mitigation measures addressing these potential impacts. To these ends, the Project Cultural Resources Assessment completed the following tasks:

- Sacred Lands File search through the Native American Heritage Commission, and communications with recommended tribes and individuals;
- Cultural resources records search through the Eastern Information Center to review any previous studies conducted and the resulting cultural resources recorded within one mile of the Project site boundaries; and
- Systematic pedestrian survey of the entire Project site.

The Project Cultural Resources Assessment findings and conclusions are summarized below.

Sacred Lands File Search: Findings were positive during the Sacred Lands File search with the California Native American Heritage Commission (NAHC). Notifications were sent to local tribes to discern whether tribes were aware of resources within the Project site boundaries. Please refer also to the discussion of potential Tribal Cultural respaces impacts presented in Initial Study Checklist Item XVIII**.** *Tribal Cultural Resources*.

Records Search: Prior to fieldwork, a records search was conducted using records of the EIC for all cultural resource studies completed within a half-mile radius of the project site on November 2023. On January 9, 2025, an updated records search using a one-mile radius was performed at the South Coastal Information Center (SCIC), the facility that recently took possession and archived cultural resource records from the EIC.

The records search revealed that 39 cultural resource studies have taken place resulting in the recording of 44 cultural resources within the research radius (one mile from the project site). Of these studies, one has previously assessed the project site for cultural resources resulting in no resources previously recorded within its boundaries (Project Cultural Resources Assessment, p. 12).

Historic Records Search: Asa D. Reed was granted a General Land Patent for the subject property on July 9, 1889, and historic aerial photographs indicate the subject property was in use for intensive farming by 1938. The Southwest Land Company and the Pfaffinger Foundation acquired the property at an unknown date and owned it until Steve and Mary Buchko acquired it in April of 1944. The Buchkos owned the property until Robert and Dorothy Jo Barker acquired it in 1963. A review of aerial photos and assessor documents indicate the project area was not altered significantly from its agricultural setting until the construction of the 215 freeway between 1985 and 1997. The property has never been developed for any purposes other than agriculture. Research has not revealed any evidence to suggest that any of the owners or occupants are significantly connected to the property.

Field Survey: An intensive-level cultural resources field survey of the Project site was conducted on December 11, 2023. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the accessible Project site. Digital photographs were taken at various points within the Project boundaries and all soil exposures were carefully examined for evidence of cultural resources. Representatives from Pechanga Band of Indians and Soboba Band of Luiseño Indians accompanied the Project consulting archaeologists during the Project site pedestrian field survey. During the course of the field survey, one prehistoric isolated chipped stone flake was found within the Project boundaries. Isolated finds are not considered to be "historical resources" under CEQA and do not merit further consideration. No other cultural materials (including historic-period or prehistoric archaeological resources or historic-period built environment resources) were identified within the Project site (Project Cultural Resources Assessment, pp. ii, 12).

Field survey of the Project site identified a single isolated prehistoric find. Isolated finds are not considered "historical resources" under CEQA and do not merit further consideration. No other cultural resources (including architectural historical resources, prehistoric archaeological resources, or historic archaeological resources) were identified within the Project site. The Project site has been subject to severe disturbances associated with grading of a dirt road, vehicular activity, modern construction of East Frontage Road, and modern refuse dumping. These factors confer low sensitivity for significant buried resources within the Project site (Project Cultural Resources Assessment, p. ii, 14).

Even though the Project Cultural Resources Assessment has not indicated sensitivity for unknown cultural resources within the Project boundaries, ground-disturbing activities always have the potential to reveal buried deposits not observed on the surface. As such, Project ground-disturbing activities have the potential to adversely affect buried cultural resources. This is a potentially significant impact. To mitigate this impact, the following mitigation measure shall be implemented. Project mitigation measure CUL-1 replaces PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris.

CUL-1 Prior to the issuance of grading permits, the Project Proponent shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist (Project Archaeologist, Archaeologist) shall be to monitor the initial ground-disturbing activities at the Project site and any off-site improvement areas for the identification of any previously unknown archaeological and/or cultural resources. 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 Project site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

The Project Archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all

finds to the developer and the City of Perris in a timely manner. The Project Archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

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

The agreement between the Project Proponent and the Native American Tribe shall include, but not be limited to:

- *An agreement that artifacts will be reburied on-site and in an area of permanent protection;*
- *Reburial shall not occur until all cataloging and basic recordation have been completed by the Project Archaeologist;*
- *Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and*

- *The Project Archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.*

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

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

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

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

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

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

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the South Coastal Information Center, and the Native American Tribes involved with the Project.

With application of mitigation measure CUL-1, the potential for the Project to cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines Section 15064.5; or cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5 would be less than significant.

c) Less Than Significant With Mitigation Incorporated. The likelihood of encountering human remains in the course of Project development is minimal. However, as required by California Health and Safety Code Section 7050.5, should human remains be found, no further disturbance shall occur until the County Coroner

has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains were found to be prehistoric, the coroner would coordinate with the California Native American Heritage Commission as required by State law, following the provisions of State CEQA Guidelines Section 15064.5. These requirements are reflected in mitigation measure CUL-2 which also adds to the City of Perris to this process. Mitigation measure CUL-2 replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris. With adherence to these existing regulations, and implementation of mitigation measure CUL-2, the Project's potential to disturb human remains would be less than significant.

CUL-2 In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement area during ground-disturbing activities, the construction contractors, 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 would 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 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 will be proprietary and not disclosed to the general public. The locations shall be documented by the Project Archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the South Coastal Information Center.

Sources: *Phase I Cultural Resources Assessment, Frontage Road and Placentia Avenue Project, City of Perris, Riverside County, California* (BCR Consulting LLC) January 15, 2025; California Health and Safety Code Section 7050.5; California Public Resources Code Section 5097.98; Project Application Materials.

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY. 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?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

There are no Standards and Guidelines related to energy included in the PVCCSP.

The PVCCSP EIR includes the following two mitigation measures related to energy consumption, which were adopted to address air quality impacts.

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.

Substantiation: Discussions below are based in part on information presented in *Barker Business Park, Energy Tables* (Urban Crossroads, Inc.) August 30, 2024 (Project Energy Assessment). The Project Energy Assessment is provided in Initial Study/MND Appendix D.

a, b) Less Than Significant Impact.

Existing Conditions

Existing conditions providing general context for the Project energy demands are presented below. The following discussions are summarized from**:** *Final 2020 Integrated Energy Policy Report Update* (CEC) March 2021. See also: https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2020-integrated-energy-policy-report-update.

Electricity

Electricity would be provided to the Project by Southern California Edison (SCE). The Project site is vacant and undeveloped and does not contain uses or facilities that consume or produce electricity.

SCE is the electrical utility provider for the City. SCE also provides information on energy efficiency, rotating outages, emergency preparedness, electrical safety tips, and tree planting guidelines to ensure non-interference with electrical utility lines. SCE is an investor-owned utility providing electric power to an estimated 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles.[4] SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. The California Public Utilities Commission regulates investor-owned electric utilities operating in California, including SCE.

Natural Gas

Natural gas is provided to the City by the Southern California Gas Company (SoCalGas). The Project site is vacant and undeveloped and does not contain uses or facilities that consume or produce natural gas. The Project does not propose use of natural gas.

SoCalGas is the nation's largest natural gas distribution utility, serving approximately 21.8 million consumers through 5.9 million meters in more than 500 communities. The SoCal service territory encompasses approximately 24,000 square miles throughout Central and Southern California, from Visalia to the Mexican border.[5] Natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The California Public Utilities Commission regulates investor-owned natural gas utilities operating in California, including SoCalGas.

[4] SCE. (n.d.). *About Us*. SCE.com. http://www.sce.com/about-us
[5] SoCalGas. (n.d.). *Supply chain*. SoCalGas. https://www.socalgas.com/doing-business-with-us/supply-chain

Transportation Energy

Gasoline is the most used transportation fuel in California, with ninety seven percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2022, 13.6 billion gallons of gasoline were sold.[6]

The state's history has been, in part, a history of the automobile and the associated impacts on personal mobility, land-use planning, and air quality. In recognition of these challenges, California has enacted a suite of policies and goals to shift the transportation sector toward cleaner, sustainable fuels and more efficient technology vehicles. Integrated Energy Policy Report data indicates very stable consumption rates for jet fuel and diesel through 2030. Gasoline consumption is forecasted to decline through 2030.

Project Energy Demands and Energy Efficiency/Conservation Measures

Estimated energy demands of Project construction and Project operations are summarized in the following discussions and are presented in detail in *Barker Business Park, Energy Tables* (Urban Crossroads, Inc.) August 30, 2024 (Project Energy Assessment, Initial Study/MND Appendix D).

The Project in total would be required to comply with incumbent performance standards established under the Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (Title 24, Energy Efficiency Standards). Further the Project Applicant has committed to develop the site to achieve (at a minimum) LEED "Silver" equivalency.[7]

---

[6] California Energy Commission. (n.d.). *California gasoline data, facts, and Statistics*. https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics#:~:text=Gasoline%20is%20the%20most%20used,of%20Tax%20and%20Fee%20Administration%20.

[7] LEED Silver certification is the second level of achievement in the LEED (Leadership in Energy and Environmental Design) green building rating system. To achieve LEED Silver certification, a project must earn between 50-59 points out of the possible 110 points in the LEED rating system. LEED Silver buildings typically incorporate numerous sustainable design elements and practices, such as:

- Improved energy performance
- Water conservation measures
- Use of recycled and sustainable materials
- Enhanced indoor air quality
- Access to public transportation

Note further that developers and owners/tenants generally have vested financial incentives to avoid imprudent energy consumption practices. In this regard, there is growing recognition among developers and owners/tenants that efficient and sustainable construction and operational practices yield both environmental and economic benefits. On this basis, and as further supported by the following discussions, the Project would not result in or cause wasteful, inefficient, and unnecessary consumption of energy.

Construction Energy Consumption Estimates and Energy Efficiency/Conservation Measures

Construction Fuel/Power Consumption Estimates

Energy consumption in support of or related to Project construction would include electricity consumption by various equipment and tools; diesel fuel consumed by construction equipment and construction vendor trips; and gasoline consumed by construction worker commutes. As presented in the Project Energy Assessment:

- Project construction activities would consume approximately 288,834 kilowatt hours (kWh) of electricity.

- Project construction equipment operations would consume approximately 55,418 gallons of diesel fuel.

- Project construction worker commutes would consume approximately 44,100 gallons of gasoline.

- Project construction vendor and hauling trips would consume an estimated 32,439 gallons of diesel fuel.

- Sustainable site development

Diesel fuel and gasoline for construction activities would be provided by existing area vendors. Construction electricity demands would be provided via connection to existing SCE services.

Project construction activities would comprise temporary, single-event demands for diesel fuel and electricity and would not require on-going or permanent commitment of fuel for these purposes.

Construction Energy Efficiency/Conservation Measures

Equipment and vehicles used during Project construction would be required to conform with CARB regulations and California emissions standards, and would demonstrate related fuel efficiencies. There are no unusual Project characteristics or construction processes that would require use of vehicles or equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to incumbent power/fuel efficiency standards. Project construction activities would therefore not result in inefficient, wasteful, or unnecessary consumption of power or fuel.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations. More specifically, California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) *Idling*, and PVCCSP EIR mitigation measure MM Air 4 limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirect construction energy efficiencies and energy conservation would be achieved through the use of recycled/recyclable materials and related procedures, and energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of recycled and recyclable materials and use of materials in bulk also reduces energy demands associated with preparation and transport of construction materials as

transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Construction Waste Management Plan

A Project Construction Waste Management Plan would be required consistent with Section 5.408.1.1 of the 2022 California Green Building Standards (CALGreen) Code. Consistent with CALGreen Code Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*, as adopted by the City of Perris, the Project would be required to recycle or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

OPERATIONAL ENERGY CONSUMPTION AND ENERGY EFFICIENCY/CONSERVATION MEASURES

Operational Energy Consumption

Energy consumption in support of, or related to, Project operations would include transportation energy demands (energy consumed by vehicles accessing the Project site), facilities energy demands (energy consumed by building operations and site maintenance activities), and energy consumed by on-site cargo handling equipment. As presented in the Project Energy Assessment:

- Vehicles accessing the Project site would consume approximately 233,425 gallons of fuel annually. Fuel consumption would be approximately 31.3 percent diesel and 68.7 percent gasoline.

- On-site cargo handling equipment would consume approximately 4,642 gasoline gallons equivalent per year.

- Diesel-powered emergency backup fire pumps would consume approximately 592 gallons of diesel fuel per year.

- Based on information provided by the Project Applicant, the Project would not use natural gas for the building envelope. All buildings would be powered solely by electricity. Project building and site operations would consume approximately 8,803,147 kWh electricity annually.

Operational Energy Efficiency/Conservation Measures

Facilities Energy Demand Efficiencies

The Project would be required to meet or surpass standards established under incumbent California Code Title 24, Part 6 (the California Energy Code) and the CALGreen Code as implemented by the City, to include building "solar zones" accommodating on-site photovoltaic energy sources.[8] Additionally, as noted previously, the Project would be designed, developed, and operated in manner that would achieve LEED Silver equivalency standards.

Enhanced Vehicle Fuel Efficiencies

Potential maximum vehicle fuel consumption from vehicles accessing the Project would occur under Project Opening Year (2026) Conditions. Under future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation. Average fuel economies of vehicles accessing the Project site can also be expected to improve over time in response to fuel economy and emissions standards imposed on newer vehicles entering the transportation system.

Project Design and Access

The Project proposes urban uses within an urbanizing context, proximate to, and readily accessible from regional (I-215) and local roadways (E. Frontage Road, Placentia Street). In these regards, the Project setting proximate to transportation corridors facilitates access to the Project generally.

[8] Per the 2022 California Energy Code, the Project building roof designs would be required to provide "solar zones" reserved for the future installation of a solar electric or solar thermal system. Energy Code Section 110.10 B states that: "The solar zone shall be located on the roof or overhang of the building or on the roof or overhang of another structure located within 250 feet of the building or on covered parking installed with the building project, and shall have a total area no less than 15 percent of the total roof area of the building excluding any skylight area. The solar zone requirement is applicable to the entire building, including mixed occupancy."

Alternative Transportation Modes

Availability of alternative transportation modes described below would act to generally reduce commuter-related fuel consumption.

Bus Service

The Project area generally is currently served by Riverside Transit Agency (RTA). Bus service route and schedules are reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. As required under the PVCCSP, if the RTA has future plans for the establishment of a bus route that will serve the Project, road improvements adjacent to the Project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA.[9]

Pedestrian and Bicycle Amenities

Project pedestrian and bicycle amenities would be required to conform to standards and specifications identified in the Perris Municipal Code and the PVCCSP.

Landscaping Energy Efficiencies

Drought-tolerant plants would be used where appropriate. Project landscaping would be required to conform to standards and specifications identified in the Perris Municipal Code and the PVCCSP.

Solid Waste Diversion/Recycling

The Project would be required to comply with applicable State of California and City solid waste diversion/recycling rules and regulations. These laws and regulations include but are not limited to: State AB 939, State AB 341; State AB 1826; and CALGreen Code Section 5.408, *Construction Waste Reduction, Disposal, and Recycling*. In combination,

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

these laws and regulations act to reduce the amount of solid waste transported to, and disposed of, at area landfills. Corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations would likely result.

CONCLUSION

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy, and potential Project impacts in these regards would be less than significant. Further, energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy-producing or energy transmission facilities and would not create or otherwise result in a potentially significant impact affecting energy resources or energy delivery systems. On this basis, the potential for the Project to result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources would be less than significant.

Consistency of the Project with plans addressing renewable energy or energy efficiency is summarized in Table VI-1.

