Nance Street Trailer Storage and Maintenance Yards
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DPR 22-00022 Site 1 – North Nance

DPR 23-00009 Site 2 – South Nance West

DPR 23-00010 Site 3 – South Nance East

Lead Agency

City of Perris
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Perris, California 92570
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April 2025

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ACRONYMNS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
APN	Assessor Parcel Number
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Perris
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
dBA	A-Weighted Decibels
DIF	Development Impact Fees
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
LOS	Level of Service
LST	Localized Significance Threshold
March ARB/IPA	March Air Reserve Base/Inland Port Airport
March ARB/IPA ALUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
MLD	Most Likely Descendent
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MSHCP	Western Riverside Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalents
NAHC	Native American Heritage Commission
ND	Negative Declaration
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
PM2.5	Fine Particulate Matter Less Than 2.5 Microns in Diameter
PM10	Respirable Particulate Matter Less Than 10 Microns in Diameter

PPV	Peak Particle Velocity
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PVCC	Perris Valley Commerce Center
PVCCSP	Perris Valley Commerce Center Specific Plan
RTA	Riverside Transit Authority
SCAG	Southern California Association of Governments
SWPPP	Stormwater Pollution Prevention Plan
TUMF	Transportation Uniform Mitigation Fee

1 INTRODUCTION

Lake Creek Industrial, LLC (Applicant) proposes to construct three trailer maintenance and storage yard facilities and related site landscaping, drainage, and parking (Proposed Project) on vacant parcels on the north and south sides of Nance Street between Webster Avenue and Nevada Avenue (Project Sites). The three facilities would vary in size and configuration on 13 parcels that total 9.72 net acres as follows:

DPR 22-00022 Site 1 – "North Nance": Northwest corner of Webster Avenue and Nance Street.

APNs: 314-153-058, -060, -062, -064, -066, -068, 070, -082

Consolidate eight parcels via tentative parcel map to construct a trailer storage yard with 133 trailer parking stalls and an 11,700-square-foot office/mechanical bay building on a 5.61 gross/5.18-net-acre site that is currently unimproved.

DPR 23-00009 Site 2 – "South Nance West": Southeast corner of Nevada Avenue and Nance Street.

APNs: 314-160-013, -014

Merge two parcels via parcel merger to construct a trailer storage yard with 33 trailer parking stalls and an 11,700-square-foot office/mechanical bay building on a 1.82-net-acre site that is currently unimproved.

DPR 23-00010 Site 3 – "South Nance East": South of Nance between Nevada Avenue and Webster Avenue

APNS: 314-160-016, -017, -018

Construct a trailer storage yard with 96 trailer parking stalls and an 80-square-foot prefabricated guard house on a 2.73-net-acre site that is currently unimproved.

The Proposed Project is subject to the approval of the following entitlements:

- Development Plan Review No. 22-00022 (DPR 22-00022) to construct a trailer storage yard with 133 trailer parking stalls and an 11,700-square-foot office/mechanical bay building;
- Development Plan Review No. 23-00009 (DPR 23-00009) to construct a trailer storage yard with 33 trailer parking stalls and an 11,700-square-foot office/mechanical bay building;
- Development Plan Review No. 23-00010 (DPR 23-00010) to construct a trailer storage yard with 96 trailer parking stalls and an 80-square-foot prefabricated guard house;
- Tentative Parcel Map 38528 to consolidate eight parcels (APNs: 314-152-058, -060, -062, -064, -066, -068, 070, -082) into one parcel and dedicate 0.239 acres on Nance Street;
- Parcel Merger to consolidate two parcels (APNs: 314-160-013, -014) into one parcel.

The Proposed Project is a project under the California Environmental Quality Act (Public Resource Code § 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential environmental impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to Section 15367 of the Guidelines for Implementation of the California Environmental Quality Act ("State CEQA Guidelines"), the City of Perris (the City) is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for conducting or approving a project. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development and operation of the Proposed Project would have a significant impact on the environment.

1.1 California Environmental Quality Act Compliance

Pursuant to CEQA, this Initial Study has been prepared to analyze and determine any potentially significant impacts upon the environment that would result from construction and operation of the Proposed Project. Pursuant to State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the City of Perris in consultation with other jurisdictional agencies, to determine whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR) is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

A lead agency may prepare a Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed 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 effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code § 21064.5).

This Initial Study has been prepared for the Proposed Project, in conformance with Section 15070(b) of the State CEQA Guidelines. The purpose of the Initial Study is to identify any potentially significant environmental impacts associated with the Proposed Project and incorporate mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a less than significant level.

1.2 Content and Format of the Initial Study

This Initial Study is based on an Environmental Checklist Form, as suggested in Section 15063(d)(3) of the State CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Environmental Checklist Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

The Initial Study is organized as follows:

- **Section 1 – Purpose and Scope.** This section introduces the scope of the Proposed Project and the City's role with the Project, as well as a brief summary of findings.
- **Section 2 – Project Description.** This section details the Proposed Project components and general environmental setting.
- **Section 3 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the City. This section also provides the determination of the environmental document to be approved by the City.
- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form, as suggested in Section 15063(d)(3) of the State CEQA Guidelines, and includes a series of questions about the Project for each of the listed environmental topics. The Environmental Checklist Form is based on the 2024 State CEQA Guidelines Appendix G Environmental Checklist Form and it evaluates whether or not there would be significant environmental effects associated with the development of the Project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The Environmental Checklist Form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.
- **Section 5 – Summary of Mitigation Measures.** This section summarizes the Mitigation Measures identified to reduce potential impacts to less than significant levels and identifies the responsible parties for implementation of those measures.
- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.3 Initial Study Summary of Findings

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Mitigation measures were identified to reduce potentially significant impacts to less than significant levels. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared for the Proposed Project.

1.4 Documents Incorporated by Reference

The following reports and/or studies apply to development of the Project Sites and are hereby incorporated by reference:

- *Perris Comprehensive General Plan 2030,* City of Perris, originally approved on April 26, 2005 (GP). (Available at http://www.cityofperris.org/city-hall/general-plan.html
- *Perris General Plan 2030 Draft Environmental Impact Report, SCH No. 2004031135,* certified April 26, 2005 (GP EIR). (Available at http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf
- *Perris Valley Commerce Center Specific Plan Amendment No. 12, approved January 11, 2022* (PVCCSP). (Available at http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-SpecificPlan-08-2018.pdf
- *Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086*, certified January 10, 2012 (PVCCSP EIR). (Available at http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-SpecificPlanFEIR-11-2011.pdf

1.5 Contact Person

Any questions about the preparation of the Initial Study, its assumptions, or its conclusions should be referred to the following:

Attn: Mathew Evans, Project Planner
City of Perris
Development Services – Planning Division
135 N. D Street
Perris, CA 92570
Phone: (951) 943-5003, ext. 115
Email: mevans@cityofperris.org

2 INITIAL STUDY AND ENVIRONMENTAL EVALUATION

1.	**Project Title:**	Nance Street Trailer Storage and Maintenance Yards
2.	**Lead Agency Name:** **Address**	City of Perris 101 N. D Street Perris, California 92570
3.	**Contact Person:**	Alfredo Garcia algarcia@cityofperris.org (951) 943-5003, ext. 287
5.	**Project Location:**	**DPR 22-00022 Site 1 – "North Nance":** Northwest corner of Webster Avenue and Nance Street APNs: 314-153-058, -060, -062, -064, -066, -068, 070, -082 Acres: 5.61 gross/5.18 net acre site **DPR 23-00009 Site 2 – "South Nance West":** Southeast corner of Nevada Avenue and Nance Street APNs: 314-160-013, -014 Acres: 1.82 net acre **DPR 23-00010 Site 3 – "South Nance East":** South of Nance between Nevada Avenue and Webster Avenue APNs: 314-160-016, -017, -018 Acres: 2.73 net acre Site Addresses: None assigned. Topographic Quad (USGS 7.5"): *Perris* Topographic Quad Coordinates: T4 South, R4 West, Section 1 Latitude: 33.855500, Longitude: --117.246177
4.	**Project Sponsor's Name:** **Address**	Lake Creek Industrial, LLC 13681 Newport Avenue, Suite 8301 Tustin, CA 92780
6.	**General Plan Designation:**	PVCC SP – Perris Valley Commerce Center Specific Plan
7.	**Zoning Designation:**	Perris Valley Commerce Center Specific Plan – General Industrial

8. Description of Project:

The Proposed Project involves the construction and operation of the Nance Street Trailer Storage and Maintenance Yards, on three non-contiguous sites within proximity to one other as follows:

DPR 22-00022 Site 1 – "North Nance": The Applicant requests approval to consolidate eight parcels in order to construct a trailer storage yard with an 11,700-square-foot office/mechanical bay building on a 5.18-net-acre site that is currently unimproved. The building would have a maximum height of 26 feet 4 inches. Building lot coverage would be 5%. 18 vehicular parking stalls would be provided for the office/mechanical building where 16 would be required, plus required bicycle parking stalls. 133 trailer parking stalls would be provided on the site. A 14-foot-tall concrete screen wall would screen the truck court from being visible from the street. The landscape area would cover 19% of Site 1.