Table VI-1
Energy Efficiency/Energy Conservation Plan Consistency

PLANS, POLICIES, REGULATIONS	Remarks
State of California	
State Energy Plan The California Energy Commission is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.	**Consistent.** *The Project site is located along major transportation corridors with proximate access to the State Highway system. The site selected for the Project facilitates access; takes advantage of existing infrastructure systems; and as approved by the Lead Agency, would introduce compatible business park development at the subject site. The Project therefore supports urban design and planning processes identified in the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.*

Table VI-1
Energy Efficiency/Energy Conservation Plan Consistency

PLANS, POLICIES, REGULATIONS	Remarks
California Code Title 24, Part 6: Energy Efficiency Standards California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the California Energy Commission in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. The Project would be required to comply with energy efficiency standards in effect at the time of building permit application(s).	**Consistent.** *The Project would be designed, constructed, and operated to meet or exceed incumbent Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards.*
California Code of Regulations, Title 24, Part 11: California Green Building Standards Code (CALGreen). CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011. CALGreen is updated on a regular basis, with the most recent update consisting of the 2016 California Green Building Code Standards that became effective January 1, 2017. Under state law, local jurisdictions are permitted to adopt more stringent requirements.	**Consistent.** *The Project would be designed, constructed, and operated to meet or exceed incumbent Title 24 CALGreen Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 CALGreen Standards.*
SCAG Region	
Connect SoCal	**Consistent.** *As substantiated in Initial Study Checklist Item* XI. Land Use and Planning, *the Project would not conflict with* Connect SoCal. *The Project is therefore considered to be consistent with SCAG plans and policies addressing energy efficiency and energy conservation.*
City of Perris	
Perris Municipal Code	**Consistent.** *As verified through established City site plan and building plan review process, the Project would be required to comply with City of Perris energy conservation and energy efficiency standards. Moreover, as discussed in Initial Study Checklist Item VIII.* Greenhouse Gas Emissions, *the Project incorporates mitigation measures that conserve energy and promote energy conservation and thereby reduce Project-source GHG emissions. Lastly, the Project would be designed, constructed and operated in manner achieving LEED Silver equivalencies – and in this respect would surpass City and state energy conservation and energy efficiency standards. The Project is therefore considered to be consistent with City of Perris plans and policies addressing energy efficiency and energy conservation.*

Sources: California Code Title 24, Part 6: Energy Efficiency Standards; SCAG 2024 RTP/SCS; Perris Municipal Code, Project Application Materials; Remarks by Applied Planning, Inc.

As substantiated in Table VI-1, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, regulatory measures, standards, and policies directed at reducing air pollutant emissions and GHG emissions would also act to promote energy conservation and reduce Project energy consumption. Based on the preceding, the potential for the Project to conflict with or obstruct a state or local plan for renewable energy or energy efficiency would be less than significant.

Sources: California Energy Code; Connect SoCal; Perris Municipal Code; *Barker Business Park, Energy Tables* (Urban Crossroads, Inc.) August 30, 2024; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
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 risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

There are no Standards and Guidelines related to geology and soils included in the PVCCSP.

The PVCCSP EIR includes the following mitigation measure for potential impacts related to geology and soils.

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., over-excavated, backfilled, compaction) being used to implement the project's design.

The Cultural Resources section of the PVCCSP EIR also identifies mitigation measure MM Cultural 1 that requires the preparation of a Phase I Cultural Resources Study to determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Cultural Resources section of the PVCCSP EIR also identifies mitigation measure MM Cultural 5 for the discovery of paleontological resources but this mitigation measure has subsequently been revised by the City of Perris.

Substantiation: Geotechnical information and analysis below is summarized in part from *Geotechnical Investigation Proposed Industrial Development, NWC Placentia Avenue and Frontage Road, Perris, California* (Southern California Geotechnical) August 9, 2023 (Project Geotechnical Investigation, Initial Study/MND Appendix E). Information regarding paleontological resources was obtained from *Phase I Cultural Resources Assessment, Frontage Road and Placentia Avenue Project, City of Perris, Riverside County,*

California (BCR Consulting LLC) January 15, 2025 (Project Cultural Resources Assessment, Appendix C, Paleontological Overview).

By preparing the Project Geotechnical Investigation, the Project has complied with PVCCSP EIR mitigation measure MM Geo 1. By preparing the Project Cultural Resources Assessment, the Project has complied with PVCCSP EIR mitigation measure MM Cultural 1.

a, i) No Impact. The Project site is not located within an Alquist-Priolo Zone or an earthquake hazard zone, as mapped by the City (City of Perris General Plan Safety Element, Figure S-6, *Earthquake Faults and Liquefaction Susceptibility*). Additionally, no evidence of faulting was identified during the Project Geotechnical Investigation. No impact would occur.

a, ii) Less Than Significant Impact. The Project site is located in a region known to be seismically active and strong seismic ground-shaking could be anticipated during an earthquake event of sufficient magnitude. The nearest known active fault is the San Jacinto fault, located approximately four miles east of the Project site. This fault could generate an earthquake of a magnitude that could damage Project improvements developed within the Project site.

The California Building Code requires construction methods that minimize the effects of earthquakes on structures. As part of the City's standard review and approval of development projects, any new development must provide a geotechnical study for review and approval by the Building & Safety Official; and comply with the requirements of the approved geotechnical report, and applicable provisions of the Uniform Building Code and California Building Code. Compliance with these requirements reduces potential strong seismic ground-shaking impacts to levels that are less than significant.

a, iii) Less Than Significant Impact. Liquefaction and seismically-induced settlement or ground failure are generally associated with strong seismic shaking in areas where

groundwater tables are at relatively shallow depths (within 50 feet of the ground surface) and/or when the area is underlain by loose, cohesionless deposits. During a strong ground-shaking event, saturated, cohesionless soils may acquire a degree of mobility to the extent that the overlying ground surface distorts. In extreme cases, saturated soils become suspended in groundwater and become fluid-like.

The Project site is not located within a potential liquefaction zone (City of Perris General Plan Safety Element, Figure S-6, *Earthquake Faults and Liquefaction Susceptibility*). In addition, the Project Geotechnical Investigation concluded that, based on the subsurface conditions at the Project site, liquefaction is not considered to be a design concern for this Project.

The Project would be required to comply with the requirements of a final City-approved geotechnical report, and applicable provisions of the Uniform Building Code and California Building Code that would act to minimize any liquefaction or ground-failure concerns that may be encountered. Based on the preceding, the potential for the Project to expose people or structures to potential substantial adverse effects, involving liquefaction or ground-failure would be less than significant.

a, iv) No Impact. The Project site is essentially level and are not located in an area mapped as susceptible to landslides (City of Perris General Plan Safety Element, Figure S-7, *Landslide Susceptibility*). The Project site is devoid of notable topographic features or substantial terrain differentials. For this reason, the Project site is not internally susceptible to landslides. Adjacent properties also present little topographic relief. The Project does not include or require slopes or other site features that would create any dangerous conditions related to cut/fill slopes. As such, the potential for landslides does not exist in the Project vicinity.

b) Less Than Significant Impact. Construction activities associated with the Project would temporarily expose underlying soils, thereby increasing their susceptibility to erosion until the Project is fully implemented. Potential erosion impacts incurred during construction activities are maintained at levels that would be less-than-significant

through the Project's mandated compliance with a City-approved Storm Water Pollution Prevention Plan (SWPPP) in compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for storm water discharges from construction activities. The Project involves construction of conventional business park uses and supporting site improvements within an essentially level area of the City. The Project would not significantly alter existing topography. Based on the preceding, potential impacts associated with erosion or changes in topography, including loss of topsoil would be less than significant.

c, d) Less Than Significant Impact. The Project Geotechnical Investigation indicates that on-site soils have the potential for collapse. Collapsible soils may support large pressures under dry conditions, but experience compression when wet.

The Project Geotechnical Investigation provides that would ensure that the Project would not be adversely affected by any unstable soils that may be encountered during the course of Project development. The Project Geotechnical Investigation concludes that the Project is feasible from a geotechnical standpoint, provided the recommendations are undertaken. Further, the Project would be required to comply with the requirements of a Final City-approved Geotechnical Investigation, and applicable provisions of the Uniform Building Code and California Building Code that would act to minimize any unstable soil concerns that may be encountered.

On this basis, the potential for the Project to 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, collapse, or expansion would be less than significant.

e) No Impact. The Project would connect to existing sanitary sewer lines located adjacent to the Project site. Project wastewater would be conveyed by the municipal sanitary sewer system to area-serving Eastern Municipal Water District (EMWD) wastewater treatment facilities. No septic tanks or other alternative wastewater disposal

systems are proposed. There is no potential for adverse impacts due to soils limitations relative to septic tanks or alternative wastewater disposal systems.

f) Less Than Significant With Mitigation Incorporated.

Paleontological Resources

Geologic units underlying the Project site is mapped as alluvial units of sand and clay from the Holocene epoch. Holocene alluvial units are considered to be of high preservation value, but material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. However, if development requires any substantial depth of disturbance, the likelihood of reaching Pleistocene alluvial sediments would increase. While the presence of any fossil material is unlikely, if excavation activity disturbs deeper sediment dating to the earliest parts of the Holocene or Late Pleistocene periods, the material could be scientifically significant. Excavation activity associated with the development of the project area is unlikely to be paleontologically sensitive, but caution during development should be observed.

The Project site is located within Paleontological Sensitivity Area #1 as identified in Exhibit CN-7 of the City of Perris General Plan Conservation Element. Paleontological Sensitivity Area #1 is considered to have high sensitivity for Pleistocene older valley deposits. Conservation Element Implementation Measure IV.A.4 requires paleontological monitoring of all development sites within Paleontological Sensitivity Area #1 once any subsurface excavations begin. This requirement is incorporated as mitigation measure GEO-1. Mitigation measure GEO-1 replaces PVCCSP EIR mitigation measure MM Cultural 5 as subsequently revised by the City of Perris.

GEO-1Prior to the issuance of grading permits, the Project Proponent shall submit to, and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site fulltime for any project-related subsurface excavation. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading

activities shall occur at the Project site or within off-site Project improvement area until the paleontologist has been approved by the City.

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

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

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

Geologic Features

With regard to unique geological features, the City has not established criteria for determining what comprises a unique geological feature. Other relevant agency criteria however indicates that a geological feature could be generally considered unique if it:

- Is the best example of its kind locally or regionally;

- Embodies the distinctive characteristics of a geologic principle that is exclusive locally or regionally;
- Provides a key piece of geologic information important in geology or geologic history;
- Is a "type locality" of a geological feature;
- Is a geologic formation that is exclusive locally or regionally;
- Contains a mineral that is not known to occur elsewhere in the County; or
- Is used repeatedly as a teaching tool.[10]

The Project site is underlain by sandstone, sandy soils and siltstone/clay layers. These underlying soils and geologic conditions are common within the City and Southern California, and do not comprise unique geological features as described above. The Project does not propose uses or activities that would indirectly contribute to or result in potentially adverse impacts to a unique geological feature.

Based on the preceding, the potential for the Project to directly or indirectly destroy a unique geological feature is considered less-than-significant.

Sources: City of Perris General Plan; *Geotechnical Investigation Proposed Industrial Development, NWC Placentia Avenue and Frontage Road, Perris, California* (Southern California Geotechnical) August 9, 2023; Project Application Materials.

[10] *County of San Diego Guidelines for Determining Significance Unique Geology* (County of San Diego, Department of Planning and Land Use Department of Public Works) June 30, 2007, p. 1.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
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, and Mitigation Measures

There are no PVCCSP Standard and Guidelines applicable to the analysis of greenhouse gas (GHG) emissions.

The PVCCSP EIR includes various mitigation measures to ensure that projects located within the PVCC area identify air quality impacts from construction and operation and mitigate any potential impacts appropriately. Mitigation measures that reduce combustion emissions would also reduce associated GHG emissions. Applicable mitigation measures from the PVCCSP EIR which address both potential regional and local air quality impacts are included under Section III, Air Quality, of this Initial Study.

Substantiation: Information presented below is summarized in part from *Barker Business Park Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 3, 2024 (Project Greenhouse Gas Analysis). The Project Greenhouse Gas Analysis is presented in its entirety in Initial Study/MND Appendix F.

a) Less-Than-Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). GHGs are released into the atmosphere by both natural and anthropogenic activity. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Scientific evidence suggests

that global climate change is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH4), nitrous oxide (N_2O), and fluorinated gases.

GHGs have varying global warming potential values. The global warming potential of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for global warming potential and, thus, has a global warming potential of 1. Carbon dioxide equivalent (CO_2e) is a term used for describing the difference GHGs in a common unit. CO_2e signifies the amount of carbon dioxide which would have the equivalent global warming potential.

Project construction activities would generate carbon dioxide and methane emissions from the following activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Operational activities associated with the Project will result in emissions of carbon dioxide, methane, and nitrous oxide from the following primary sources:

- Mobile Source Emissions
- Area Source Emissions
- Energy Source Emissions
- Water Supply, Treatment, and Distribution
- Solid Waste
- Refrigerants
- Emergency Fire Pump Emissions
- On-Site Cargo Handling Equipment Emissions

State CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, State CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lesson the cumulative problem.

As discussed in Section III, Air Quality, of this Initial Study, the South Coast AQMD is the agency responsible for air quality planning and regulation in the South Coast Air Basin, in which the City of Perris is located. The South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency

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

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 metric tons of CO_2e ($MTCO_2e$) per year for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The South Coast AQMD has continued to consider the adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a locally adopted greenhouse gas reduction plan. If a project is consistent with a qualifying locally adopted greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening thresholds, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Industrial land uses: 10,000 $MTCO_2e$ per year
    - Option 1: Based on non-industrial land use type:
        - Residential: 3,500 $MTCO_2e$ per year
        - Commercial: 1,400 $MTCO_2e$ per year
        - Mixed use: 3,000 $MTCO_2e$ per year
    - Option 2: All non-industrial land use types: 3,000 $MTCO_2e$ per year
- Tier 4 has the following options:
    - Option 1: Percent emission reduction target; this percentage is currently undefined.

  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3, 2020 Target: For service populations, including residents and employees, 4.8 $MTCO_2e$ per service population per year for projects and 6.6 $MTCO_2e$ per service population per year for plans.
  - Option 3, 2035 Target: 3.0 $MTCO_2e$ per service population per year for projects and 4.1 $MTCO_2e$ per service population per year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

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

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 $MTCO_2e$ per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds, the City of Perris employs the South Coast AQMD's 10,000 $MTCO_2e$ per year threshold for industrial (non-residential, non-commercial) projects such as that considered here. This is the threshold reflected in this analysis. Other lead agencies through the South Coast Air Basin have also been using these adopted and draft thresholds. The City's evaluation of impacts under the 10,000 $MTCO_2e$ per year threshold is also considered to be conservative since it is being

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

The annual GHG Emissions associated with the Project are summarized in Table VIII-1. Detailed GHG emissions calculations are presented in the Project Greenhouse Gas Analysis Section 3.0, *Project GHG Impact*.

Table VIII-1
Annual Project GHG Emissions (Metric Tons per Year)

Source	CO2	Methane	Nitrous Oxide	Refrigerants	Total $MTCO_2e$
Construction Emissions (30-Year Amortization)	42.10	1.33E-03	2.33E-03	0.03	**42.87**
Mobile Sources (Project Traffic)	2,169.00	0.05	0.24	3.58	**2,245.00**
Area Sources (Site/Building Maintenance, Landscaping, etc.)	10.60	0.00	0.00	0.00	**10.70**
Building Energy Consumption	1,382.00	0.13	0.02	0.00	**1,390.00**
Water Use	15.00	0.30	0.01	0.00	**24.70**
Solid Waste Management	3.35	0.33	0.00	0.00	**11.70**
Refrigerants	0.00	0.00	0.00	0.62	**0.62**
Emergency Fire Pumps	22.80	0.00	0.00	0.00	**22.90**
Cargo Handling Equipment					**47.38**
Total CO_2e (All Sources)	**3,795.86**				

Source: *Barker Business Park Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 3, 2024.

As presented in Table VIII-1, total Project GHG emissions would not exceed the applicable threshold of 10,000 $MTCO_2e$ per year. On this basis, the potential for the Project to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment would be less than significant.

b) Less-Than-Significant Impact. Applicable GHG emissions reduction plans, policies and regulations include the City of Perris Climate Action Plan, California Building Standards, CARB 2022 Scoping Plan, Connect SoCal 2024, and South Coast AQMD Regulations. Project consistency with each is summarized below.

City of Perris Climate Action Plan (CAP), California Building Standards

The City of Perris adopted its CAP in February 2016. Measures identified in the CAP support the City's goal to achieve AB 32 target year 2020 GHG emissions reductions. The CAP in general provides for municipal-level measures (summarized below) that would generally act to control and reduce GHG emissions:

- Measure(s) that direct the City to create an energy action plan to reduce energy consumption citywide.
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use).
- Solid waste management measures that would reduce landfilled solid waste.

The above are broad General Plan-level measures, and are not effectively implemented by individual developments. Nonetheless, as substantiated previously, the Project would not result in significant GHG emissions impacts. The Project therefore broadly supports and is consistent with the CAP goal to achieve state GHG emissions reduction targets.

The Project would also be subject to GHG reduction/emissions control measures established under the California Building Code generally and the CALGreen Code specifically. The CALGreen Code aims to improve public health, safety, and general welfare by enhancing building design and construction through sustainable practices. The CALGreen Code applies to newly constructed residential and non-residential buildings in California. The current version is the 2022 CALGreen Code, which became effective on January 1, 2023. A significant update introducing mandatory embodied carbon reduction standards became effective July 1, 2024.

New buildings within California must meet California Building Code requirements and standards in place at the time of building permit application. Construction of the Project

is anticipated to be completed in 2026. Accordingly, the Project would be required to comply with the Title 24 standards in place at that time. Additionally, consistent with the City of Perris CAP, energy-saving and sustainable design features and operational programs would be incorporated into all facilities developed pursuant to the Project. Further, the Project would be designed and constructed in a manner that, at a minimum, would achieve Leadership in Energy and Environmental Design (LEED) "Silver" equivalency. Through established design and development review processes, the City would verify compliance with applicable California Building Code standards and regulations, and verify LEED design, construction and performance standards.[11] Based on the preceding, the Project would not conflict with GHG reduction measures established under the City of Perris CAP.

CARB 2022 Scoping Plan

The Project would be required to comply with applicable current and future regulatory requirements promulgated through the CARB 2022 Scoping Plan. Representative policies the Project will comply with (via mandated vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. Lastly, the Project would be required to comply with applicable elements outlined in the City's CAP. The City CAP supports GHG emissions control and reduction measures established by the state and CARB. The Project would be consistent with the City CAP and by extension would also be consistent with the CARB 2022 Scoping Plan.

Connect SoCal 2024

The SCAG Regional Council formally adopted Connect SoCal 2024 in April 2024. Connect SoCal 2024 is a long-range regional plan that balances future mobility and

[11] See also: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=COOR_TIT19ZO_CH19.50DEPLRE_S19.50.050AUAC

housing needs with economic, environmental, and public health goals. Regional goals addressing growth and development and related implications on the regional transportation system are presented in Connect SoCal 2024. Connect SoCal 2024 Goals would be implemented by cities and counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project is consistent with the City of Perris General Plan and would be consistent with the City of Perris CAP, and as such the Project is reflected in current SCAG planning efforts. The Project does not include or require uses that would conflict with or otherwise impede attainment of Connect SoCal 2024 Goals. Moreover, while Connect SoCal 2024 strives to align with local plans and input, the potential for incompatibilities with existing general plans is acknowledged and expected due to the advisory nature of the regional plan and the ongoing process of local plan updates. SCAG has no land use authority to adopt, approve, implement, or otherwise regulate local land use plans or transportation projects identified in the Plan. Local governments reserve their land use authority and may incorporate, as appropriate, the recommended policies and strategies included in the Plan.[12]

South Coast AQMD Regulations and Rules

The South Coast AQMD only has authority over GHG emissions from development projects that include air quality permits. At this time, it is unknown if the Project would include stationary sources of emissions subject to South Coast AQMD permits. [Note: Emergency fire water pump(s) would require a permit from the South Coast AQMD.] Notwithstanding, if the Project requires a stationary permit, it would be subject to South Coast AQMD Regulation XXVII Rules addressing GHG emissions. South Coast AQMD Regulation XXVII includes the following Rules:

- Rule 2700 defines terms and post global warming potentials.
- Rule 2701, SoCal Climate Solutions Exchange, establishes a voluntary program to encourage, quantify, and certify voluntary, certified GHG emission reductions.

[12] See also *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report*, Certified April 4, 2024 (SCAG), SCH # 2022100337, p. 3.11-30, et al.

- Rule 2702, GHG Reduction Program promotes GHG emission reductions within the South Coast AQMD. The South Coast AQMD would fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

Based on the preceding, the potential for the Project to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant.

Sources: *Barker Business Park Greenhouse Gas Analysis* (Urban Crossroads, Inc.) September 3, 2024; *Connect SoCal 2024 – 2050* (SCAG) 2024; *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report* (SCAG) 2024; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely 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 complied 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 for the 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?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hazards and hazardous materials. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses Affecting March Air Reserve Base
- Avigation Easements

Airport Overlay Zone (Chapter 12.0 of the PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP
Lighting Plans

The PVCCSP EIR includes the following mitigation measures for potential impacts related to hazards and hazardous materials.

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

MM Haz 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 March ARB/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 Owner/Developer shall consult with the City of Perris Planning Department to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the March ARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development Project Owner/Developer 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 Owner/Developer and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing

development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

Substantiation: Information presented below is summarized in part from *Phase I Environmental Site Assessment, Perris Placentia* (EBI Consulting) May 17, 2023 (Project Phase I ESA). The Project Phase I ESA is presented in its entirety in Initial Study/MND Appendix G.

a, b) Less Than Significant Impact.

The purpose of a Phase I ESA is to identify Recognized Environmental Conditions associated with a given property. The term Recognized Environmental Condition (REC) means the presence or likely presence of hazardous substances or petroleum products in, on, or at a property: (1) due to a release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

The Project Phase I ESA concludes that there is no evidence or indication of Recognized Environmental Conditions at the Project site. The Phase I ESA further concludes that the Project site is not adversely affected by historical recognized environmental conditions, controlled recognized environmental conditions, de minimis conditions, or other environmental considerations. Development of the Project site would therefore not be adversely affected by pre-existing hazards or hazardous conditions.

During the normal course of construction activities, there would be limited transport of potentially hazardous materials (e.g., gasoline, diesel fuel, paints, solvents, fertilizer, etc.) to and from the Project site. The Project would be required to comply with Hazardous Materials Management Plans and regulations addressing transport, use, storage, and disposal of these materials.

The Project does not include uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials

not addressed under current regulations and policies. Mandated compliance with existing regulations also reduces the potential for risk of accidental explosion or release of hazardous substances.

Based on the preceding, the potential for the Project to create or result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or create or result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment would be less than significant.

c) Less Than Significant Impact. The school nearest the Project site is Val Verde Elementary School, located approximately 1,000 feet (0.19 mile) southeast of the Project site. There are no known proposed schools within one-quarter mile of the Project site. The Project includes conventional light industrial/business park uses. As noted above, the Project does not include uses or activities that would require atypical transportation, use, storage, or disposal of hazardous or potentially hazardous materials not addressed under current regulations and policies. Mandated compliance with existing regulations also reduces the potential for risk of accidental explosion or release of hazardous substances. The Project does not include or require use or handling of acutely hazardous materials as defined in California Code of Regulations Title 22.

Truck traffic associated with Project operations and heavy equipment use associated with Project construction activities would however generate diesel particulate matter. In California, diesel particulate matter has been identified as a carcinogen.

The Project HRA has specifically evaluated the potential health effects of diesel particulate matter emissions that would be received at Val Verde Elementary School. As discussed in Section III, Air Quality, of this Initial Study, the Project HRA substantiates that these impacts would be less than significant. As required by State CEQA Guidelines Section 15186 - *School Facilities*, the City of Perris shall:

(1) Consult with the affected school district or districts regarding the potential impact of the project on the school; and
(2) Notify the affected school district or districts of the project, in writing, not less than 30 days prior to approval of this Mitigated Negative Declaration.

Based on the preceding, the potential for the Project to result in hazards or hazardous conditions that would adversely affect existing or proposed schools within one-quarter mile of the Project site would be less than significant. PVCCSP EIR mitigation measure MM Haz 1 would not be applicable to the Project.

d) No Impact. The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Neither would the Project potentially affect, or be affected by, off-site locations listed pursuant to Government Code Section 65962.5. The Project would therefore not create or result in a significant hazard to the public or the environment regarding or related to Government Code Section 65962.5. Therefore, PVCCSP EIR mitigation measure MM Haz 7 would not be applicable to the Project.

e) Less Than Significant With Mitigation Incorporated. March ARB/IPA is located approximately 2.5 miles northerly of the Project site. According to the March ARB/IPA Airport Land Use Compatibility Plan (ALUCP), the Project site is located within the C2 Flight Corridor Zone. The ALUCP C2 Zone density restriction is 200 people per acre, and a maximum of 500 people per single acre. The Project would employ an estimated 60 – 70 persons within the approximately 24.9 net acre Project site yielding a site density of approximately 2.41 to 2.81 persons per acre. The Project would therefore comply with the ALUCP C2 Zone density restriction of 200 people per acre, and a maximum of 500 people per single acre.

The Project is not a prohibited use within the C2 Zone and would be required to comply with all standards and conditions set forth within the ALUCP. The Project would also be subject to PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 5 for the protection of people at the Project site as well as to the protection of aircraft flying near

the Project site. The Applicant would also be required to comply with PVCCSP EIR mitigation measure MM Haz 6. That is, a minimum of 45 days prior to submittal of an application for a building permit for the Project, the Applicant shall consult with the City of Perris Planning Department to determine whether any implementing Project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the March ARB/IPA. The Applicant would be required to comply with subsequent FAA stipulations (if any).

The Project would be subject to review by the Riverside County Airport Land Use Commission (ALUC) for any potential conflicts. Of note for the Project, this would include analysis of glare that could result if solar panels are implemented by the Project. Any such solar panel installation would be subject to review and approval by ALUC. Based on the preceding, the potential for the Project to result in a safety hazard related to airports or air traffic for the people residing or working in the Project area would be less than significant.

f) Less Than Significant Impact. The Project does not include or require designs or activities that would interfere with any identified emergency response or emergency evacuation plan. Temporary alterations to vehicle circulation routes associated with Project construction would be addressed through the Project Construction Traffic Management Plan (please refer to Initial Study Section 2.0, *Project Description*, *Construction Traffic Management Plan*). Ongoing coordination with the local fire and police departments during construction would ensure that potential interference with emergency response and evacuation efforts are avoided. The potential for the Project to impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan would be less than significant.

g) No Impact. The Project site is located within an area that has been largely urbanized, and there are no wildlands within or adjacent to the Project area. According to the City of Perris General Plan Safety Element Figure S-5, *Wildfire Hazards*, the Project site is not located within a High Fire Hazard Zone. The Project site is not adjacent to any wildlands or undeveloped areas where wildland fires would be expected to occur. On

this basis, there is no potential for the Project to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Sources: City of Perris General Plan; *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* November 13, 2014; *Phase I Environmental Site Assessment, Perris Placentia* (EBI Consulting) May 17, 2023; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
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 a 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 offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
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?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hydrology and water quality. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

4.0 On-Site Design Standards and Guidelines

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Water Quality Management Plan
- Uses Affecting March Air Reserve Base: All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event
- Construction of Infrastructure May Be Financed

4.2.2 Site Layout for Commerce Zones

4.2.2.7 Water Quality Site Design

5.0 Off-Site Design Standards and Guidelines

5.2 Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

- Nuisance Storm Flows
- Inverted Median

5.4 Off-Site Infrastructure Standards

5.4.1 Water Standards and Guidelines

- Irrigation Water Demand
- Conservation Measures
- Inspection

5.4.3 Recycled Water Standards and Guidelines

- Recycled Water Candidates
- On-Site Recycled Waterline

5.4.4 Storm Drain Standards and Guidelines

- Riverside County Flood Control and Water Conservation District Standard
- Collect and Discharge Stormwater
- FEMA Floodplain
- San Jacinto River
- On-Site Retention

6.0 Landscape Standards and Guidelines

6.3 Planting Guidelines

- Erosion Control. Refer to the City of Perris Standards, City of Perris Municipal Zoning Code, Chapter 19.70, Section 19.70.040, Landscape Design Guidelines. Prior to the installation of plant material, soil samples from representative slopes and flat areas shall be obtained by the landscape contractor and tested for agronomic suitability to determine proper planting and maintenance requirements for proposed plant materials with pre-planting and post-planting recommendations.
- Positive Drainage to Street or Collection Device. All landscape areas shall have positive drainage to the street or collection devices.
- Concrete Gutters/Swales Are Prohibited Landscape Areas. Concrete gutters/swales are prohibited as drainage devices in landscaped areas. A series of low points and underground drainage systems shall be provided where surface conveyance of runoff would damage and/or erode planting areas or cross sidewalks.

6.4 Irrigation and Water Conservation: Refer to City of Perris Municipal Zoning Code, Chapter 19.70.020, "Water Conservation Requirements for New or Rehabilitated Landscapes."

8.0 Industrial Design Standards and Guidelines

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout, 8.2.1.8 Water Quality Site Design

- Runoff from Loading Docks. Runoff from loading 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, runoff needs to run through landscape before discharging from site.

Airport Overlay Zone (from Chapter 12.0 of PVCCSP)
12.1.3 Compatibility with March ARB/IP ALUCP.

The PVCCSP is in March ARB/IP safety zones and therefore all development shall comply with the following measures:

- Retention and Water Quality Basins: All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

There are no mitigation measures related to hydrology and water quality included in the PVCCSP EIR.

Substantiation: Information presented below is summarized in part from *Barker Placentia Preliminary Hydrology Report* (Fuscoe Engineering) April 29, 2024 (Project Hydrology Report; and *Barker Placentia Preliminary Water Quality Management Plan* (Fuscoe Engineering) April 2024 (Project PWQMP). The Project Hydrology Report and Project PWQMP are presented in total in Initial Study/MND Appendix H.

a) Less Than Significant Impact. Consistent with City requirements, Project PWQMP identifies Low Impact Development stormwater management features (modular wetlands systems, structural and operational pollutant source control Best Management Practices [BMPs]) that would act to minimize and treat potential Project stormwater pollutant discharges. The Project PWQMP provides control and treatment of Project stormwater discharges consistent with City, Santa Ana Regional Water Quality Control Board, and National Pollutant Discharge Elimination System (NPDES) requirements and performance standards.[13] Prior to issuance of building permit(s) the

[13] The Santa Ana Regional Water Quality Control Board has issued an area-wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Perris and other applicable Permittees. All new development in the City of Perris is required to comply with provisions of the NPDES program, including Waste Discharge Requirements, and the City's MS4 Permit, as enforced by the Santa Ana Regional Water Quality Control Board. All

City would require a Final Water Quality Management Plan demonstrating consistency with City, Santa Ana Regional Water Quality Control Board, and NPDES requirements and performance standards. The City would ensure the implemented Water Quality Management Plan conforms to City, Santa Ana Regional Water Quality Control Board, and NPDES requirements prior to issuance of a Certificate of Occupancy.

Additionally, potential stormwater pollutant discharges during Project construction would be effectively controlled and minimized through mandated implementation of a construction Stormwater Pollution Prevention Plan (SWPPP) per Perris Municipal Code Chapter 14.22 – *Stormwater/Urban Runoff Management And Discharge Control*. The Project SWPPP would be required to conform to City requirements and performance standards.

Typical SWPPP components include:

- A surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period.

- Identification of structural and nonstructural BMPs to control sediment and nonvisible discharges from the site.

The City would periodically inspect the Project site during construction activities to ensure that the approved SWPPP and its components are effectively implemented and maintained.