DPR 23-00009 Site 2 – "South Nance West": The Application requests approval to merge two parcels to construct a trailer storage yard with an 11,700-square-foot office/mechanical bay building on a 1.82-net-acre site that is currently unimproved. The building would have a maximum height of 26 feet 4 inches. Building lot coverage would be 15%. 16 vehicular parking stalls would be provided for the office/mechanical building where 16 would be required, plus required bicycle parking stalls. 33 trailer parking stalls would be provided on the site. A 14-foot-tall concrete screen wall would screen the truck court from Nance Street and 8-foot-high wrought iron fences would secure the interior and rear property lines. Landscape would cover 13% of Site 2.

DPR 23-00010 Site 3 – "South Nance East": The Applicant requests approval to construct a trailer storage yard with an 80-square-foot prefabricated guard shack on a 2.73-net-acre site that is currently unimproved. Four vehicular parking stalls and 96 trailer parking stalls would be provided. A 14-foot-tall concrete screen wall would screen the truck court from Nance Street and an 8-foot-high wrought iron fence would secure the interior and rear property lines. Landscape would cover 13% of Site 3.

9. Surrounding Land Uses:

Surrounding land uses are identified in **Table 1 –** *Surrounding Land Use*.

Table 1 – Surrounding Land Use

Direction	Land Use Description
North	Vacant land, followed by Harley Knox Boulevard, North Webster Avenue/Harley Knox Boulevard roundabout, vacant land, and March Air Reserve Base/Inland Port Airport.
East	North Webster Avenue, followed by IAA-ACE Perris 2 (north of Nance) (775 Harley Knox Boulevard), and Auto Aide Towing (845 West Nance Street), a truck trailer lot (4990 North Webster Avenue) and an industrial warehouse (south of Nance).
South	Non-conforming residential parcels, trailer storage lots, GXO Logistics industrial warehouse.
West	Vacant land, followed by residences/commercial properties at 4611 and 4697 Nevada Avenue, and vacant land that has been recently approved for an industrial warehouse building.

10. Other Public Agencies Whose Approval is Required:

The following discretionary approvals are required for the Proposed Project:

Federal Agencies:

- There are no federal agencies in which discretionary approvals are required.

State Agencies:

- There are no State agencies in which discretionary approvals are required.

Local Agencies:

- City of Perris:
    - Adopt CEQA compliance documents.
    - Approval of the following applications:
        - Development Plan Review No. 22-00022 (DPR 22-00022) to construct a trailer storage yard with 133 trailer parking stalls and an 11,700-square-foot office/mechanical bay building
        - Development Plan Review No. 23-00009 (DPR 23-00009) to construct a trailer storage yard with 33 trailer parking stalls and an 11,700-square-foot office/mechanical bay building
        - Development Plan Review No. 23-00010 (DPR 23-00010) to construct a trailer storage yard with 96 trailer parking stalls and an 80-square-foot prefabricated guard house
        - Tentative Parcel Map 38528 to consolidate eight parcels (APNs: 314-153-058, -060, -062, -064, -066, -068, 070, -082) into one parcel and dedicate 0.239 acres on Nance Street
        - Parcel Merger to consolidate two parcels (APNs: 314-160-013, -014) into one parcel.

- Santa Ana Regional Water Quality Control Board:
    - Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- Eastern Municipal Water District:
    - Approval of water and sewer improvement plans.

11. California Native American Consultation:

On January 16, 2024, the City of Perris notified the following tribal entity representatives of the Proposed Project and the 30-day timeframe in which to request Assembly Bill 52 consultation:

- Cheryl Madrigal, Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians
- Bo Mazzetti, Chairperson, Rincon Band of Luiseño Indians
- Paul Macarro, Cultural Resources Coordinator, Pechanga Band of Luiseño Indians
- Mark Macarro, Chairperson, Pechanga Band of Indians
- Jeff Grubbe, Chairperson, Agua Caliente Band of Cahuilla Indians
- Patricia Garcia-Plotkin, Director of THPO, Agua Caliente Band of Cahuilla Indians
- Jill McCormick, Historic Preservation Officer, Quechan Tribe of the Fort Yuma Reservation
- Manfred Scott Acting Chairperson Kw'ts'an Cultural Committee, Quechan Tribe of the Fort Yuma Reservation
- Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians
- Doug Welmas, Chairperson, Cabazon Band of Mission Indians
- Daniel Salgado, Chairperson, Cahuilla Band of Mission Indians of the Cahuilla Reservation
- Ray Chapparosa, Chairperson, Los Coyotes Band of Cahuilla & Cupeno Indians
- Ann Brierty, THPO, Morongo Band of Mission Indians
- Robert Martin, Chairperson, Morongo Band of Mission Indians
- Shasta Gaughen, THPO, Pala Band of Mission Indians
- Joseph Hamilton, Chairperson, Ramona Band of Cahuilla, California
- John Gomez, Environmental Coordinator, Ramona Band of Mission Indians
- Lovina Redner, Tribal Chair, Santa Rosa Band of Cahuilla Indians
- John Ontiveros, Cultural Resources Department, Soboba Band of Mission Indians
- Isaiah Vivanco, Chairperson, Soboba Band of Mission Indians
- Michael Mirelez, Cultural Resources Coordinator, Torres-Martinez Band of Desert Cahuilla Indians

3 PROJECT DESCRIPTION

3.1 Background

The Project Sites are located is within the Perris Valley Commerce Center (PVCC) area of the City of Perris. The PVCC area encompasses more than 5 square miles and more than 3,500 acres in the northwestern portion of the City near the March Air Reserve Base/Inland Port Airport (March ARB/IPA). The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284). The PVCCSP is designed to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses through land use designations within the plan area.

The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris 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 Specific Plan area were 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". The environmental analysis for the Proposed Project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzed the direct and indirect environmental 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 and a Statement of Overriding Considerations. Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects within the PVCC comply with the required PVCCSP Standards and Guidelines, and the applicable PVCCSP EIR mitigation measures as outlined in the Mitigation Monitoring and Reporting Program, and that these requirements are implemented in a timely manner. Mitigation measures applicable to this Project are incorporated in this Initial Study and are assumed in the analysis presented.

3.2 Project Site Setting

The Project Sites are located on three non-contiguous development sites within the PVCCSP – General Industrial zone, which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The Project Sites are south of Harley Knox Boulevard, west of Webster Avenue, north of Markham

Street, and east of Nevada Avenue (**Figure** 1 – *Regional Vicinity* and **Figure 2 –** *Site Location – Aerial View*). Site 1 is north of Nance Street, Site 2 is south of Nance Street to the west, and Site 3 is south of Nance Street to the east. A non-conforming residential parcel is located south of Nance Street, between Site 2 and Site 3 and is not a part of the Proposed Project. Non-conforming residential uses are located west of Site 1 and south of Site 3. The Project Sites are surrounded by recently constructed industrial warehouses to the south and east, and an approved but not constructed industrial warehouse development to the west.

Surrounding properties are developed as follows:

- **North:** Vacant land, followed by Harley Knox Boulevard, vacant land and March ARB/IPA.
- **Northeast:** North Webster Avenue/Harley Knox Boulevard roundabout, followed by vacant land.
- **East:** North Webster Avenue, followed by IAA-ACE Perris 2 (775 Harley Knox Boulevard).
- **Southeast:** Intersection of West Nance Street and North Webster Avenue, followed by vacant land,
- **South:** West Nance Street, followed by a mobile home (953 West Nance Street), vacant land, Auto Aide Towing (845 West Nance Street), truck trailer lot (4990 North Webster Avenue), and GXO Logistics Warehouse (4413 Patterson Avenue).
- **Southwest:** West Nance Street, followed by a mobile home (953 West Nance Street) and vacant land,
- **West:** Vacant land, followed by residences/commercial properties at 4611 and 4697 Nevada Avenue.
- **Northwest:** Vacant land.

The Project Sites are within the *Perris* U.S. Geological Survey (USGS) 7.5-minute topographical map in Section 1, Township 4 South, Range 4 West (**Figure 3** – *Site Location – USGS Map*) and includes Assessor Parcel Numbers (APNs): Site 1 – "North Nance": APN 314-153-058, -060, -062, -064, -066, -068, 070, -082; Site 2 – "South Nance West": APNs: 314-160-013, -014; and Site 3 – "South Nance East": APNs: 314-160-016, -017, -018 (**Figure 2**).