Implementation of an approved SWPPP and Water Quality Management Plan, and compliance with standard City standard conditions of approval would ensure that the

---

design submittals and construction projects are required to conform to the Permit requirements. All Projects are also required to install Best Management Practices (BMPs) in compliance with the Water Quality Management Plan for the Santa Ana Region of Riverside County. See also: https://content.rcflood.org/downloads/NPDES/Documents/SA_WQMP/SantaAnaWQMPGuidance.pdf

potential for the Project to violate water quality standards or otherwise adversely affect water quality would be maintained at levels that would be less than significant.

b) Less-Than-Significant Impact. The Project would not contribute to groundwater depletion, nor discernibly interfere with groundwater recharge. Water is provided throughout the majority of the City by the Eastern Municipal Water District (EMWD). Groundwater which may be consumed by the Project and the City as a whole is recharged pursuant to the EMWD's policies and programs. The Project would not impinge on, nor would otherwise affect, designated recharge areas.

Direct additions or withdrawals of groundwater are not proposed by the Project. Further, construction proposed by the Project will not involve substructures at depths or other subsurface features that would significantly impair or alter the direction or rate of flow of groundwater. Based on the preceding discussions, the Project's potential impacts to groundwater availability, quality, or recharge capabilities, would be less than significant.

c, i-iv) Less Than Significant Impact. In the existing condition, runoff from the Project eastern Project site is conveyed as sheet flow in a southerly direction into E. Frontage Road. Runoff is then conveyed through curb and gutter improvements within E. Frontage Road to Placentia Avenue. Runoff from the western Project site is conveyed as sheet flow in a southerly direction towards a headwall with a 48-inch pipe culvert. The runoff is then conveyed through this culvert into an existing drainage basin south of Placentia Avenue. All runoff from the Project site is ultimately conveyed easterly through Storm Drain line H to the Perris Valley Channel.

Under the proposed condition, the Project generally preserves the pre-development drainage patterns. The Project site has been apportioned into three distinct subareas: Subareas A, B, and C. These subareas are depicted on the *Post-Development Hydrology Exhibit*, included as Project Hydrology Report Appendix 2.

Subarea A consists of the eastern Project site, which accounts for approximately 10.3 acres of proposed development, east of the existing Frontage Road. The area would be paved truck parking and would convey runoff to a ribbon gutter, which runs north to south through the middle of Subarea A. Inlets along the gutter would collect and convey runoff to the modular wetland system units for treatment and then towards the corrugated metal pipe detention system for storage and runoff attenuation. Runoff would then be released to the proposed public storm drain within E. Frontage Road.

Subarea B consists of 5.0 acres of the northwest portion of the proposed development, west of the existing Frontage Road. Subarea B would convey runoff toward inlets through sheet flow and a ribbon gutter running from the north to south along the east parking area. Runoff would be intercepted by the inlets and will be conveyed to modular wetland system units for treatment. Runoff would then be directed to the proposed corrugated metal pipe detention system for runoff attenuation and released to the proposed public storm drain within Frontage Road.

Subarea C consists of 10.3 acres of the southwest portion of the proposed development, west of the existing Frontage Road. One single-story building is proposed, with paved parking, and concrete sidewalks. Subarea C would convey the majority of the runoff toward inlets along a ribbon gutter, running north to south, through the middle of the drainage area. Runoff will enter the inlets along the ribbon gutter and will be conveyed to modular wetland system units for treatment, then stored for runoff attenuation in the proposed corrugated metal pipe detention system. Runoff would then be released to the proposed public storm drain within E. Frontage Road.

As implemented, the Project stormwater management system would be required to provide detention to achieve the goal of mitigating the 100-year/24-hour storm event to not exceed that of the pre-developed condition. A summary of the pre-development and post-development peak runoff Q's and volumes are presented in Table X-1. Table X-2 summarizes design and performance standards of the Project detention system necessary to achieve required detention. Table X-3 summarizes allowable peak flows from the site to the storm drain in E. Frontage Road. Prior to issuance of grading

permits, the City would require that the Project stormwater management system final design(s) meet or surpass design and performance standards summarized here and presented in detail in the Project Hydrology Report.

Table X-1
Unit Hydrograph Summaries

Subarea A Synthetic Unit Hydrograph Calculation Summary (100-year)					
Condition	Area (AC)	Non-mitigated Peak Runoff Q2 (CFS)	Non-mitigated Peak Runoff Q10 (CFS)	Non-mitigated Peak Runoff Q100 (CFS)	100 Year Flood Volume (CF)
Pre-Development	10.3	0.4	3.6	6.0	91,428
Post-Development		3.1	5.0	7.5	176,801
Difference (Post-Pre)		2.7	1.4	1.5	85,373
% Change		675%	39%	25%	
Subarea B Synthetic Unit Hydrograph Calculation Summary (100-year)					
Condition	Area (AC)	Non-mitigated Peak Runoff Q2 (CFS)	Non-mitigated Peak Runoff Q10 (CFS)	Non-mitigated Peak Runoff Q100 (CFS)	100 Year Flood Volume (CF)
Pre-Development	5.0	0.2	1.7	2.9	44,832
Post-Development		1.6	2.5	3.7	90,905
Difference (Post-Pre)		1.4	0.8	0.8	46,524
% Change		700%	47%	28%	
Subarea C Synthetic Unit Hydrograph Calculation Summary					
Condition	Area (AC)	Non-mitigated Peak Runoff Q2 (CFS)	Non-mitigated Peak Runoff Q10 (CFS)	Non-mitigated Peak Runoff Q100 (CFS)	100 Year Flood Volume (CF)
Pre-Development	10.3	0.4	3.6	6.1	91,426
Post-Development		3.2	5.1	7.6	182,400
Difference (Post-Pre)		2.8	1.5	1.5	90,974
% Change		700%	42%	25%	

Source: *Barker Placentia Preliminary Hydrology Report* (Fuscoe Engineering) April 29, 2024.

Table X-2
Project Detention System Summary

Subarea	Difference Q100 (CFS)	Detainment Volume (CF)	Corrugated Metal Pipe Size		
			Diameter	Length	Volumetric Capacity (CF)
A	1.5	85,373	48″	7055	88,610
B	0.8	46,524	60″	2400′	47,100
C	1.5	90,974	54″	5735′	91,165

Source: *Barker Placentia Preliminary Hydrology Report* (Fuscoe Engineering) April 29, 2024.

Table X-3
Frontage Road Storm Drain Sizing Summary

Subarea	Q_{100} Allowable (CSF)	Frontage Road - Storm Drain Size
A	6.0	
B/C	9.0	
Total Q_{100} Allowable	15.0	2'x4.5'

Source: *Barker Placentia Preliminary Hydrology Report* (Fuscoe Engineering) April 29, 2024.

With regard to flood/flooding potentials, the Project site is included on Flood Insurance Map Number 06065C1430H, dated 8/18/2014. The Project site is not within the 100-year flood hazard zone, as defined by the Federal Emergency Management Agency (FEMA). The Project site is in Zone X, and is not within Zone A or AE, which denote 100-year flood hazard zones. A copy of the FEMA Map excerpt is included in Project Hydrology Report Appendix 6, *Reference Material*. This is consistent with City of Perris General Plan Safety Element Figure S-3, *FEMA Flood Hazard Zones*, which also indicates that the Project site does not lie within an identified flood hazard zone. The Project site is not otherwise adversely affected by flood flows. The Project does not include or require facilities or operations that would redirect flood flows and thereby result in potentially significant hydrology/water quality impacts. The potential for the Project to result in impacts in this regard would be less than significant.

Project stormwater discharges are effectively controlled and treated via provisions the stormwater management plan system and related design elements outlined in the Project Hydrology Report as summarized above and the Project PWQMP as discussed in Checklist Item X (a). Additionally, the Project would be required to comply with construction drainage and surface runoff controls pursuant to the provisions of City grading permit(s) and connect to available storm drains. Consistent with NPDES requirements, post-development runoff quantities would not be permitted to substantially increase as a result of the Project. Based on the preceding, the potential for the Project to substantially alter the existing drainage pattern of the site in a manner that would: result in a substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows would be less than significant.

d) No Impact. City of Perris General Plan Safety Element, Figure S-4, *Dam Inundation Zones*, indicates that the Project site is located outside of the identified Lake Perris Dam Potential Inundation Area. The Project site is not otherwise subject to potential flood hazards or inundation hazards. The Project site is not located proximate to coastal waters, and as such, are not subject to tsunami hazards. The Project site is not located near any bodies of water or water storage facilities that would be considered susceptible to seiche. Based on the preceding, no impact would occur regarding the potential for the Project to result in release of pollutants due to Project inundation.

e) No Impact. The Project does not include or require uses or facilities that would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would have no impact in this regard.

Sources: City of Perris General Plan; PVCCSP; *Barker Placentia Preliminary Hydrology Report* (Fuscoe Engineering) April 29, 2024; *Barker Placentia Preliminary Water Quality Management Plan* (Fuscoe Engineering) April 2024; Project Application Materials.

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

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use and planning. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this Section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines applicable to the project in terms of permitted land uses for the Commercial designation. The Standards and Guidelines summarized below are incorporated as part of the project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections.

Perris Valley Commerce Center On-Site Development Standards (Chapter 4.1 of the PVCCSP)

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria have been created for each land use category. A summary of the standards applicable to Aesthetics for commercial sites within the Specific Plan area is provided below.

General On-Site Project Development Standards and Guidelines (Chapter 4.2.1 of the PVCCSP)

Uses and Standards Shall Be Developed In Accordance with the Specific Plan

Properties within the Perris Valley Commerce Center Specific Plan shall be developed in general conformance with the Land Use Plan (Figure 2.0-1).

Uses and Standards Shall Be Developed In Accordance With City of Perris Codes

Uses and development standards will be in accordance with the Perris Municipal Code Chapter 19 (Zoning/Land Use Ordinance) as amended by the Perris Valley Commerce Center Specific Plan zoning ordinance, and further defined by the Specific Plan objectives, design guidelines, as well as future detailed development proposals including subdivisions, development plans, and conditional use permits. If there are any conflicts between the Specific Plan and the Perris Municipal Code, the Specific Plan will supersede. If the Specific Plan is silent on particular subjects, the City shall refer to the Municipal Code for guidance.

Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan

Development of properties governed by the Perris Valley Commerce Center Specific Plan area shall be in accordance with the mandatory requirements of all City of Perris ordinances, including state laws, and shall conform substantially to the Perris Valley Commerce Center Specific Plan, as filed in the office of the City of Perris Development Services Department, unless otherwise amended.

No Changes to Development Procedures Except as Outlined in the Specific Plan

Except for the Specific Plan Development Standards/Design Guidelines adopted with the Perris Valley Commerce Center Specific Plan, no portion of the Specific Plan which purport or propose to change, waive, or modify any ordinance or other legal requirement for development shall be considered to be part of the adopted Perris Valley Commerce Center Specific Plan.

Subdivision Map Act

Lots created pursuant to the Perris Valley Commerce Center Specific Plan, and subsequent tentative maps, shall be in conformance with the development standards of the zoning applied to the property and all other applicable City standards, as well as the Subdivision Map Act.

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 MS4 NPDES Permit (Board Order R8- 2010-0033). Approval by the City of a WQMP plan requires submittal of a document with supporting data which includes at a minimum, a site "Post-Construction BMP Plan," and treatment control facility sizing calculations. Site design, based on Low Impact Design (LID) elements and Source Control BMP's, must be incorporated into the site design. If these two types of BMP's do not sufficiently manage hydromodification and treat expected pollutants, then treatment control facilities must be implemented in order to assure proper flow management and pollutant treatment. Treatment control BMP's are in accordance with Riverside County Storm Water Best Management Practice Handbook. The Regional Water Quality Board

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.

Uses Affecting March Air Reserve Base

The following uses shall be prohibited within the specific plan:

- Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- Any use which would cause sunlight to be reflected 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.
- Any use which would generate excessive smoke or water vapor or which would attract large concentrations of birds, or which otherwise may affect safe air navigation within the area.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- Any use which would obstruct Federal Aviation Regulations, Part 77 Conical Surface. (This is also a standard of condition of approval on City projects).
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

Avigation Easements

Prior to recordation of a final map, issuance of building permits, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to March Air Reserve Base/March Global Port through the March Joint Powers Authority (MJPA). Provide and disclose a "Notice of Airport in Vicinity" to building tenants.

Accident Potential Zones

All proposed projects that lie within Accident Potential Zones must comply with Airport Overlay Zone Standards. Refer to Section 12.0 for special Airport Overlay Zone development standards and guidelines.

Residential Buffer

The Perris Valley Commerce Center Specific Plan has two established residential zones. Refer to Figure 4.0-16 for locations and Section 4.2.8 for Residential Buffer Development Standards and Guidelines.

Crime Prevention Measures

Development projects should take precautions by installing on-site security measures. Security areas include, but are not limited to, entry areas for automated teller machines (ATM's), display areas and bus stops. It is recommended that these areas provide for 30-feet of candlepower. Security and safety of future users of facilities constructed within the Perris Valley Commerce Center Specific Plan 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.
- Downward lighting through development site.

Trash and Recyclable Materials

Development of all Perris Valley Commerce Center Specific Plan 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.

Construction of Infrastructure May Be Financed

Construction of required infrastructure (such as sewer and water lines, storm drains, and roads) may be financed through the establishment of a financing district (e.g., Assessment District, Community Facilities District, or Road and Bridge Benefit District). Refer to PVCCSP Section 13.

Easements on MWD Property

The use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes is encouraged, provided that such use does not interfere with MWD's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way. The Director of MWD's Right-of-Way and Land Division Department should be contacted concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within MWD's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purpose into its public system. The grant of the easement will be subject to MWD's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. Please note, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained.

There are no mitigation measures related to land use and planning included in the PVCCSP EIR.

Substantiation:

a) No Impact. No established communities exist within the Project site, nor does the Project include or require elements or operations that would divide an off-site community. Based on the preceding, the Project would not physically divide an established community.

b) Less Than Significant With Mitigation Incorporated. Land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects are established under Connect SoCal 2024 and the City of Perris General Plan Land Use Element. Project consistency with the applicable policies from Connect SoCal 2024 and the City of Perris General Plan are presented below. As a matter of law, the Project would be required to comply with land use regulations established under the Perris Municipal Code.

Connect SoCal 2024

Connect SoCal 2024 is regional plan that reflects development of the City of Perris under the City's adopted General Plan. It is noted further that the Project is not regionally significant as defined under CEQA,[14] and would therefore not substantially affect regional plans such as Connect SoCal 2024. Moreover, while Connect SoCal 2024 strives to align with local plans and input, the potential for incompatibilities with existing general plans is acknowledged and expected due to the advisory nature of the regional plan and the ongoing process of local plan updates. SCAG has no land use authority to adopt, approve, implement, or otherwise regulate local land use plans or transportation projects identified in the Plan. Local governments reserve their land use authority and may incorporate, as appropriate, the recommended policies and strategies included in the Plan.[15]

City of Perris General Plan

All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's General Plan. The City of Perris General Plan was approved in 2005, and as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan's goals and policies. The State of California's general rule for a General Plan consistency determination is that an action, program, or project is consistent with the

[14] See: *CEQA Guidelines* Section 15206, *Projects of Statewide, Regional, or Areawide Significance*.

[15] See also *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report*, Certified April 4, 2024 (SCAG), SCH # 2022100337, p. 3.11-30, et al.

General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.

Table 4.8-B of the PVCCSP EIR addresses the PVCCSP's consistency with the goals, policies, and measures of the City of Perris General Plan that were in effect at the time that the PVCCSP was adopted. The PVCCSP EIR concludes that implementation of the PVCCSP, of which the Project is a part, would not result in inconsistencies with the General Plan goals and policies. However, the PVCCSP EIR was not able to evaluate the consistency of each potential development project within the PVCC area. Therefore, Table XI-1, below addresses the proposed Project's consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the Project. As identified through this consistency analysis, the Project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect with implementation of the mitigation measures recommended in this Initial Study/MND.

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Land Use Element	
Policy II.A Require new development to pay its full, fair-share of infrastructure costs.	**Consistent.** *The PVCCSP includes an Infrastructure Plan that identifies the utility infrastructure necessary to serve the allowed development in the PVCC area.* *Each individual development, including the Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the Project are described in Section 2, Project Description, of this Initial Study/MND.* *As required by City Ordinance No. 1182, the Project Proponent would also be required to pay applicable development fees to mitigate the cost of public facilities that support new development.*
Policy II.B Require new development to include school facilities or pay school impact fees, where appropriate.	**Consistent.** *The Project Proponent would pay required school impact fees as set by the Val Verde Unified School District.*
Policy III.A Accommodate diversity in the local economy.	**Consistent.** *The Project consists of business park uses that would contribute to diversification of commercial development and employment opportunities.*

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Land Use Element	
Policy V.A Restrict development in areas at risk of damage due to disasters.	**Consistent.** *As substantiated in this Initial Study, the Project site is not subject to any significant hazards or hazardous conditions. The Project site is therefore not considered to be located in a disaster prone area.*
Circulation Element	
Policy I.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.	**Consistent.** *The Project would support this Policy through implementation of safe and efficient access, coordination with RTA regarding provision of transit, and Project designs that include pedestrian and bicycle facilities conforming to requirements of the PVCCSP.*
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.	**Consistent.** *The Project does not include or require any changes to the existing transportation network. The Project would also support this Policy through implementation of safe and efficient access, coordination with RTA regarding provision of transit, and Project designs that include pedestrian and bicycle facilities conforming to requirements of the PVCCSP.*
Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities. (Impl. Measure III.A.4) Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	**Consistent.** *All Project circulation system improvements would be designed and constructed consistent with City requirements. The Project Proponent would also pay applicable Development Impact Fees (DIF) and Traffic Uniform Mitigation Fee (TUMF) supporting improvement of the area circulation system.* *The Project includes a Street Vacation to vacate the planned but undeveloped segment of Walnut Street west of E. Frontage Road, adjacent to the I-215 Freeway. A Summary or Full Vacation will be determined by the City of Perris Engineering Department. The Project will comply with City of Perris Engineering Department requirements.*
Policy V.A Provide for safe movement of goods along the street and highway system.	**Consistent.** *The Project design would provide safe and efficient access to the site. The Project does not include or require uses or facilities that would otherwise impair the safe movement of goods.*
Conservation Element	
Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources. (Impl. Measure II.A.2) For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.	**Consistent.** *A Project MSHCP Consistency Analysis Report and a Project Burrowing Owl Survey Report have been completed and are appended to this Initial Study. The technical reports and the discussion in Section IV, Biological Resources conclude that the Project would not have any significant impacts on biological resources with implementation of the recommended mitigation measures.*

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Conservation Element	
Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.	**Consistent.** *An MSHCP Consistency Analysis has been prepared for the Project and is appended to this Initial Study. The Project MSHCP Consistency Analysis and the discussion in Section IV. Biological Resources demonstrates that the only MSHCP survey requirement for the Project is a survey for burrowing owl. As such, Project Burrowing Owl Survey Report was also completed for the Project. Mitigation is included that would reduce potential impacts to burrowing owl to a less than significant level.* *The Project Proponent would also pay the requisite MSHCP and Stephens' kangaroo rat mitigation fees.*
Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	**Consistent.** *Section V, Cultural Resources, and Section XVIII, Tribal Cultural Resources concludes that the Project would not have significant impacts on archaeological or historical resources with implementation of recommended mitigation measures. Additionally, the discussion at Section VII, Geology and Soils concludes that the Project would not have significant impacts on paleontological resources with the implementation of recommended mitigation.*
Policy V.A Coordinate land-planning efforts with local water purveyors.	**Consistent.** *Water would be purveyed to the Project by the Eastern Municipal Water District (EMWD). The EMWD has provided a "Will-Serve" letter for the Project (see Appendix L), indicating the EWMD willingness and ability to provide water and sewer services to the Project.*
Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	**Consistent.** *Section X, Hydrology and Water Quality, demonstrates that the Project would comply with the incumbent Riverside County MS4 NPDES Permit.*
Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.	**Consistent.** *The Project site is devoid of any hillsides or rock outcroppings.*

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Noise Element	
Policy I.A The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development. (Impl. Measure I.A.1) All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.	**Consistent.** *Noise levels at the Project site have been evaluated in the Project Noise and Vibration Analysis, Initial Study Appendix I. The ambient noise condition at the Project site is defined primarily by vehicular-source noise emanating from the proximate I-215 Freeway, Placentia Avenue and E. Frontage Road. The other primary source of noise at the Project site is aircraft operations associated with March ARB/IPA. Ambient noise conditions in the Project vicinity approximate less than 75 dBA CNEL and the Project site is located beyond the 60 dBA CNEL noise contour for March ARB/IPA. Commercial/industrial uses such as those proposed for the Project are considered normally acceptable within areas subject to exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable where exterior noise levels between 70 to 80 dBA CNEL. Through established building permit review processes, the City would ensure that all final Project building designs include any necessary noise attenuating design features.*
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.	**Consistent.** *The Project Noise and Vibration Analysis and discussion in Section XIII, Noise conclude that the Project would not result in or cause any potentially significant noise impacts at area land uses.*
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.	**Consistent.** *The Project would provide direct access to abutting E. Frontage Road, which connects to Placentia Avenue and the I-215 Freeway. These roadways provide adequate evacuation and emergency vehicle access to the Project area and this portion of the City. The Project would include the construction of site adjacent roadway improvements as required by the City and Project Conditions of Approval.*
Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.	**Consistent.** *The Project would provide improvements as appropriate that are outlined in the PVCCSP and the PVCCSP EIR.*
Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	**Consistent.** *The Project would provide four driveways accessing abutting E. Frontage Road.*

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Safety Element	
Policy S-4.1 Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	**Consistent.** *Section X, Hydrology and Water Quality, concludes that the Project would not be subject to flooding (i.e., located in FEMA Flood Zone D). There are no substantial flood hazards affecting the Project site.*
Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.	**Consistent**. *Section X, Hydrology and Water Quality, concludes that the Project stormwater management system would accommodate onsite runoff so that there would be no increase in downstream offsite runoff.*
Policy S-4.4 Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	**Consistent**. *Section X, Hydrology and Water Quality, concludes that the Project would not be subject to flooding (i.e., located in FEMA Flood Zone D). No floodplain mitigation is required.*
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.	**Consistent**. *City of Perris General Plan Safety Element, Figure S-4, Dam Inundation Zones, indicates that the Project site is located outside of the identified Lake Perris Dam Potential Inundation Area.*
Policy S-5.3 Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	**Consistent**. *City of Perris General Plan Safety Element Figure S-5 indicates that the Project site is not located within a VHFHSZ.*
Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	**Consistent**. *The Project would provide four driveways accessing abutting E. Frontage Road. E. Frontage Road connects to Placentia Avenue and I-215. Collectively, these roadways provide adequate evacuation and emergency vehicle access to the Project area.*
Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.	**Consistent**. *Water would be purveyed to the Project by the EMWD. The EMWD has provided a "Will-Serve" letter for the Project (see Appendix L), indicating the EWMD willingness and ability to provide water and sewer services to the Project.*
Policy S-6.1 Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	**Consistent.** *March ARB/IPA is located approximately 2.5 miles northerly of the Project site. According to the March ARB/IP ALUCP, the Project site is located within the C2 Flight Corridor Zone. The ALUCP C2 Zone density restriction is 200 people per acre, and a maximum of 500 people per single acre. The Project would employ an estimated 60 – 70 persons within the approximately 24.9 net acre Project site yielding a site density of approximately 2.41 to 2.81 persons per acre. The Project would therefore comply with the ALUCP C2 Zone density restriction of 200 people per acre, and a maximum of 500 people per single acre. The Project is not a prohibited use within the C2 Zone and would be required to comply with all standards and conditions set forth within the ALUCP.*

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Safety Element	
Policy S-6.2 Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.	**Consistent**. *The proposed Project is consistent in terms of land use with the ALUP and AICUZ limitations placed on the site due to the presence of March Air Reserve Base to the east and north (see Section 9, Hazards and Hazardous Materials). The Project is consistent with the building limitations identified by the Riverside County Airport Land Use Commission (ALUC) for Safety Zone C2 within which the Project site is located.*
Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	**Consistent**. *The proposed Project is consistent in terms of land use with the ALUP and AICUZ limitations placed on the site due to the presence of March Air Reserve Base to the east and north (see Section 9, Hazards and Hazardous Materials). The Project is consistent with the building limitations identified by ALUC for Safety Zone C2 within which the Project site is located.*
Policy S-7.1 Require all development to provide adequate protection from damage associated with seismic incidents.	**Consistent**. *The Project has a comprehensive Geotechnical Investigation (Appendix E) and City conditions require development of the site to be consistent with the recommendations of that report in terms of seismic constraints.*
Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.	**Consistent.** *A Project Geotechnical Investigation (Appendix E) was prepared for the Project by a Registered Professional Geotechnical Engineer.*
Healthy Community Element	
Policy HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	**Consistent.** *The Project would be required to comply with the City's conditions and regulations regarding adequate lighting, street visibility, and defensible space.*
Policy HC 2.3 Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: • Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly • Increasing opportunities for active transportation (walking and biking) and transit use • Encouraging the development of neighborhood grocery stores that provide fresh produce.	**Consistent.** *The Project Proponent would coordinate transit access with the RTA. The Project would incorporate pedestrian access and bicycle amenities consistent with City and CALGreen requirements.*
Policy HC 3.5 Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	**Consistent.** *The Project would provide employment opportunities for local residents.*

Table XI-1
Consistency with City of Perris General Plan Policies

Policies	Consistency Analysis
Healthy Community Element	
Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities. • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.	**Consistent.** *The Project would be required to comply with all applicable South Coast AQMD rules. Although the construction-related air quality impacts of the Project would be less than significant (see Section III, Air Quality), the Project would also be required to implement PVCCSP EIR mitigation measures MM Air-2 through MM Air -9 for construction emissions.*
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.	**Consistent.** *The Project site would be compatible with the adjacent vacant land uses and other similar proximate industrial uses.*
Goal 3.1 Policy Support identification, clean-up and remediation of local toxic sites through the development review process.	**Consistent.** *The Phase I ESA (Appendix G) states that the Project site is not contaminated and is not designated as a hazmat site in governmental databases.*
Goal 3.1 Policy As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	**Consistent.** *The Project buildings would be less than 100,000 square feet and the Project is not a warehouse development. The Project would not be subject to the City's adopted Good Neighbor Guidelines for New and/or Modified Industrial Facilities.*

Sources: Policies from City of Perris General Plan.

Summary and Conclusion

The Project uses would be consistent with Connect SoCal 2024 and the City of Perris General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect with implementation of the mitigation measures recommended in this Initial Study/MND. On this basis, the potential impact of the Project would be less than significant with mitigation incorporated.

Sources: City of Perris General Plan; *Connect SoCal 2024 – 2050 Final Program Environmental Impact Report* (SCAG) April 4, 2024; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and to 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, and Mitigation Measures

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

Substantiation:

a, b) No Impact. The California Department of Conservation identifies sites to which continuing access is important to satisfying mineral production needs of the region and the State. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZ 1 through 4). Lands within the City of Perris and its Sphere of Influence are designated MRZ 3 and MRZ 4, which are

not defined as significant resource areas. Additionally, the EIR prepared for the City of Perris General Plan determined that buildout of the City would not impact valuable mineral resources (p. VI-28). On this basis, development of the Project would not result in any impacts to mineral resources that would be of future value to the region and the residents of the State.

Sources: *Draft Environmental Impact Report City of Perris General Plan 2030* (Hogle-Ireland, Inc.) October 2004; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

The PVCCSP includes the following Residential Buffer Development Standards and Guidelines related to noise:

- 50-Foot Setback – A 50-foot setback is required for commercial and industrial developments immediately abutting existing residential property lines. Other

allowed uses and facilities within the 50-foot setback incudes landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department.

- Hours of Operation – Depending on the type of use and activities proposed by the industrial, commercial or professional/office development, the Development Services Department may impose restrictions on hours of operation for construction, as well as business operation.
- Sound Walls – Sound walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development, as well as be constructed in the first phase of development to help shield residents from construction noise.

The PVCCSP includes the following Standards and Guidelines relevant to airport noise:

Airport Overlay Zone (Chapter 12.0 of PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP.

The Perris Valley Commerce Center is within March ARB/IP safety zones and therefore all development shall comply with the following measures:

- Noise Standard: All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.
- Notice of Airport in the Vicinity: Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCC SP lies within the March ARB Airport Influence Area, notice must be provided to all potential purchasers or tenants and stall consist of the following:

NOTICE OF AIRPORT IN VICINITY

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 & Professions Code Section 11010 (b)(13)(A)

- Disclosure: The applicant shall provide full disclosure of the avigation easement and Notice of Airport in the Vicinity to all prospective purchasers or tenants.

The PVCCSP EIR identifies the following mitigation measures for noise that are applicable to the Project.

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.

Substantiation: Information presented below is summarized in part from *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024 (Project Noise Analysis). The Project Noise Analysis in total is presented in Initial Study/MND Appendix I.

NOISE FUNDAMENTALS

The PVCCSP EIR defines noise as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). However, since the human ear is not equally sensitive to all frequencies within the sound spectrum, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner that is similar to the Richter scale used for earthquake magnitudes. In the case of noise, a doubling of the energy from a noise source, such as the doubling of a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease.

The PVCCSP EIR further states that average noise levels over a period of minutes or hours are usually expressed as dB Leq or the equivalent noise level for that period of time. For example, Leq would represent a three-hour average. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly

noise levels between 10 p.m. to 7 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weighs only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.

CURRENT NOISE EXPOSURE

To assess existing noise levels in the Project vicinity, hourly noise levels were measured at 4 locations during typical weekday conditions over a 24-hour period. These selected noise measurement locations are illustrated in Figure XIII-1. These noise measurement locations are representative of sites that may be affected by Project-source noise. Measurements were taken at the nearest noise sensitive uses, to assess the existing ambient hourly noise levels surrounding the Project site. The noise measurements summary is presented in Table XIII-1.

Table XIII-1
24-Hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA Leq)	
		Daytime	Nighttime
L1	Located east of the eastern Project site near the residence at 2958 Susan Lane	60.6	56.4
L2	Located east of the eastern Project site near the residence at 2948 Susan Lane	59.4	55.3
L3	Located east of the eastern Project site at the end of the Susan Lane cul-de-sac	60.6	60.4
L4	Located southeast of the western Project site near Val Verde Elementary School at 2656 Indian Avenue	64.4	61.8

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

LEGEND:

Site Boundary Measurement Locations

N

NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure XIII-1
Noise Measurement Locations

EXISTING POLICIES AND REGULATIONS

To limit population exposure to physically and/or psychologically damaging, as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

State of California

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides noise/land use compatibility guidance. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to "limit the exposure of the community to excessive noise levels." In addition, CEQA requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

The 2014 State of California's Green Building Standards Code contains mandatory measures for non-residential building construction at Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior

noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA L_{eq} in occupied areas during any hour of operation (Section 5.507.4.2). As discussed herein, the Project site is not located within the 65 dBA CNEL noise contour of the nearest airport/airfield – March ARB/IPA.

City of Perris

The City of Perris has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise policies and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The noise standards identified in the City of Perris General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research and are used to assess the long-term traffic noise impacts on land use. According to the Noise Element Land Use Compatibility for Community Noise Exposure (Exhibit N-1), noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Commercial uses are normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with noise levels below 75 dBA CNEL and normally unacceptable with exterior noise level above 75 dBA CNEL. Industrial uses are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL.

Stationary/Area-Source Noise Standards

To analyze noise impacts originating from a designated fixed location or private property such as the Project, stationary-source (operational) noise such as heavy equipment maintenance activity, equipment storage/display, truck movements, roof-top

air conditioning units, trash enclosure activity, and parking lot vehicle movements are typically evaluated against standards established under a city's municipal code.

Perris Municipal Code, Chapter 7.34, *Noise Control*, Section 7.34.040, establishes permissible noise level(s) at any point on the property line of potentially affected residential receivers. Per the Perris Municipal Code, for residential properties, the exterior noise level shall not exceed 80 dBA L_{max} during daytime hours (7:01 a.m. to 10:00 p.m.) and shall not exceed 60 dBA L_{max} during the nighttime hours (10:01 p.m. to 7:00 a.m.).