Major roadways in the surrounding area include the Harley Knox/I-215 interchange to the northwest and the Ramona Expressway/I-215 interchange to the southwest. Per the City of Perris General Plan Circulation Element and the PVCCSP, truck access would be taken from Nance Street to Webster Avenue, through the roundabout to Harley Knox Boulevard, and then to the interchange with the I-215 at Harley Knox Boulevard.

Site Zoning

The PVCCSP establishes the zoning for the properties within the PVCC planning area. The PVCCSP zoning designation for the Project Sites is General Industrial (GI) (**Figure 4** – *Site Location – PVCCSP*), which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The GI zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019).

3.3 Project Characteristics

The Proposed Project includes the following:

Site Plan: The Proposed Project is comprised of three non-contiguous development sites (**Figure 5** – *Composite Site Plan*).

Site 1: Development on Site 1 would involve the construction of a trailer storage yard with an 11,700-square-foot office/mechanical bay building on a 5.18-net-acre site that is currently unimproved (**Figure 6** – *DPR 22-00022 Site 1 – North Nance*). The building would have a maximum height of 26 feet 4 inches. Building lot coverage would be 5%. 18 vehicular parking stalls would be provided for the office/mechanical building where 16 would be required, plus required bicycle parking stalls. 133 trailer parking stalls would be provided on the site. A 14-foot-tall concrete screen wall would screen the truck court from being visible from the street. The landscape area would cover 19% of Site 1.

Site 2: Development on Site 2 would involve the construction of a trailer storage yard with a 11,700-square-foot office/mechanical bay building on a 1.82-net-acre site that is currently unimproved (**Figure 7** – *DPR 23-00009 Site 2 – South Nance West*). The building would have a maximum height of 26 feet 4 inches. Building lot coverage would be 15%. 16 vehicular parking stalls would be provided for the office/mechanical building where 16 would be required, plus required bicycle parking stalls. 33 trailer parking stalls would be provided on the site. A 14-foot-tall concrete screen wall would screen the truck court from Nance Street, and 8' wrought iron fences would secure the interior and rear property lines. Landscape would cover 13% of Site 2.

Site 3: Development on Site 2 would involve the construction of a trailer storage yard with an 80-square-foot prefabricated guard shack on a 2.73-net-acre site that is currently unimproved (**Figure 8** – *DPR 23-00010 Site 3 – South Nance East*). Four vehicular parking stalls and 96 trailer parking stalls would be provided. To accommodate a 75-foot storage length for a truck, the gate will remain open during operating hours. A 14-foot-tall concrete screen wall would screen the truck court from Nance Street, and an 8-foot-high wrought iron fence would secure the interior and rear property lines. Landscape would cover 13% of Site 3.

The Project Site Plan has been designed with building setbacks as required by City code. The buildings would have a maximum height of 27 feet. The proposed color scheme of the office/maintenance buildings is a variety of gray and blue with accents which are consistent with a color scheme consistent with the surrounding area, and the design is proposed to comply with the PVCCSP to reduce massing and monotony using varying parapet height and materials (**Figure 9** – *Building Elevations and Profiles*).

Vehicular Access: Vehicular access to the Project Sites would be provided via four driveways from Nance Street (**Figure 10** – *Project Driveways*). Passenger vehicles would access Site 1 from Driveway 3, Site 2 from Driveway 2, and Site 3 from Driveway 3 (shared with truck access as the guard shack is the only building on Site 3). Trucks would access Site 1 from Driveway 4, Site 2 from Driveway 1, and Site 3 from Driveway 3. All truck access would be taken from Nance Street

and Webster Avenue. No trucks would use Nevada Avenue, which is currently unpaved. Improvements to Nevada Avenue to its westerly half-width plus 12 feet, between Nance Street and Harley Knox Boulevard, are a condition of the approved development to the west (DPR 21-00005 – Duke Warehouse at Patterson Avenue and Nance Street). The approved project also will result in the vacation of the portion of Nance Street between Patterson Avenue to the west and Nevada Avenue to the east, eliminating access from the Project Sites to Patterson Avenue via Nance Street to the west. This will result in a stop-controlled T-intersection at Nance Street and Nevada Avenue, which will be constructed by the neighboring warehouse project. Trucks would circulate on-site through trailer storage yards and exit the Project Sites onto Nance Street via an easterly turn towards Webster Avenue. Passenger vehicles and trucks would not co-mingle onsite or in driveways, except for the stalls serving the guard shack at Driveway 3 on Site 3.

The following improvements would be constructed as part of the Project and adjacent properties to provide site access, as necessary based on Nance Street City of Perris General Plan classification as a Local (60-foot right-of-way):

Project Driveway 1 (Truck Only) (NS) at Nance Street (EW) [Study Intersection #1]

- Construct one inbound lane and one outbound lane with northbound stop-control for truck access only
- Northbound: one shared left/right turn lane
- Eastbound: one shared through/right turn lane
- Westbound: one shared left turn/through lane

Project Driveway 2 (Auto Only) (NS) at Nance Street (EW) [Study Intersection #2]

- Construct one inbound lane and one outbound lane with northbound stop-control for passenger car access only
- Northbound: one shared left/right turn lane
- Eastbound: one shared through/right turn lane
- Westbound: one shared left turn/through lane

Project Driveway 3 (NS) at Nance Street (EW) [Study Intersection #3]

- Construct one inbound lane and one outbound lane with northbound and southbound stop-control
- Northbound: one shared left/through/right turn lane
- Southbound: one shared left/through/right turn lane
- Eastbound: one shared left/through/right turn lane
- Westbound: one shared left/through/right turn lane

Project Driveway 4 (Truck Only) (NS) at Nance Street (EW) [Study Intersection #4]

- Construct one inbound lane and one outbound lane with southbound stop-control for truck access only
- Southbound: one shared left/right turn lane
- Eastbound: one shared left turn/through lane
- Westbound: one shared through/right turn lane

Parking: Auto and trailer storage parking would be provided as shown on Table 2 – *Parking Summary*:

Table 2 – Parking Summary

Parking Type	Site 1	Site 2	Site 3	Total
Standard	12	10	3	**25**
Clean Air/EV	4	4	0	**8**
ADA	2	2	1	**5**
Total Auto	**18**	**16**	**4**	**38**
Bicycles	2	2	1	**5**
Trailers	133	33	96	**262**

The Project Sites are proposed to contain a total of 38 auto parking spaces, which include five spaces that are handicapped accessible. Employee passenger vehicle parking would be provided adjacent to the maintenance buildings on Sites 1 and 2, and adjacent to the guard shack on Site 3. 262 total trailer parking stalls would be provided across the three sites. The parking configuration places workers near the building so that workers do not have to cross truck traveled ways to enter and exit the building. Pursuant to Section 5.106.5.2 of the 2022 California Green Building Standards Code (CCR, Title 24, Part 11 – CalGreen), the tenant may designate any of the parking spaces for low-emitting, fuel efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CalGreen Code, raceways would be provided in eight of the standard parking spaces for the future charging of electric vehicles. Pursuant to Section 5.106.4.1.2 of the CalGreen Code, five long-term bicycle parking spaces would be provided.

Landscaping and Hardscape: Landscaping is proposed along Webster Avenue and Nance Street, as well as within the passenger vehicle parking areas (**Figure 11 –** *Landscape Plan*). The trailer parking areas within all three sites would be screened from view from Nance Street and Webster Avenue with 14-foot-tall concrete screen walls. Interior and rear property lines would be secured with an 8-foot-high black tubular steel fence. The Webster Avenue frontage would feature Afghan Pines and Chilean Mesquite trees, and the Nance Street frontage would feature Afghan Pines and Magnolias. Driveway entrances would be accented with Blue Palo Verde trees, and the passenger vehicle parking areas would feature Desert Willows and Chitalpas. Building and side yard setbacks would include various groundcover, shrub, and accent plantings.

Fenestration and Glazing: The PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5) encourage the use of low-reflectant facades and prohibit metal siding where visible from the public. Further, as identified in Section 12.1.3, Compatibility with the March

ARB/IPA Airport Land Use Compatibility Plan (ALUCP) of the PVCCSP, any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport is prohibited. Exterior surfaces of the proposed building would be finished with a combination of architectural coatings, trim, and/or other building materials (e.g., concrete) (**Figure 9**). Windows would consist of low reflective glass. The Proposed Project would comply with the requirements in the PVCCSP related to building materials to ensure that glare does not create a nuisance to on- and off-site viewers of the Project Site, or aircraft traveling to/from March ARB/IPA.

Site Lighting: Site lighting would be low-level light emitting diode (LED) that would be pointed downward at the parking lot and/or along the edges of the building. Refer to **Figure 12 –** *Photometric Plan* for lighting details.