Additional exterior noise level standards are identified in the City of Perris General Plan Noise Element. Specifically, General Plan Implementation Measure V.A.1 requires that new industrial facilities and large-scale commercial facilities within 160 feet of the property line of existing noise-sensitive land uses must demonstrate compliance with a 60 dBA CNEL exterior noise level standard.

Construction-Source Noise Standards

Perris Municipal Code, Section 7.34.060 identifies permitted hours of construction activity and maximum received construction-source levels. Specifically, the Perris Municipal Code permits construction activities from 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday). For residential zones, the Municipal Code establishes the maximum acceptable received construction-source noise level at 80 dBA L_{max}.

Vibration Standards

Per the PVCCSP EIR, a major concern regarding construction vibration is building damage. Consequently, construction vibration is generally assessed in terms of peak particle velocity (PPV). The United States Department of Transportation Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage.

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

The March ARB/IPA runway is located approximately 2.5 miles north of the Project site. The *March ARB/IPA Airport Land Use Compatibility Plan Policy Document* (RC ALUCP) includes the policies for determining the land use compatibility between March ARB/IPA and area land uses. March ARB/IP ALUCP Policy 4.1.5 *Noise Exposure for Other Land Uses* requires that area land uses demonstrate compatibility with noise associated with March ARB/IPA activities and operations.

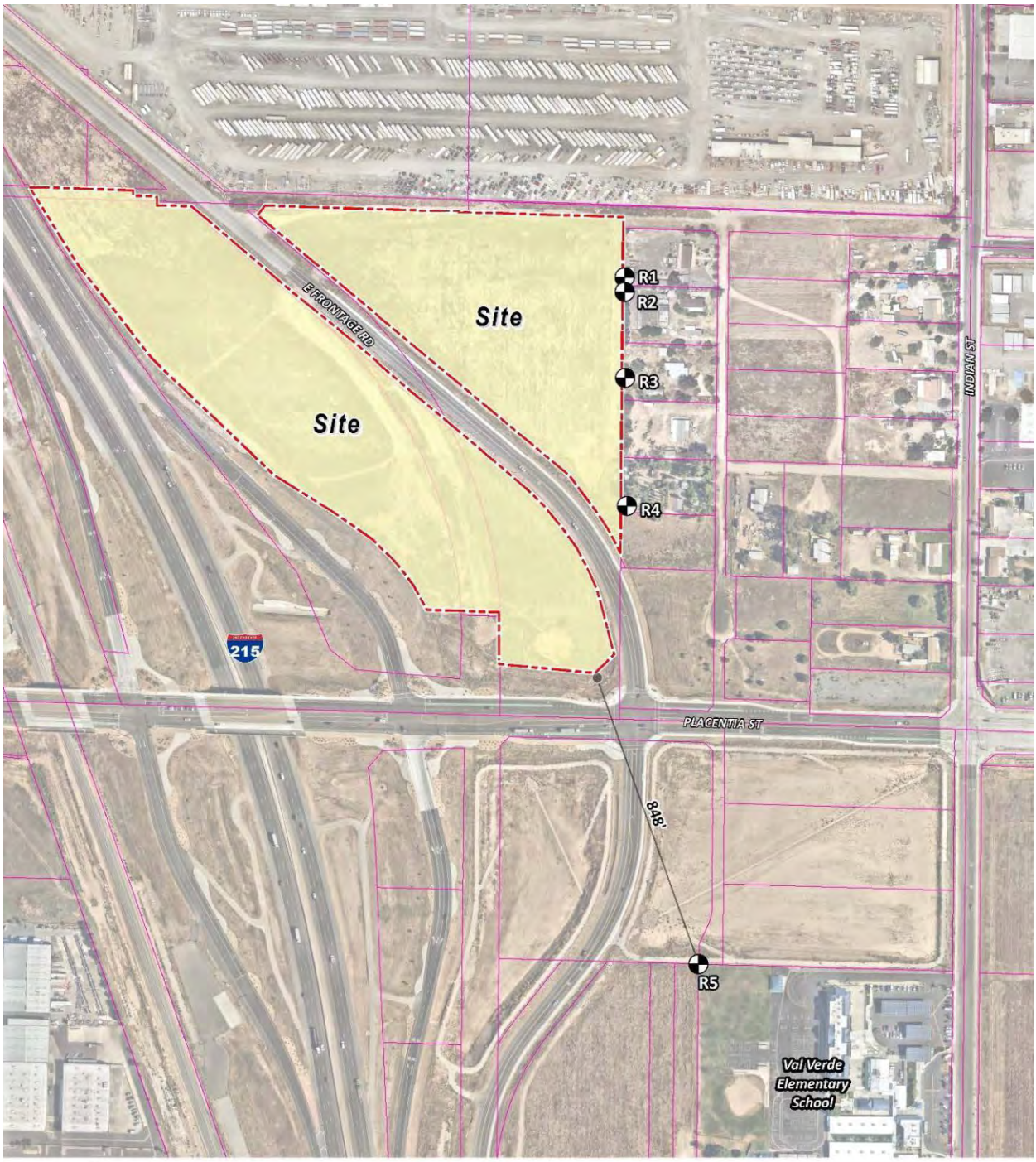
SENSITIVE RECEPTORS

The Project Noise Analysis identified sensitive receptors that could be potentially affected by Project-source noise. Sensitive receivers are defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses comprise schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Potentially affected sensitive receptors are described in Table XIII-2 and illustrated in Figure XIII-2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Project Noise Analysis would experience lower noise levels due to the additional attenuation from distance and the shielding of intervening structures.

Table XIII-2
Potentially Affected Sensitive Receptors

Location	Description
R1	Location R1 represents the property line of the existing residence east of the eastern Project site at 2988 Susan Lane. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
R2	Location R2 represents the property line of the existing residence east of the eastern Project site at 2958 Susan Lane. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
R3	Location R3 represents the property line of the existing residence east of the eastern Project site at 2948 Susan Lane. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
R4	Location R4 represents the property line of the existing residence east of the eastern Project site at 2888 Susan Lane. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
R5	Location R5 represents the property line of the existing Val Verde Elementary School located approximately 848 feet southeast of the western Project site at 2656 Indian Avenue. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.



NOT TO SCALE

Source: Urban Crossroads, Inc.

Figure XIII-2
Sensitive Receiver Locations

Significance Criteria

The significance criteria presented in Table XIII-3 were employed in evaluating the Project potential Noise/Vibration impacts. These significance criteria are based on available City of Perris standards and criteria presented in the PVCCSP EIR. In instances where City standards do not exist, criteria reflect best management practices and standards of relevant state and federal noise impact analysis guidance. Since the Project would be open Monday through Friday, from 7:00 a.m. to 6:00 p.m., the operational noise analysis is limited to daytime hours only with no Project nighttime activity. Project noise levels exceeding the criteria presented in Table XIII-3 would be considered potentially significant impacts.

Table XIII-3
Noise Impact Significance Criteria

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	if resulting noise level is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if resulting noise level is > 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive[3]	At residential land use[2]	80 dBA L_{max}	60 dBA L_{max}
		within 160 Feet of noise-sensitive use[3]	60 dBA CNEL (exterior)	
		if resulting noise level is < 60 dBA L_{eq}[1]	≥ 5 dBA L_{eq} Project increase	
		if resulting noise level is > 60 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	At residential land use[4]	80 dBA L_{max}	
		Vibration Level Threshold[5]	0.5 PPV (in/sec)	

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.
Notes:
1 PVCCSP EIR, Page 4.9-20.
2 Perris Municipal Code, Section 7.34.040 (Appendix 3.1).
3 City of Perris General Plan Noise Element, Implementation Measure V.A.1.
4 Perris Municipal Code, Section 7.34.060 (Appendix 3.1).
5 PVCCSP EIR, Page 4.9-27.
"Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

a) Less Than Significant Impact.

POTENTIAL CONSTRUCTION-SOURCE NOISE IMPACTS

Noise would be generated by Project construction equipment and activities. Construction is expected to occur in the following stages:

- Site Preparation;
- Grading;
- Building Construction;
- Architectural Coating;
- Paving; and
- Landscaping.

The Project construction-source noise analysis was prepared using reference noise level measurements to describe the typical construction activity noise levels for each stage of Project construction. Please refer to Noise Impact Analysis Section 10.2, Construction Reference Noise Levels for a listing of reference noise levels employed in the evaluation of construction-source noise.

Based on construction equipment reference noise levels and distance to the Project site, noise levels at potentially affected sensitive receptor locations identified previously at have been developed, and are summarized in Table XIII-4.

Table XIII-4
Received Construction-Source Noise Levels

Receiver Location	Construction Noise Levels (dBA L_{max})						
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Landscaping	Peak
R1	74.4	77.4	77.4	70.4	77.4	77.4	77.4
R2	74.4	77.4	77.4	70.4	77.4	77.4	77.4
R3	73.9	76.9	76.9	69.9	76.9	76.9	76.9
R4	72.1	75.1	75.1	68.1	75.1	75.1	75.1
R5	57.2	60.2	60.2	53.2	60.2	60.2	60.2

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

As shown in Table XIII-4, maximum received Project construction-source noise levels are estimated at 77.4 dBA L_{max} and would not exceed the City 80 dBA L_{max} construction noise level significance threshold. Project construction-source noise is not subject to noise standards of other agencies.

Based on the preceding, Project construction activities would not generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the Perris Municipal Code. The potential impact of the Project would be less than significant.

POTENTIAL OPERATIONAL/AREA-SOURCE NOISE IMPACTS

To estimate the Project operational/area-source noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. Please refer to Noise Impact Analysis Section 9.2, Reference Noise Levels for a listing of reference noise levels employed in the evaluation of operational/area-source noise.

It is important to note that the following projected noise levels assume the worst-case noise environment with the heavy equipment maintenance, equipment storage and display, truck movements, delivery truck activities, roof-top air conditioning units, and parking lot vehicle movements all operating simultaneously. These noise levels will likely vary throughout the day. It is further noted that the Project would be required to comply with all Perris Municipal Code noise ordinances and regulations addressing operational area-source noise. Project operational/area-source noise would not be subject to noise standards of other agencies.

Using the reference noise levels, it is possible to estimate the operational source noise levels generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Please refer also to Noise Impact Analysis Appendix 9.1 for detailed calculations of the Project operational/area-source noise levels.

Tables XIII-5 and XIII-6 summarize Project operational-source noise levels that would be received at potentially affected area receptors. As indicated, the received operational-source noise levels would comply with the City of Perris maximum received noise level of 80 dBA Lmax, and the 24-hour weighted average of 60 dBA CNEL.

Table XIII-5
Received Project Operational/Area Source Noise (dBA L_{max})

Receiver Location	Received Noise Levels (dBA L_{max})	Noise Level Standard (dBA L_{max})	Noise Level Standard Exceeded?
R1	70.0	80	No
R2	70.2	80	No
R3	68.2	80	No
R4	69.1	80	No
R5	58.3	80	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

Table XIII-6
Received Project Operational/Area Source Noise (CNEL)

Receiver Location	Received Noise Levels (24-hour CNEL)	Noise Level Standard (dBA L_{max})	Noise Level Standard Exceeded?
R1	59.7	60	No
R2	59.9	60	No
R3	58.1	60	No
R4	58.9	60	No
R5	48.1	60	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

Based on the preceding, the potential for Project operational/area-source noise to result in exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies would be less than significant.

POTENTIAL OPERATIONAL-SOURCE NOISE INCREASES

Potential increases in ambient noise conditions that would result from the Project have been evaluated by combining Project operational-source noise with the ambient noise

levels measured at the nearest receptors. Project operational-source noise increases are summarized in Table XIII-7.

Table XIII-7
Noise Level Increase due to Project Operations (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Significance Threshold	Threshold Exceeded
R1	63.1	L1	60.6	65.0	4.4	5.0	No
R2	63.3	L1	60.6	65.2	4.6	5.0	No
R3	61.5	L2	59.4	63.6	4.2	5.0	No
R4	62.3	L3	60.6	64.5	3.9	5.0	No
R5	51.5	L4	64.4	64.6	0.2	5.0	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

As presented in Table XIII-7, Project-related operational noise level increases would not exceed the operational noise level increase significance threshold of 5.0 dBA Leq. Therefore, the incremental Project operational noise level increase at all receiver locations would be less than significant.

POTENTIAL VEHICULAR-SOURCE NOISE IMPACTS

To assess the Project's potential off-site vehicular-source noise level impacts, noise contours were developed based on traffic volumes presented in the *Barker Business Park Traffic & VMT Analysis* (Urban Crossroads, Inc.) January 28, 2025. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- Existing Conditions Without and With Project;
- Existing Plus Ambient Growth Plus Cumulative Projects (2026) Without and With Project; and
- Off-Site Cumulative Traffic Noise.

Results of the above-listed scenarios are summarized in the following tables.

Existing Conditions Without and With Project

Table XIII-8 summarizes noise conditions along Study Area roadways under Existing Conditions Without and With the Project.

Table XIII-8
Existing Conditions Without and With Project Traffic Noise Increases

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
E. Frontage Rd.	n/o Rider St.	Non-Sensitive	67.2	67.2	0.0	n/a	No
E. Frontage Rd.	s/o Rider St.	Non-Sensitive	68.4	68.5	0.1	n/a	No
E. Frontage Rd.	n/o Placentia Av.	Sensitive	68.3	70.5	2.2	3	No
E. Frontage Rd.	s/o Placentia Av.	Sensitive	70.2	70.2	0.0	3	No
Rider St.	e/o E. Frontage Rd.	Non-Sensitive	66.4	66.4	0.0	n/a	No
Placentia Av.	w/o I-215 SB Ramps	Non-Sensitive	68.8	68.9	0.1	n/a	No
Placentia Av.	w/o E. Frontage Rd.	Non-Sensitive	72.6	73.0	0.4	n/a	No
Placentia Av.	e/o E. Frontage Rd.	Non-Sensitive	70.8	70.8	0.0	n/a	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

As shown in Table XIII-8, Project vehicular-source noise contributions under existing conditions would be less than significant.

Existing Plus Ambient Growth Plus Cumulative Projects (2026) Without and With Project Conditions

Table XIII-9 summarizes noise conditions along Study Area roadways under Existing Plus Ambient Growth Plus Cumulative Projects Without and With Project Conditions.

Table XIII-9
Existing Plus Ambient Growth Plus Cumulative Projects
Without and With Project Conditions

Roadway	Roadway Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			No Project	With Project	Project Addition	Limit	Threshold Exceeded?
E. Frontage Rd.	n/o Rider St.	Non-Sensitive	69.8	69.8	0.0	n/a	No
E. Frontage Rd.	s/o Rider St.	Non-Sensitive	70.9	70.9	0.0	n/a	No
E. Frontage Rd.	n/o Placentia Av.	Sensitive	70.5	72.0	1.5	3	No
E. Frontage Rd.	s/o Placentia Av.	Sensitive	72.3	72.3	0.0	3	No
Rider St.	e/o E. Frontage Rd.	Non-Sensitive	67.2	67.3	0.1	n/a	No
Placentia Av.	w/o I-215 SB Ramps	Non-Sensitive	71.2	71.2	0.0	n/a	No
Placentia Av.	w/o E. Frontage Rd.	Non-Sensitive	74.3	74.6	0.3	n/a	No
Placentia Av.	e/o E. Frontage Rd.	Non-Sensitive	72.1	72.1	0.0	n/a	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

As shown in Table XIII-9, Project vehicular-source noise contributions under Existing Plus Ambient Growth Plus Cumulative Projects conditions would be less than significant.

Off-Site Cumulative Traffic Noise

Table XIII-10 presents a summary of the cumulative incremental noise level increases for each of the study area roadway segments. The cumulative traffic noise level increase increment describes the difference between the Opening Year 2026 With Project conditions and Existing (baseline) conditions.

Table XIII-10
Off-Site Traffic Incremental Noise Level Increase Summary (dBA CNEL)

Road	Segment	Receiving Land Use Noise Sensitivity	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase	
			Existing No Project (Baseline)	Opening Year 2026 With Project	Cumulative Increase and (Project Contribution)	Threshold	Cumulative Impact?
E. Frontage Rd.	n/o Rider St.	Non-Sensitive	67.2	69.8	2.6 (0.0)	n/a	No
E. Frontage Rd.	s/o Rider St.	Non-Sensitive	68.4	70.9	2.5 (0.0)	n/a	No
E. Frontage Rd.	n/o Placentia Av.	Sensitive	68.3	72.0	3.7 (1.5)	3	No
E. Frontage Rd.	s/o Placentia Av.	Sensitive	70.2	72.3	2.1 (0.0)	3	No
Rider St.	e/o E. Frontage Rd.	Non-Sensitive	66.4	67.3	0.9 (0.1)	n/a	No
Placentia Av.	w/o I-215 SB Ramps	Non-Sensitive	68.8	71.2	2.4 (0.0)	n/a	No
Placentia Av.	w/o E. Frontage Rd.	Non-Sensitive	72.6	74.6	2.0 (0.3)	n/a	No
Placentia Av.	e/o E. Frontage Rd.	Non-Sensitive	70.8	72.1	1.3 (0.0)	n/a	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

As shown above, cumulative off-site traffic noise level increases with the Project would not exceed applicable thresholds and would therefore be less than significant. Moreover, Project contributions to cumulative vehicular-source noise impacts (indicated in parentheses) would not exceed applicable thresholds and would therefore not be cumulatively considerable.

b) Less Than Significant Impact. The Project does not include or require uses or operations that would result in substantial on-going vibration or groundborne noise. However, heavy equipment operations during project construction could result in vibration that could affect area sensitive receptors.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the FTA. Table XIII-11 presents the expected Project-related vibration levels at potentially affected receiver locations.

Table XIII-11
Received Construction-Source Vibration Levels

Receiver Location	Distance to Const. Activity (Feet)	Sources and Received Vibration Levels PPV (in/sec)[3]						Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Maximum Vibration Level		
R1	160'	0.000	0.002	0.005	0.005	0.013	0.013	0.5	No
R2	100'	0.000	0.004	0.010	0.011	0.026	0.026	0.5	No
R3	74'	0.001	0.007	0.015	0.017	0.041	0.041	0.5	No
R4	25'	0.003	0.035	0.076	0.089	0.210	0.210	0.5	No
R5	1,067'	0.000	0.000	0.000	0.000	0.001	0.001	0.5	No

Source: *Barker Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024.

Based on maximum acceptable continuous vibration threshold of 0.5 PPV (in/sec), received Project construction-source vibration levels would not exceed applicable thresholds at all potentially affected receiver locations. On this basis, the potential for the Project to result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise would be less than significant.

b) **Less Than Significant Impact.** The nearest airport, March ARB/IPA, is located approximately 2.5 miles north of the Project site. The Project development area is located outside the March ARB/IPA 65 dBA CNEL noise level contour boundaries, and the Project's land uses are considered normally acceptable. The Project would,

therefore, not be adversely affected by noise from March ARB/IPA activities or operations, including noise from aircraft takeoffs, landings, or overflights.

Sources: *Business Park Noise and Vibration Analysis* (Urban Crossroads, Inc.) September 4, 2024; PVCCSP EIR, SCH No. 2009081086 (City of Perris); *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* November 13, 2014; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. 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, and Mitigation Measures

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

Substantiation:

a) Less Than Significant Impact. The Project does not include new residential development and would not directly contribute to population growth within the City of Perris. Project-related employment demands would likely be filled by the existing personnel pool within the City and neighboring communities, with little or no measurable increase in the City resident population. Significant population growth is therefore not anticipated to occur as a direct result of Project implementation.

The Project site is located within an urbanized area that is already served by roadways, utilities, and other infrastructure. The Project does not include or require infrastructure improvements that would encourage or facilitate unanticipated population growth. Based on the preceding, the potential for the Project to induce substantial growth directly or indirectly would be less than significant.

b) No Impact. No housing exists within the Project site, and the Project does not include uses or activities that would otherwise displace housing assets or persons. Based on the preceding, the Project would have no impact related to displacement of housing or displacement of people.

Sources: City of Perris General Plan; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of the 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, and Mitigation Measures

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

Substantiation:

a, b) Less Than Significant Impact. Development of the Project could result in incremental increased demands for fire protection and law enforcement services. Primary fire protection services to the City of Perris are currently provided by the Riverside County Fire Department. Police protection and crime prevention services are provided by the Riverside County Sheriff's Office.

The Project, of itself, is not of sufficient scale or scope to warrant or necessitate the construction or substantive expansion of fire or police protection facilities. That is, these facilities are master planned to serve the City and region as a whole; and to respond to area-wide growth and demographic trends; not to the implementation of a single conventional business park use, such as proposed for the Project.

Permit and inspection fees, as well as tax revenues, generated by the Project would provide funding that would be generally available to supplement existing fire protection and police protection service levels. Specifically, the Project would be required to pay City of Perris Development Impact Fees.[16] Collected fees would act to offset any incremental Project-related fire protection and police protection services demands.

Based on the preceding, the potential for the Project to result in substantial adverse physical impacts associated with the provision of the new or physically altered fire or police protection facilities would be less than significant.

[16] https://www.cityofperris.org/home/showpublisheddocument/15298/638236295526670000

c) Less Than Significant Impact. The Project would not introduce new residences to the area or otherwise directly create substantive additional demands for school services. The Project site is located within the boundaries of the Val Verde Unified School District. Increased student population could result from requests for Intra-District Transfers from employees of the Project wanting to enroll their children in schools closer to their place of employment. The Project would not, however, directly contribute substantially to the resident population base using school facilities. The Project Applicant would pay required school impact fees, acting to offset any incremental effects to area school services and school facilities. The potential for secondary effects of the Project to result in substantial adverse physical impacts associated with new or physically altered school facilities would be less than significant.

d) No Impact. The City of Perris Community Services Department provides community services and recreational and leisure time opportunities and is responsible for the planning, development, and maintenance of the City's parks and recreational facilities. The Project site currently do not contain any parkland or recreational facilities. The nearest park is Paragon Park, and includes the following amenities: basketball court, fitness equipment, parking lot, picnic tables, playground, restrooms, sheltered picnic tables and a skate park. The Project would not introduce new residences to the area or otherwise create substantive additional demands for park facilities or park services. As such, the Project would not result in substantial adverse physical impacts associated with new or physically altered park facilities.

e) Less Than Significant Impact. Development of the Project would require established public agency oversight including, but not limited to, plan check and permitting actions by the City Planning Division, City Public Works Department, Police Department, and the Fire Department. These actions typically fall within routine tasks of these agencies and are paid for via plan check and inspection fees.

The Project does not include residential uses and would not contribute directly to resident populations and related demands for other services (e.g., libraries, medical services) that would require construction or expansion of facilities that would result in potentially significant environmental impacts.

The Project would not generate substantial heavy truck traffic that would adversely affect the condition of area roadways. In this regard, the Project Traffic Analysis indicates that the Project would generate approximately 76 4+ -axle (heavy truck) trips per day (Traffic Analysis, p. 40). Location of the Project site proximate to major roadways (I-215, Placentia Avenue) would reduce truck travel lengths and related wear on area roadways. Moreover, these roadways are designed to convey heavy duty vehicles, including truck traffic that would be generated by the Project. The City would require that any roadway improvements constructed by the Project conform to City engineering standards, thereby reducing the potential for future roadway maintenance demands. On this basis, the Project would not result in significant adverse environmental effects related to roadway maintenance.

As supported by the preceding discussions, the potential for the Project to result in substantial adverse physical impacts associated with new or physically altered other public facilities is therefore considered less-than-significant.

Sources: City of Perris General Plan; City of Perris Development Impact Fee Schedule; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial 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, and Mitigation Measures

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

Substantiation:

a) No Impact. The Project does not include elements (e.g., residential development) that would result in substantial increased demands for neighborhood or regional parks or other recreational facilities. As such, the Project would not result in increased demands on neighborhood or regional parks or other recreational facilities.

b) No Impact. Construction of recreational facilities is not included in the Project, nor would the Project require the construction or expansion of recreational facilities. Neither Project construction nor operations are anticipated to negatively impact any surrounding recreational facilities. As such, the Project will have no impact in this regard.

Source: Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 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?	☐	☐	☒	☐

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to transportation and circulation:

4.0 On-Site Design Standards and Guidelines

In order to ensure the orderly, consistent, and sensible development of the Perris Valley Commerce Center Specific Plan, land use standards and design criteria were created, those relevant to the Project with regard to transportation are provided below.

On-Site Standards and Guidelines

4.2.2.2 Vehicular Access and On-Site Circulation

- Site design should address the intended functions of the facility beginning with safe, definable site access that creates a sense of arrival.
- Establish Truck Routes. Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3 in the PVCCSP)

should avoid conflicts with established communities and be separated from passenger vehicles where possible.

- Minimize Vehicular Conflict. Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible as shown in Figure 4.0-2 in the PVCCSP.
- Access Points Easily Identifiable. Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances as shown on Figure 4.0-3 in the PVCCSP. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.
- Shared Access. The City encourages shared driveway access whenever 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.
- Emergency Vehicle Access. Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.
- Visual Link to Building and Entry. A well designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.
- Primary Entry Drive/Location of Building. The primary entry drive should be oriented toward the main entrance of the building as shown in Figure 4.0-4 in the PVCCSP.
- Entry Median. A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.
- Landscape Parkways/Sides of Entry. Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.
- Dual Axle Entrances. Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50-foot radius curb returns.

- Avoid Back-up onto Public Streets. To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.
- Minimize Interactions. Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.
- Consideration of Large Truck Maneuverability. The design and location of loading facilities should take into consideration the specific dimensions required for the maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.

4.2.2.3 Pedestrian Access and On-Site Circulation

- Avoid Conflicts Between Pedestrian and Vehicular Circulation. Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages as shown in Figure 4.0-5 in the PVCCSP.
- Primary Walkway. Primary walkways should be 5 feet wide at a minimum and conform to [Americans with Disabilities Act (ADA)]/Title 24 standards for surfacing, slope, and other requirements.
- Pedestrian Linkages to Public Realm. A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

4.2.2.4 Parking and Loading

- Refer to Chapter 19.69 of the City of Perris Zoning Ordinance for parking and loading standards.
- Bicycle Racks. Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.
- ADA Compliant Parking. All parking lots and parking areas shall be ADA compliant.

5.0 Off-Site Design Standards and Guidelines

Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

The Perris Valley Commerce Center 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.

- Roadway Design Requirements. All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 (in the PVCCSP), or as otherwise approved by the City Engineer.
- Cross-Sections. All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 (in the PVCCSP).
- Lane Requirements/Expanded Intersections. All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 (in the PVCCSP) and provide expanded intersections as depicted in Figures 5.0-2a to Figure 5.0-2d (in the PVCCSP). Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in Table 5.0-2 (in the PVCCSP).

- Intersection Sight Distance. Intersections, including driveways, shall comply with required site distance as shown in Figure 5.0-3 (in the PVCCSP).
- Traffic Signal Interconnect. Each project will be required to install signal interconnect conduit and pull boxes on project frontage located along roadways designated as Secondary Arterials or greater. Pull boxes shall be spaced a minimum of 500 feet apart. All conduit shall be 2-inch galvanized steel conduit. All conduits placed under paving shall be installed without open cutting. All pull boxes shall be No. 5. Pull Boxes in the unimproved areas that are not protected by curb and gutter shall be traffic bearing type.
- No Textured Pavement Within City Right-of-Way. No textured pavement accents will be permitted within the City maintained rights-of-way, unless part of a gateway, mid-block crossing of [Metropolitan Water District] Trail or otherwise approved by the City Engineer.

5.2.2 Truck Route Standards and Guidelines

Special design considerations shall be given to roadways designated as truck routes. These special considerations should include, but are not limited to the following:

- Establish Truck Routes. Routes in which large trucks will travel will be established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 (in the PVCCSP) for City established truck routes.
- Interim Truck Routes. Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.17
- Large Turning Radius. A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50 feet being the preferred driveway turning radius.

17 Ramona Expressway is no longer a designated truck route in the PVCCSP.

- Concrete Intersections and Approaches. All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.
- Increased Stacking. Typical stacking distance at turn pockets is 200 feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.
- Acceleration/Deceleration Lanes. Acceleration, deceleration, as well as right-turn lanes may be required to prevent traffic congestion at truck entrances and exits.
- Mitigation Measures. Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

9.0 Business/Professional Office Design Standards and Guidelines

9.2 Business/Professional Office Standards and Guidelines

9.2.1 Business/Professional Office Site Layout

9.2.1.1 Pedestrian Access and On-Site Circulation.

9.2.1.2 Parking and Loading.

The PVCCSP EIR includes the mitigation measures relevant to the analysis of potential transportation impacts.:

The PVCCSP EIR identifies the following mitigation measures for transportation that are applicable to the Project.

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

MM Trans 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of

Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

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

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

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 impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with

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

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

Substantiation: Information presented below is summarized in part from *Barker Business Park Traffic & VMT Analysis* (Urban Crossroads, Inc.) January 28, 2025 (Project Traffic & VMT Analysis); and *Barker Business Park Vehicle Miles Traveled Assessment* (Urban Crossroads, Inc.) October 11, 2024 (Project VMT Assessment). The Project Traffic & VMT Analysis and Project VMT Assessment are presented in total in Initial Study/MND Appendix J.

It should be noted that although no longer required for purposes of CEQA, PVCCSP EIR mitigation measure MM Trans 7 requires project-level traffic impact studies to be prepared for individual development projects in the PVCC area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. This requirement has been met through the preparation of the Project Traffic and VMT Analysis.

a) Less Than Significant Impact. The analysis presented here considers the degree to which the Project may hinder the safe and comfortable access to the Project site from

other locations, with a special focus on people relying on transit services or active transportation modes such as biking or walking.

As discussed below, the Project does not propose elements or aspects that would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Bicycle and Pedestrian Access

In the Project vicinity, Class II (on-street, signed and striped) bike lanes exist along Placentia Avenue. Future Class II bike lanes are planned along E. Frontage Road. Existing pedestrian facilities include sidewalks along the east side of E. Frontage Road and along the north side of Placentia Avenue between Harvill Avenue and east of Indian Avenue. There is also an existing Class I (off-street) equestrian trail on the south side of Placentia Avenue from Harvill Avenue to E. Frontage Road.

There are crosswalks on all approaches at the intersection of E. Frontage Road and Placentia Avenue. The closest transit stops are at the intersection of Perris Boulevard and Placentia Avenue (east of the study area). Field observations and traffic counts conducted in May 2024 indicate light pedestrian and bicycle activity within the study area associated with the adjacent commercial uses.

Pedestrian and bicycle access within the Project site would be required to conform to standards and specifications identified in the Perris Municipal Code and the PVCCSP. The Project uses would also be required to comply with CALGreen Code provisions accommodating and promoting bicycle access including:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (CALGreen Code Section 5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (CALGreen Code Section 5.106.4.1.2).

Adjacent to the Project site, E. Frontage Road would convey heavy truck traffic. This roadway and any non-vehicular facilities (bikeways, bike paths, pedestrian paths) along this roadway would be designed and implemented in a manner that would minimize potential interaction of non-vehicular traffic with heavy truck traffic. As the Project is further defined, the Project Applicant in consultation with the City would define appropriate non-vehicular facilities and their configurations along E. Frontage Road adjacent to the Project site.

Transit Access

The Project area is currently served by the Riverside Transit Agency (RTA). The nearest transit stops are at the intersection of Perris Boulevard and Placentia Avenue (east of the study area). Current RTA bus routes and schedules can be accessed at https://www.riversidetransit.com/index.php/maps-schedules.

Bus service route and schedules are reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

As required by PVCCSP EIR mitigation measure MM Trans 4, the Project Applicant has contacted the RTA to determine if the RTA has plans for the future provision of bus routing in the Project area that would require bus stops at the Project access points. The RTA has been contacted but has not yet responded to query regarding potential plans for the future provision of bus routing in the Project area that would require bus stops at the Project access points. The Project Applicant will continue coordination efforts with the RTA regarding potential bus stop as the Project is further defined.

Other Considerations

Trucks accessing the Project site would be required to travel along designated truck routes. Mandatory use of designated truck routes would minimize potential conflicts between truck traffic and other motorized and non-motorized transportation modes.