Stormwater Management: The Project Water Quality Management Plans prepared for the Proposed Project summarize the following characteristics:

DPR 22-00022 Site 1 – North Nance (Appendix F-1 – (Site 1 – North Nance) *Project Specific Preliminary Water Quality Management Plan, North Nance Trailer Yard, Northwest Corner of Webster Avenue and Nance Street*, Thienes Engineering, Inc., July 22, 2022):

Existing Site
Site 1 is currently an undeveloped lot with sparse vegetation. The site generally sheet flows northeasterly to N. Webster Avenue. Flows are conveyed northerly in the street and discharge into an existing catch basin in Webster Avenue.

Hydrology
In the proposed condition, the site would continue to generally drain northeasterly. The westerly parking lot and landscaped area would drain to a catch basin located in the parking lot. A proposed onsite storm drain system would convey water easterly around the proposed building and northeasterly through the trailer parking area. The trailer parking area would drain northeasterly to catch basins located in the parking area. Flows would confluence with runoff from the west and continue easterly toward Webster Avenue. Flows would ultimately discharge into the existing reinforced concrete box culvert in Webster Avenue. The driveway and landscaped area fronting Nance Street and the landscaped area fronting Webster Avenue sheet flow to each respective street. Flows would be conveyed northerly in Webster Avenue and discharge into the existing curb opening catch basin. The landscaped areas are considered self-treating.

DPR 23-00009 Site 2 – South Nance West (Appendix F-2 – (Site 2 – South Nance West) *Project Specific Preliminary Water Quality Management Plan, Perris Industrial Building, Nance Street and Nevada Avenue*, Thienes Engineering, Inc., February 23, 2023):

DPR 23-00010 Site 3 – South Nance East (Appendix F-3 – (Site 3 – South Nance East) *Project Specific Preliminary Water Quality Management Plan, Perris Trailer Yard Nance Street*, Thienes Engineering, Inc., February 23, 2023):

Both South Nance sites would have the same stormwater management conditions.

Existing Site
The two sites are currently undeveloped lots with sparse vegetation. The sites generally sheet flow from west to east.

Hydrology
In the proposed condition, the sites would drain onto Nance Street which then continues surface draining easterly, like existing conditions. Runoff from the sites would first drain to three catch basins; one located at each entry driveway along Nance Street and the third one located in the trailer yard. A proposed onsite storm drain system would convey runoff northeasterly towards Nance Street. Runoff would ultimately exit the site via a parkway drain. A portion of the easterly driveway and landscaped area fronting Nance Street would sheet flow offsite without being routed to Low Impact Development Best Management Practices features. The landscaped areas are considered self-treating. Offsite run-on along the westerly property line would be captured via two inlets and routed to the north– via a separate storm drain system – where run-on would then be discharged offsite via a separate parkway drain. Treated flows from the Modular Wetlands System would be pumped offsite via a separate parkway drain. Onsite and offsite flows trapped below the parkway drain's spillover elevations will also get pumped offsite.

Construction of the Proposed Project would also require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the Project Sites total more than one acre in area.

Utilities and Services: Public water and sewer would be served by the Eastern Municipal Water District (EMWD), electrical service is readily available in the vicinity through Southern California Edison (SCE), and natural gas is available through the Southern California Gas Company. The applicant has received "will serve letters" from the EMWD and SCE (**Appendix J –** *Utility Service Letters*).

Design Consistency with PVCCSP: The Proposed Project has been designed to comply with the PVCCSP. Sections of the PVCCSP applicable to the Proposed Project include, but are not limited to:

Chapter 4, Section 4.2 – On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines
4.2.2 Site Layout for Commerce Zones
4.2.3 Architecture
4.2.4. Lighting
4.2.5 Signage Program
4.2.6 Walls/Fences
Chapter 6, Section 6.1 On-Site Landscape General Requirements
6.1.1 On-Site Landscape Screening
6.1.2 Landscape in Parking Lots
6.1.3 On-Site Plant Palette

Chapter 8, Section 8.2 Industrial Development Standards and Guidelines
8.2.1 Industrial Site Layout
8.2.2 Landscape

Off-Site Improvements: Street improvements would include sidewalk, parkway, curb, and gutter on Webster Avenue on the easterly frontage of Site 1; sidewalk, parkway, curb, gutter, and pavement to a 44-foot width right-of-way along Nance Street on the southerly frontage of Site 1 and the northerly frontages of Site 2 and Site 3.

3.3.1 Construction Timing

The Proposed Project is anticipated to be operational in 2026 and would be built in one phase. Project construction is anticipated to start no sooner than the beginning of March 2025, with completion estimated by November 2025. Site improvements would include grading and underground infrastructure followed by building construction, paving, and landscape activities. The grading quantities are anticipated to balance on site and little to no import or export of fill material is anticipated. Project construction would require the use of heavy equipment such as dozers, scrapers, paving machines, concrete trucks, and water trucks.

Construction activities include the following:

Site grading and underground utility construction – this is expected to last approximately one month. Site activities include placement of underground water, sewer and other utilities underground throughout the Project Site, and off-site, to service the structures. Typical equipment includes excavators and trenchers. The Project Sites are relatively flat and soil balancing is anticipated.

Building Construction and Architectural Coating – building construction would involve the construction of two buildings, each of approximately 11,700 square feet (Site 1 and 2) and installation of an 80-square-foot prefabricated guard shack on Site 3.

Final Site Paving and Landscaping – this activity is anticipated to occur over one month. All parking areas would be paved, and landscaping placed per the design. All architectural and parking lot lighting would also be installed.

3.3.2 Best Management Practices During Construction

The following best management practices would be incorporated into the Proposed Project's construction specifications to identity how the Proposed Project would conform to Federal, State, and Local regulations:

- PVCCSP EIR Mitigation Measures. The PVCCSP EIR identified mitigation measures that the Proposed Project is required to adhere to and incorporate where applicable. The PVCCSP EIR mitigation measures that are applicable to this Project are incorporated in this Initial Study to ensure compliance with the PVCCSP EIR Mitigation Monitoring and Reporting Program .

- Construction Water Quality Control. Construction projects that disturb one acre of land or more are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project Sites are more than one acre; therefore, the contractor would be required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.
- Construction Noise

  1. Project construction shall not occur outside of the hours outlined in Section 7.34.060 of the Perris Municipal Code.
  2. All equipment, whether fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
  3. All stationary construction equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.
  4. As applicable, all equipment shall be shut off and not left to idle when not in use.
  5. To the degree possible, equipment staging shall be located in areas that create the greatest distance between construction-related noise and vibration sources and existing sensitive receptors.
  6. Portable stationary noise sources shall be directed away and shielded from existing residences in the vicinity of the Project Site. Either one-inch plywood or sound blankets shall be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding shall be without holes and cracks.
  7. No amplified music and/or voice shall be allowed on the Project Sites.
  8. Haul truck deliveries shall not occur outside of the hours presented as exempt for construction per Perris Municipal Code Section 7.34.060.

3.4 Project Characteristics – Operations

The Proposed Project would operate as a trailer storage and light maintenance facility that would serve the truck and trailer fleet needs of nearby warehousing and distribution centers. Each of the three sites could operate independently, or together with one or more operators, and would be operational 24 hours a day/seven days a week. The General Industrial zoning of the Project Site allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and

warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019).

Gates and perimeter walls would provide site security. The gates would be open during the tenant operating hours and/or as designated by the tenant operation schedule. Facility employee amenities include an outdoor patio seating area near the northwest corner of the of the building on Site 1.

3.5 Project Approvals

The following approvals and permits are required from the City of Perris to implement the Proposed Project:

- Adopt the Mitigated Negative Declaration (MND) with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Development Plan Review No. 22-00022 (DPR 22-00022) to construct a trailer storage yard with 133 trailer parking stalls and an 11,700-square-foot office/mechanical bay building.
- Development Plan Review No. 23-00009 (DPR 23-00009) to construct a trailer storage yard with 33 trailer parking stalls and an 11,700-square-foot office/mechanical bay building.
- Development Plan Review No. 23-00010 (DPR 23-00010) to construct a trailer storage yard with 96 trailer parking stalls and an 80-square-foot prefabricated guard house.
- Tentative Parcel Map 38528 to combine eight parcels (APNs: 314-153-058, -060, -062, -064, -066, -068, 070, -082) into one parcel and dedicate 0.239 acres on Nance Street.
- Parcel Merger to consolidate two parcels (APNs: 314-160-013, -014) into one parcel.

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

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

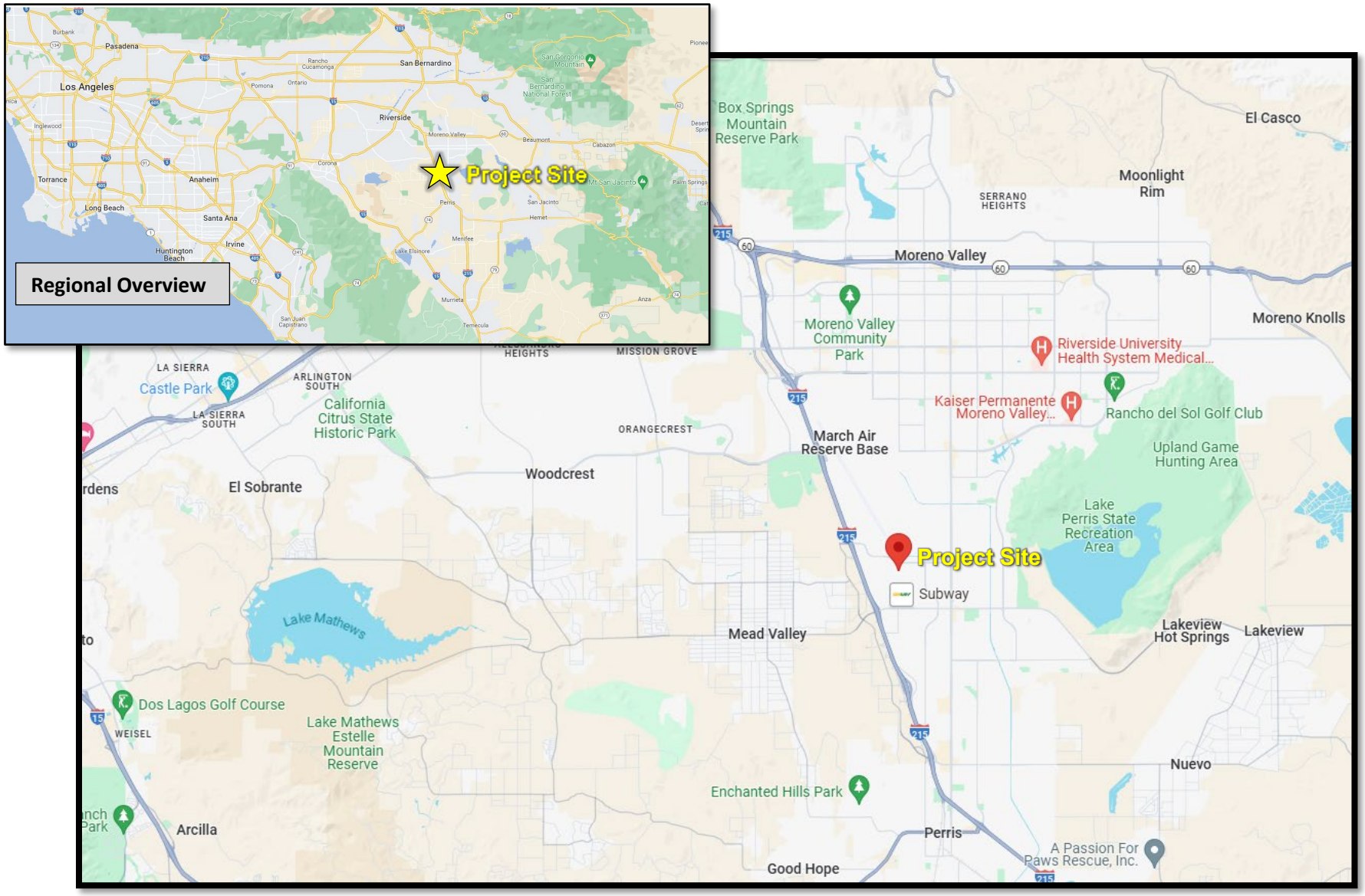
Approvals and permits that may be required by other agencies include:

Santa Ana Regional Water Quality Control Board:

- Approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.

Eastern Municipal Water District:

- Approval of water and sewer improvement plans.