Additionally, improvements to the area circulation system would be provided consistent with the recommendations of the Project Traffic and VMT Analysis and as required by the Project Conditions of Approval, acting generally to promote safe and efficient access.

Based on the preceding, the potential for the Project to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities would be less than significant.

b) Less-Than-Significant Impact. As provided in State CEQA Guidelines Section 15064.3(b)(4), "[a] lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure." Appropriate means to develop and implement VMT analysis methodologies are expressed in the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory). Consistent with guidance presented in the Technical Advisory, the City of Perris has implemented VMT analysis methodologies and protocols in *Transportation Impact Analysis Guidelines for CEQA* (City of Perris) May 12, 2020 (City VMT Guidelines). The Project VMT analysis presented here conforms to the VMT methodology established under the City VMT Guidelines. Further detail regarding the Project VMT Analysis methodology is provided below.

City VMT Guidelines - VMT Screening

The City VMT Guidelines list standardized VMT screening criteria that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact thereby eliminating the need to conduct further VMT analysis.

The VMT screening criteria are listed below. A land use project need only meet one of the screening criteria to result in a less than significant VMT impact.

- Affordable Housing
- High Quality Transit Areas
- Local-Serving Land Use
- Low VMT Area
- Net Daily Trips Less than 500 ADT

As discussed in the Project VMT Assessment, the Project would not qualify for VMT analysis exclusion under the Affordable Housing; High Quality Transit Areas; Low VMT Area; or Net Daily Trips Less than 500 ADT screening criteria. The Project does, however, qualify under the Local-Serving Land Use criteria. Discussion from the Project VMT Assessment is excerpted in pertinent part below.

> **LOCAL-SERVING LAND USE**
> As identified in the City Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work.
>
> Tenant 1 functions as a local-serving business due to the operational needs of industries such as transportation and logistics. Proximity to clients allows for the easy access to trailers, which are frequently needed on short notice for freight transport or to meet operational demands. Being local reduces transportation costs associated with moving trailers and allows for quicker turnaround times. Tenant 1 can provide on-site repairs and replacements with minimal delay, ensuring that client operations are not disrupted. In addition, a local trailer leasing company typically has a thorough understanding of regional road regulations and weight limits, ensuring that the trailers they lease comply with all necessary standards. This operational structure allows trailer leasing companies to serve the needs of businesses within their local markets effectively. Because logistics

operation's efficiency is heavily reliant on reducing trip length and limiting empty dead load truck trips, the site's proximity to the existing logistics business base will serve to reduce traffic.

Tenant 1's primary business is renting and leasing semi-trailers to a diverse clientele. Importantly, Tenant 1 does not participate in trucking operations, general vehicle storage, or industrial activities such as freight storage, hauling, or breaking. Heavy duty trucks are not housed on-site; only those needing a trailer would visit the location. This usage is anticipated to reduce VMT, as customers would otherwise drive longer distances to rent a commercial trailer. It is understood that there are no other significant commercial trailer rental services within the City of Perris. Any trucks visiting the site would already be on a pre-planned route, thereby reducing the distance customers need to travel to access a rental trailer. The major customer base is the Perris and Moreno Valley area, with customers unlikely to travel further to rent an empty trailer. The operations are comparable to those of a U-Haul or small box truck rental facility, where customers typically opt for the closest available location when seeking to rent vehicles or small box trucks.

Tenant 2 is a construction equipment leasing company operates as a local-serving entity due to the specific logistical demands of the construction industry. Proximity to clients allows for timely delivery of heavy machinery, which is often required on short notice to meet project deadlines and ensure work can continue without interruption. By being located near construction sites, the company minimizes downtime and provides quick access to essential equipment. The transportation of large construction machinery is logistically complex and costly, so operating locally reduces transportation expenses and streamlines the leasing process. Additionally, local companies can provide on-site maintenance and repairs with minimal delays, ensuring that any equipment breakdowns do not cause prolonged project disruptions. Furthermore,

> these companies are knowledgeable about regional regulations and zoning laws, ensuring that the machinery complies with local requirements.
>
> As both tenant's unique operational characteristics are considered locally serving the area, the Project meets the Local-Serving Land Use screening criteria (Project VMT Assessment, pp. 3, 4).

Because the Project was determined to meet the Local-Serving Land Use screening criteria, the Project is presumed to have a less than significant VMT impact. Per the City VMT Guidelines, no further VMT analysis is required.

c, d) Less-Than-Significant Impact. The Project would be required to comply with City road and access design requirements as well as access standards and requirements outlined at Riverside County Fire Technical Policy 22-002.[18]

The final design of the Project site plans and all Project traffic improvements would be subject to review and approval by the City, thereby ensuring conformance of the Project improvements with City design and safety standards. In addition, representatives of the Riverside County Fire Department[19] and Riverside County Sheriff's Office would review the Project's plans to ensure that emergency access is provided consistent with agency requirements.

It is also recognized that temporary and short-term traffic detours and traffic disruption could result during Project construction activities. Management and control of construction traffic would be addressed through the preparation of a construction area traffic management plan to be submitted to the City prior to, or concurrent with Project building plan review(s). The Project Construction Traffic Management Plan is

[18] Riverside County Fire Technical Policy 22-002 can be accessed at https://www.rvcfire.org/pdf/fire-marshal/technical-policies/TP22-002CommercialAccessSupplement12172022final.pdf?v=7783

[19] The City of Perris contracts with the Riverside County Fire Department for fire protection services.

incorporated in the Project (see: Initial Study/MND Section 2.0 *Project Description*, *Construction Traffic Management Plan*).

The Project Construction Traffic Management Plan identifies traffic controls for any street closures, detours, or other potential disruptions to traffic circulation that may occur during Project construction. The Project Construction Traffic Management Plan would also be required to identify construction vehicle access routes, and hours of construction traffic.

The Project consists of urban uses within an urban context. Traffic generated by the Project would be typical of existing urban uses. There are no atypical traffic generators in the Project vicinity that would contribute substantial volumes of incompatible vehicles such as farm equipment.

As supported by the preceding discussions, the potential for the Project to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or result in inadequate emergency access would be less than significant.

Sources: *Barker Business Park Traffic & VMT Analysis* (Urban Crossroads, Inc.) January 28, 2025; *Barker Business Park Vehicle Miles Traveled Assessment* (Urban Crossroads, Inc.) October 11, 2024; Riverside County Fire Technical Policy 22-002; Project Application Materials.

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

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. As discussed in Section IV, Cultural Resources, of this Initial Study, the PVCCSP EIR includes mitigation measures MM Cultural 1 through MM Cultural 4 and MM Cultural 6 relevant to the analysis of cultural resources impacts. These mitigation measures also apply to Tribal Cultural Resources.

Substantiation: Information and analysis presented below is summarized from: *Phase I Cultural Resources Assessment, Frontage Road and Placentia Avenue Project, City of Perris, Riverside County, California* (BCR Consulting LLC) January 15, 2025 (Project Cultural Resources Assessment). The Project Cultural Resources Assessment is provided in Initial Study/MND Appendix C. By preparing the Project Cultural Resources

Assessment, the Project has complied with PVCCSP EIR mitigation measure MM Cultural 1.

a, b) Less Than Significant With Mitigation Incorporated. As discussed in the Project Cultural Resources Assessment and in Section III, Cultural Resources, of this Initial Study/MND, there are no known items listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources within the Project site. Even though the Project Cultural Resources Assessment has not indicated sensitivity for unknown cultural resources within the Project boundaries, ground-disturbing activities always have the potential to reveal buried deposits not observed on the surface. As such, Project ground-disturbing activities have the potential to adversely affect buried cultural resources and Tribal Cultural Resources. This is a potentially significant impact. To mitigate this impact, Project mitigation measures CUL-1 and CUL-2 shall be implemented. Project mitigation measure CUL-1 replaces PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris and Project mitigation measure CUL-2 replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City.

The City of Perris sent notifications regarding the Project to Tribes listed by the NAHC that have submitted to the City a formal request for notification. The following Tribes were notified by the City:

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

Tribes that are contacted have 30 days to notify the lead agency if they wish to consult on that particular project under AB 52 and 90 days under SB 18. The only tribal group that responded to the City's notice during either noticing period was the Pechanga Band. The Pechanga Band subsequently requested certain mitigation language be

included in the Initial Study/MND. The City has incorporated the requested language, as reflected at previous mitigation measures CUL-1 and CUL-2. The City is continuing to consult with the Pechanga Band regarding this project. With completion of the AB52 consultation process, and implementation of mitigation measures CUL-1 and CUL-2, the potential for the Project to result in adverse impacts to a resource determined to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1 would be less than significant.

Sources: *Phase I Cultural Resources Assessment, Frontage Road and Placentia Avenue Project, City of Perris, Riverside County, California* (BCR Consulting LLC) January 15, 2025; Project Application Materials.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIV. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Substantiation:

a) Less than Significant Impact. The Project site is vacant and is not currently connected to water service, wastewater conveyance and treatment services, electrical service, natural gas service, or telecommunications services. Water and sewer services would be provided to the Project by the Eastern Municipal Water District (EMWD) from existing lines located in E. Frontage Road. SCE would provide electricity service to the Project from existing lines located along Placentia Avenue. Telecommunications services are available from various private providers. The Project would connect to these existing services. The Project would also construct or modify localized utility

improvements (e.g., new storm drain in adjacent E. Frontage Road) necessary to serve the Project. Potential environmental impacts of these localized improvements would not result in impacts greater than or different than impacts result from impacts of the Project generally as discussed herein. The Project would not require substantial new or altered infrastructure improvements for water delivery, wastewater collection, storm water management, electric power distribution, , and telecommunications service.

b) Less Than Significant Impact. Water would be provided to the Project by the EMWD. A will-serve letter from the EMWD for water and sewer services is presented in Initial Study/MND Appendix L. Therefore, the potential for the Project to result in or be adversely affected by insufficient water supplies would be less than significant.

c) Less-Than-Significant Impact. The Project would generate additional demands for wastewater treatment services. The Project uses are consistent with development of the site anticipated under the General Plan and wastewater volumes generated by the Project are accounted for and reflected in current and programmed EMWD wastewater treatment facilities planning. That is, EMWD wastewater treatment facilities construction and planning reflects development of the City pursuant to the City General Plan. Because the Project land uses and development intensities are consistent with the City of Perris General Plan, the Project's incremental wastewater treatment demands are reflected in current and planned EMWD wastewater treatment facilities improvements.

Wastewater generated by the Project would be treated at the Perris Valley Regional Water Reclamation Facility. The Perris Valley Regional Water Reclamation Facility has a current design capacity of 22 million gallons per day (mgd), with a planned ultimate capacity of 100 million mgd. Typical daily flows at the Perris Valley Regional Water Reclamation Facility total 15.5 mgd.[20] This indicates a current residual capacity of approximately 6.5 mgd.

[20] Perris Valley Regional Water Reclamation Facility. (2021). *Perris Valley Regional Water Reclamation Facility*. https://content.emwd.org/sites/default/files/migrate-documents/pvrwrffactsheet.pdf

Given the limited scope of the Project (less than 40,000 square feet of light industrial/business park) the Project uses would contribute nominally to system wastewater treatment demands.[21] Further, the fact that EMWD has provided the Project with will-serve notification for water and sewer services, there is no indication that wastewater treatment demands of the Project would result in inadequate capacity for EMWD to serve existing and future customers within the EMWD service area.

Because the Project's incremental wastewater treatment demands are reflected in current and planned EMWD wastewater treatment facilities improvements and there exists substantial residual capacity EMWD in wastewater treatment facilities, the potential for the Project to exceed current or anticipated wastewater treatment capacities is considered less-than-significant.

d, e) Less Than Significant Impact. The City of Perris is currently served by commercial solid waste collection and disposal services. The Project would be required to comply with State and local solid waste reduction, diversion, and recycling policies and regulations. The Project consists of conventional light industrial/business park development and would not generate volumes or types of waste not already considered and addressed under existing policies, regulations, and infrastructure systems. On this basis, the potential for the Project to 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 would be less than significant.

Sources: EMWD; Project Application Materials.

[21] Maximum potential estimated wastewater generation: 0.1 gpd/sf X 40,000 sf = 4,000 gpd. Wastewater generation from: *Merrill Commerce Center Specific Plan Certified EIR* (SCH No. 2019049079).

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Applicable PVCCSP Standards and Guidelines, and Mitigation Measures

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

Substantiation:

a-d) No Impact. Per Cal Fire's mapping information,[22] the Project site and surrounding areas are not located within a designated Fire Hazard Severity Zone. Additionally, according to the City of Perris General Plan Safety Element Figure S-5, *Wildfire Hazards*, the Project site is not located within a designated very high fire hazard zone. Therefore, no impact would occur.

[22] fire.ca.gov

Sources: City of Perris General Plan; *Fire Protection Fire and Resource Assessment Program Mapping Information* (Cal Fire) *(fire.ca.gov)*; Project Application Materials.

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

Substantiation:

a) Less Than Significant With Mitigation Incorporated. Certain biological resources may be adversely affected by the Project. Additionally, as yet unknown cultural resources and Tribal Cultural Resources may exist within the Project area. The Project, therefore, may have the potential to degrade the quality of the environment. However, mitigation measures BIO-1, BIO-2, CUL-1, and CUL-2 are included in this

Initial Study/MND that would reduce these potential impacts to levels that would be less than significant.

b) Less Than Significant With Mitigation Incorporated. The Project uses are consistent with development types and development intensities permitted or conditionally permitted under the PVCCSP. However, implementation of the PVCCSP may result in several cumulatively considerable impacts. The analysis contained in the PVCCSP EIR determined that construction associated within the PVCCSP may have cumulatively significant impacts in the following areas:

- Air Quality: Emissions generated by the overall PVCC area will exceed the South Coast AQMD's recommended thresholds of significance;
- Noise: Development in the overall PVCC area will result in substantial increases in the ambient noise environment at project buildout;
- Transportation: Potential cumulative impacts to I-215, which is consistent with the findings in the City of Perris General Plan EIR.

However, as substantiated by the analysis in this Initial Study/MND, the Project would not result in any significant environmental impacts. The Project would be consistent with local and regional plans, and the Project's operational air quality emissions would not exceed established thresholds of significance. Additionally, the Project would not cause a substantial increase in ambient noise levels. The Project adheres to all other land use plans and policies with jurisdiction in the Project area and would not cause a substantial increase in traffic volumes within the Project area. Required implementation of PVCCSP EIR mitigation measures MM Air 2 through MM Air 9, MM Air 11 through MM Air 14, MM Air 19, MM Air 20, MM Air 21, MM Noise 1 through MM Noise 4, MM Trans 1 through MM Trans 5, and MM Trans 8 would further reduce the less than significant impacts of the Project. Therefore, the Project would not have impacts that are individually limited, but cumulatively considerable, and potential impacts would be less than significant with mitigation incorporated.

c) Less Than Significant With Mitigation Incorporated. Effects on human beings were evaluated as part of this analysis of this Initial Study/MND under the aesthetics, air quality, cultural resources as it relates to human remains, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, Tribal Cultural Resources, and utilities and services systems thresholds. Based on the analysis and conclusions in this Initial Study/MND, potential impacts for these topics were considered to have no impact, less than significant impact, or less than significant with mitigation incorporated. The following are PVCCSP EIR mitigation measures that would be applicable to the Project: MM Air 2 through MM Air 9, MM Air 11 through MM Air 14, MM Air 19, MM Air 20, MM Air 21, MM Noise 1 through MM Noise 4, MM Trans 1 through MM Trans 5, and MM Trans 8. The following are Project-specific mitigation measures that would be incorporated: AES-1, BIO-1, BIO-2, and CUL-2. Therefore, potential direct and indirect impacts on human beings that result from the Project would be less than significant with mitigation incorporated.

4.0 DETERMINATION

4.0 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 project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described previously have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on an earlier analysis as described on attached sheets. If the effect is a potentially significant impact or potentially significant unless mitigated an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	☐
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 all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	☐

City of Perris:

Signature Alfredo Garcia Date 3-17-2025

Printed Signature Alfredo Garcia