Not to Scale

Figure 1: Regional Vicinity Map

Source: *Google Maps*

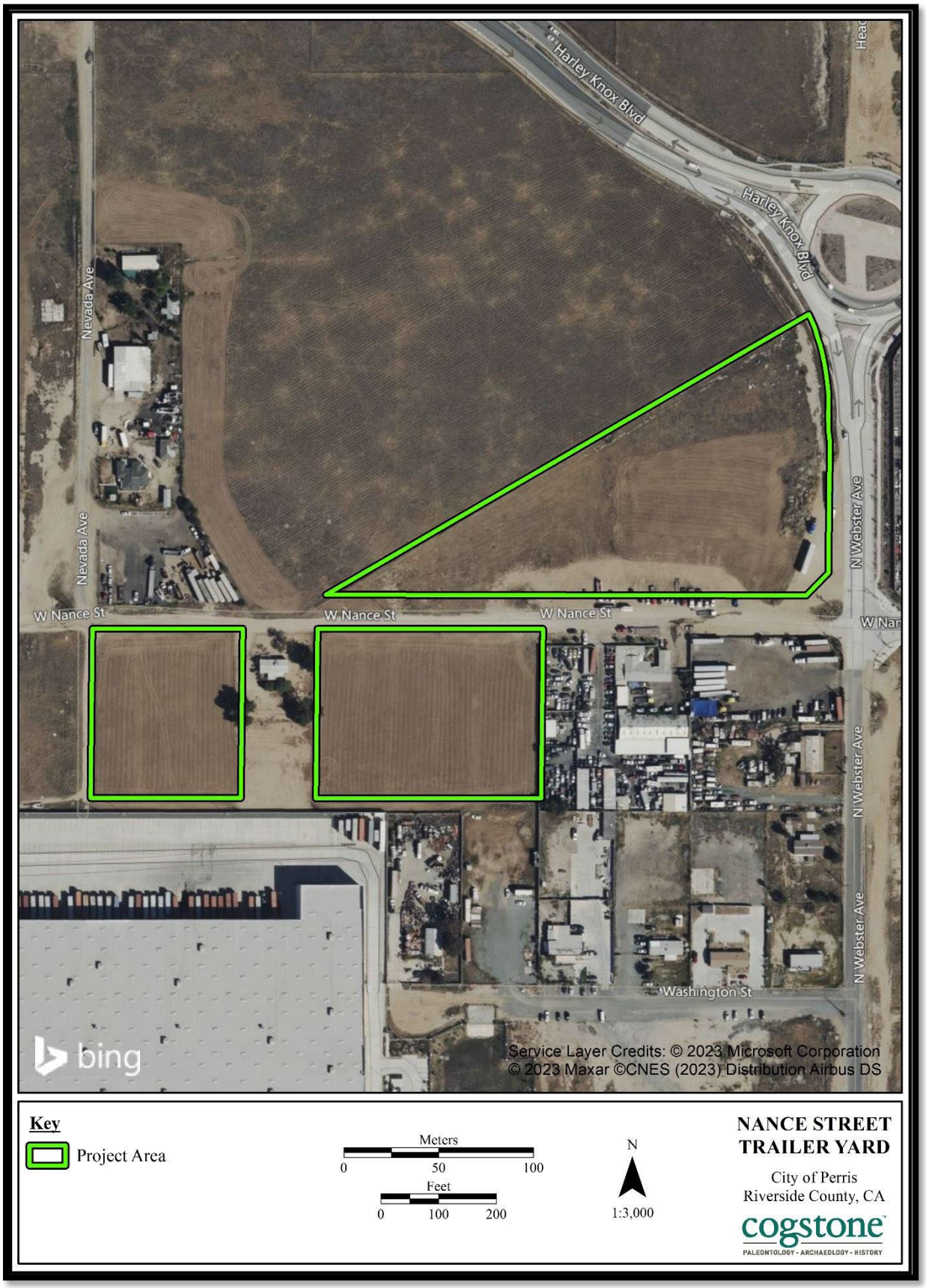


Figure 2: Site Location – Aerial View

Source: *Cogstone*

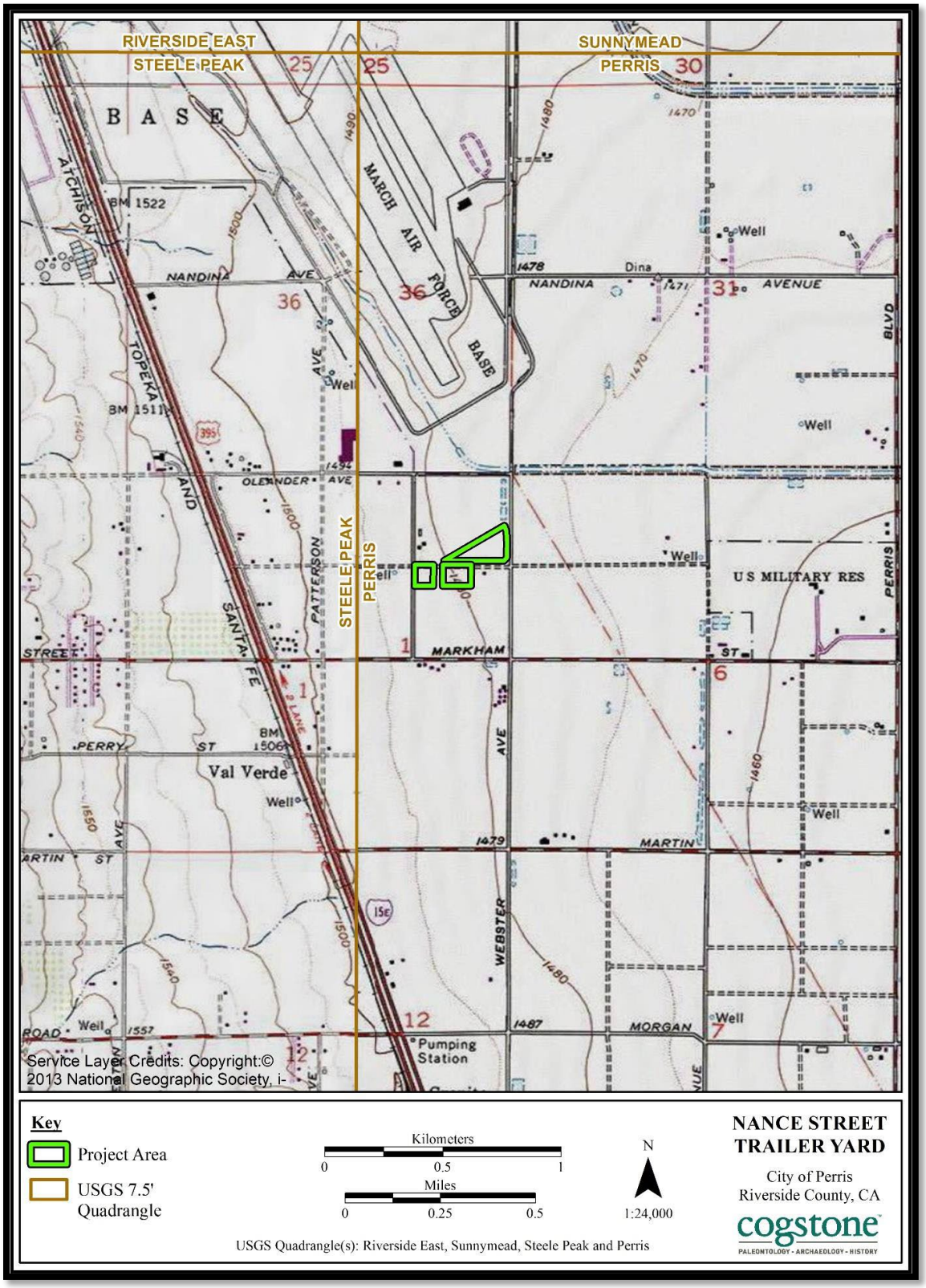


Figure 3: Site Location – USGS Map

Source: *Cogstone*

PERRIS VALLEY COMMERCE CENTER LAND USE PLAN

Figure 2.0-1, Specific Plan Land Use Designation

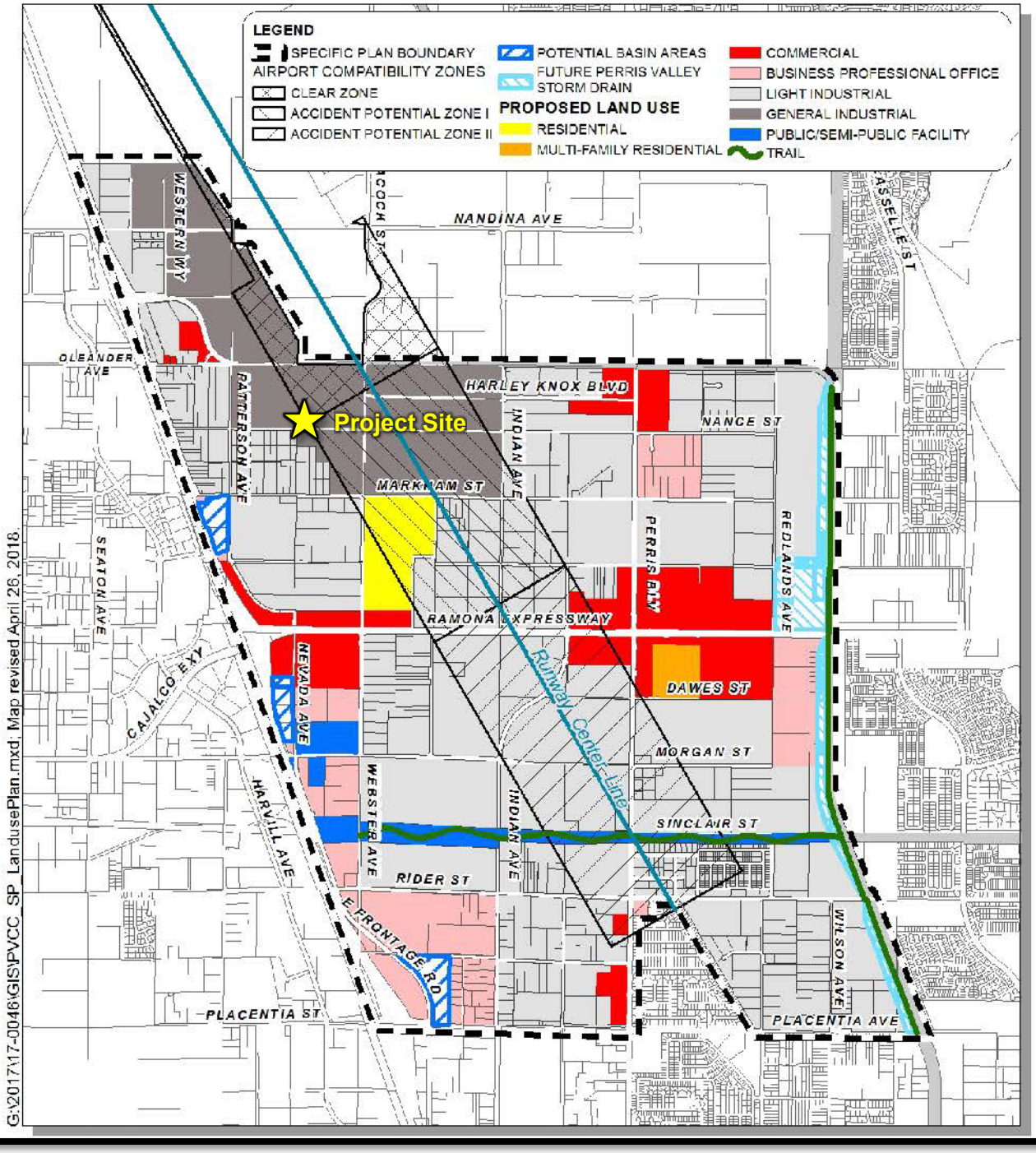


Figure 4: Site Location - PVCCSP

Source: *ESRI Mapping Service*

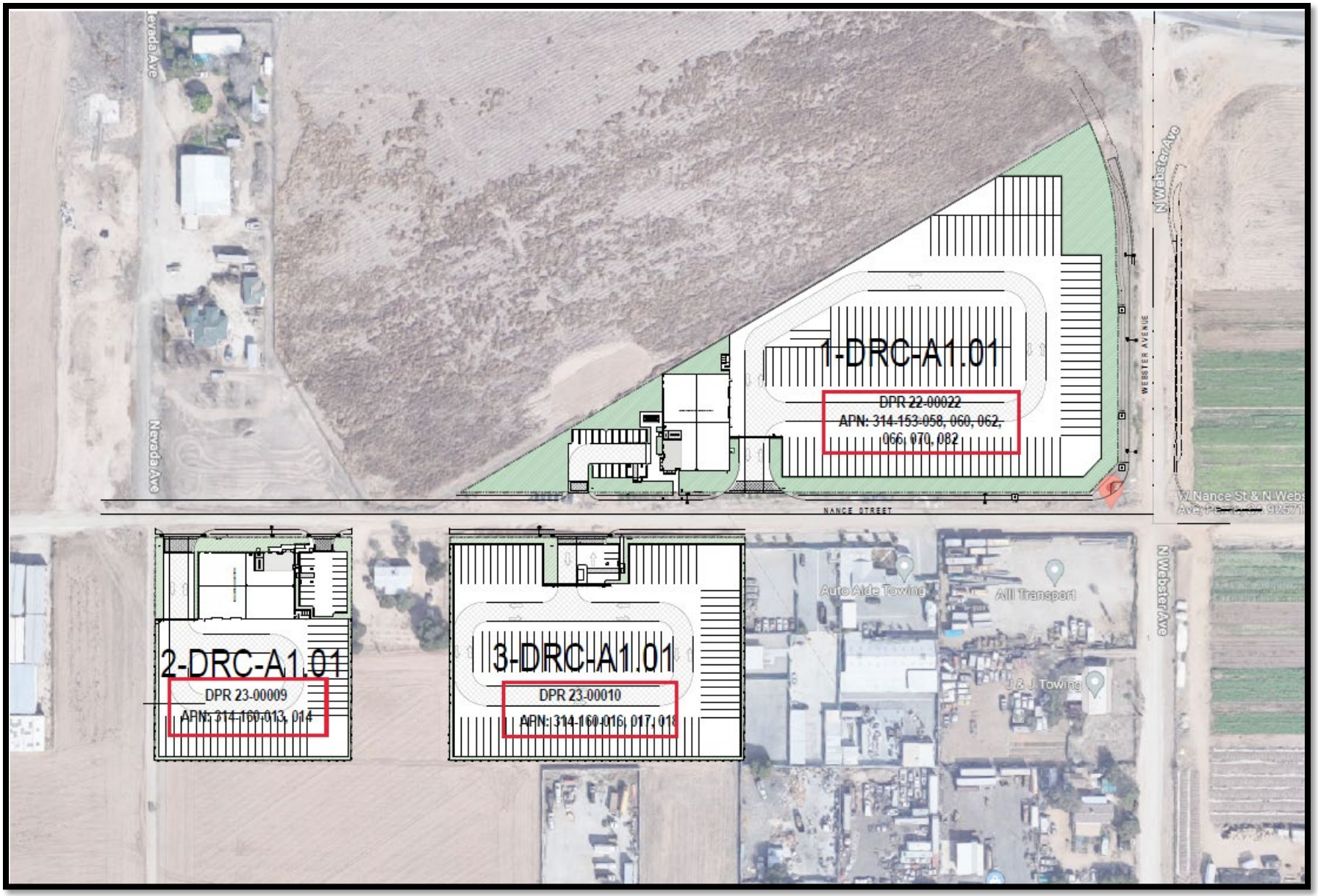


Figure 5: Site Plan Schematic

Source: *SKH Architectural Design*

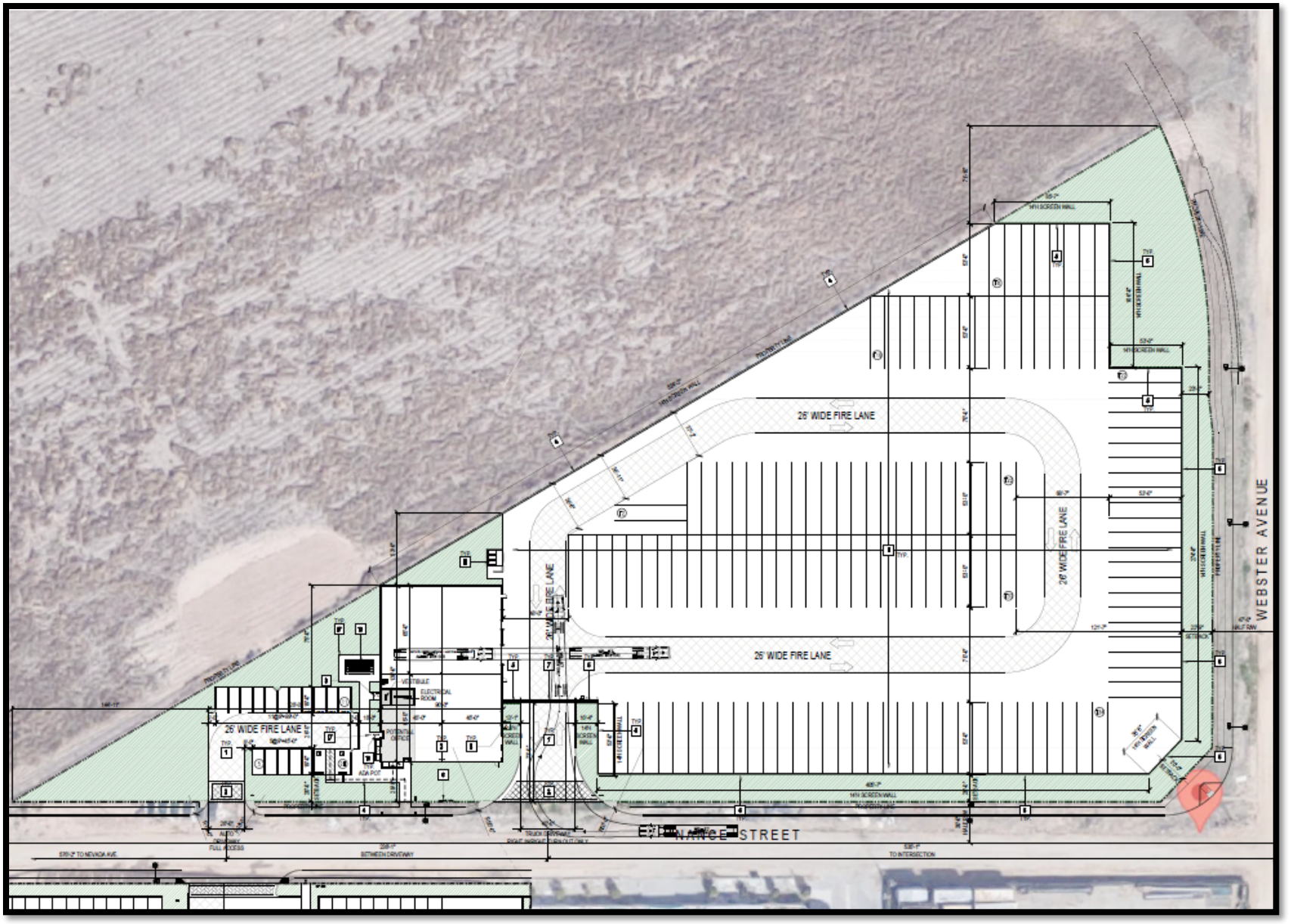


Figure 6: DPR22-00022 Site 1 – North Nance

Source: *SKH Architectural Design*

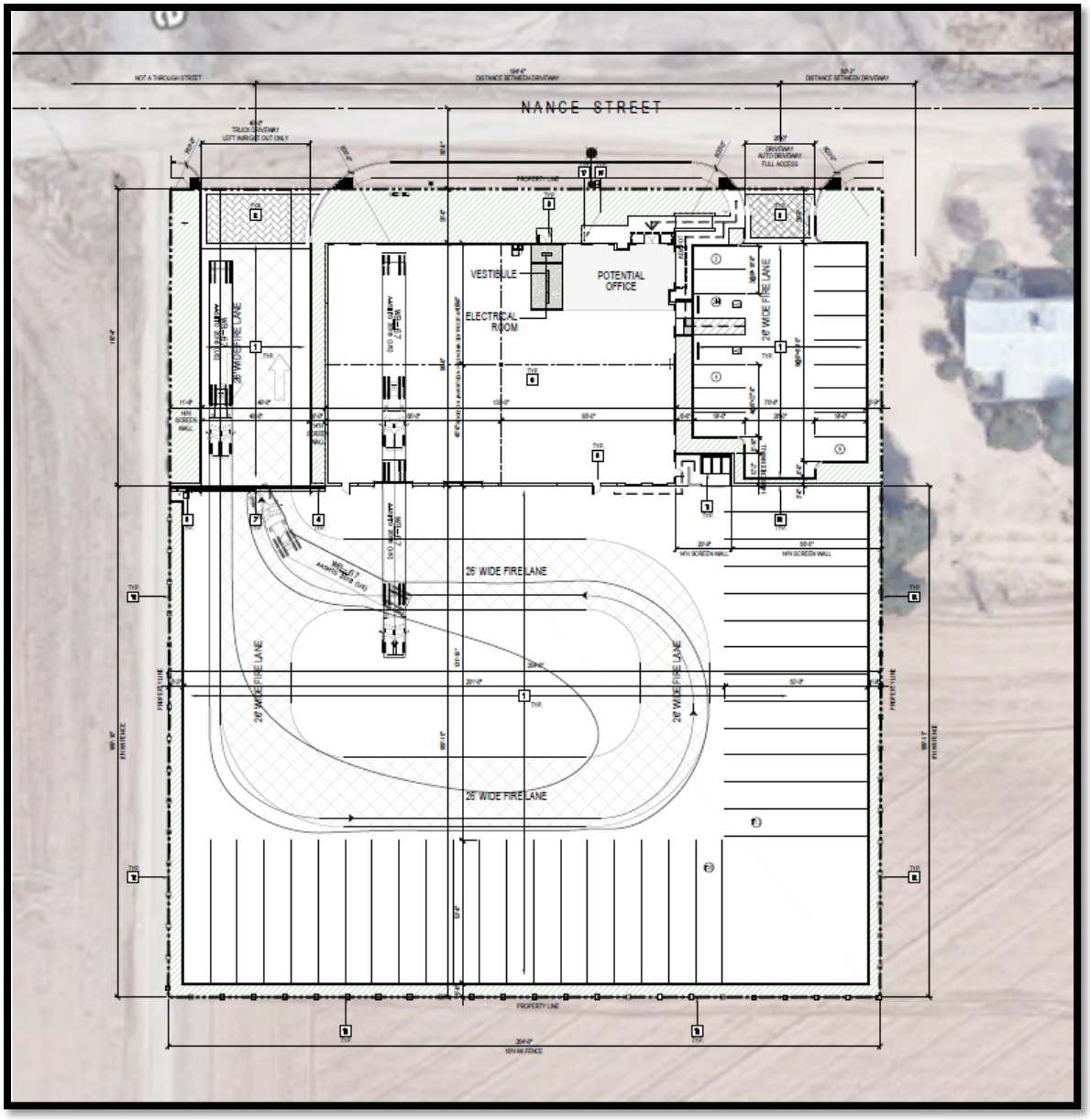


Figure 7: DPR23-00009 Site 2 – South Nance West

Source: *SKH Architectural Design*

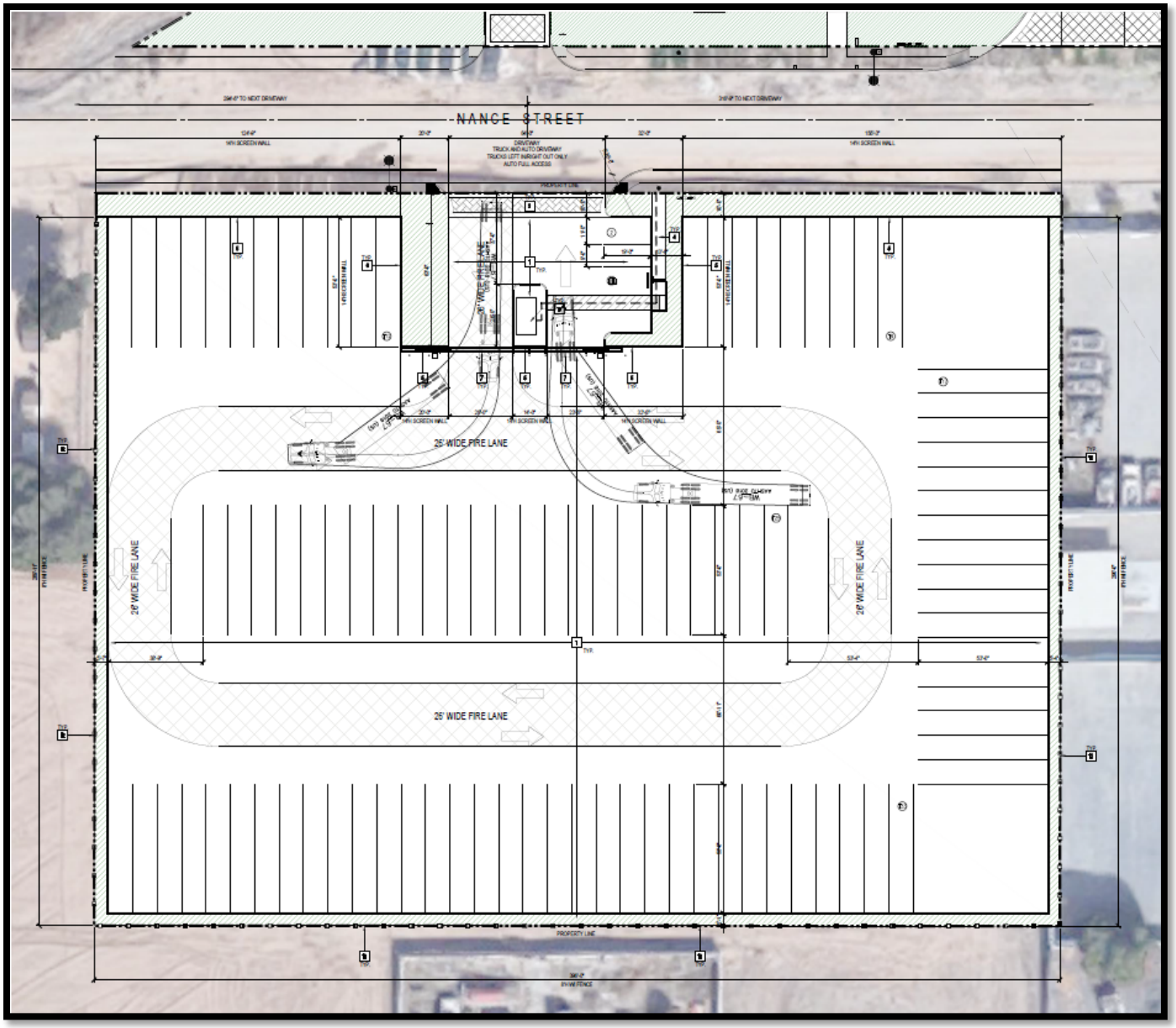


Figure 8 DPR23-00010 Site 3 – South Nance East

Source: *SKH Architectural Design*

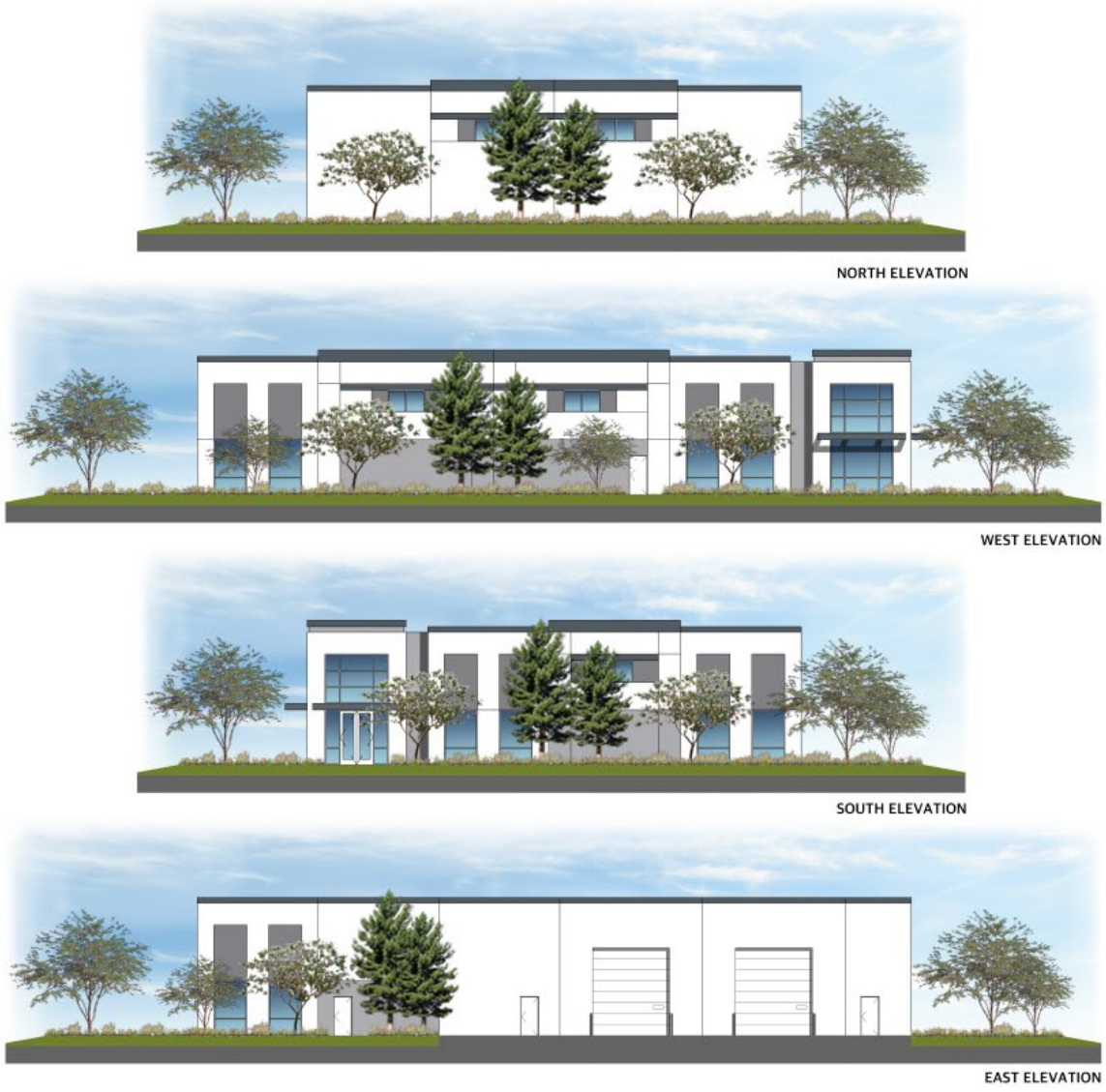


Figure 9: Building Elevations and Profiles

Source: *SKH Architectural Design*

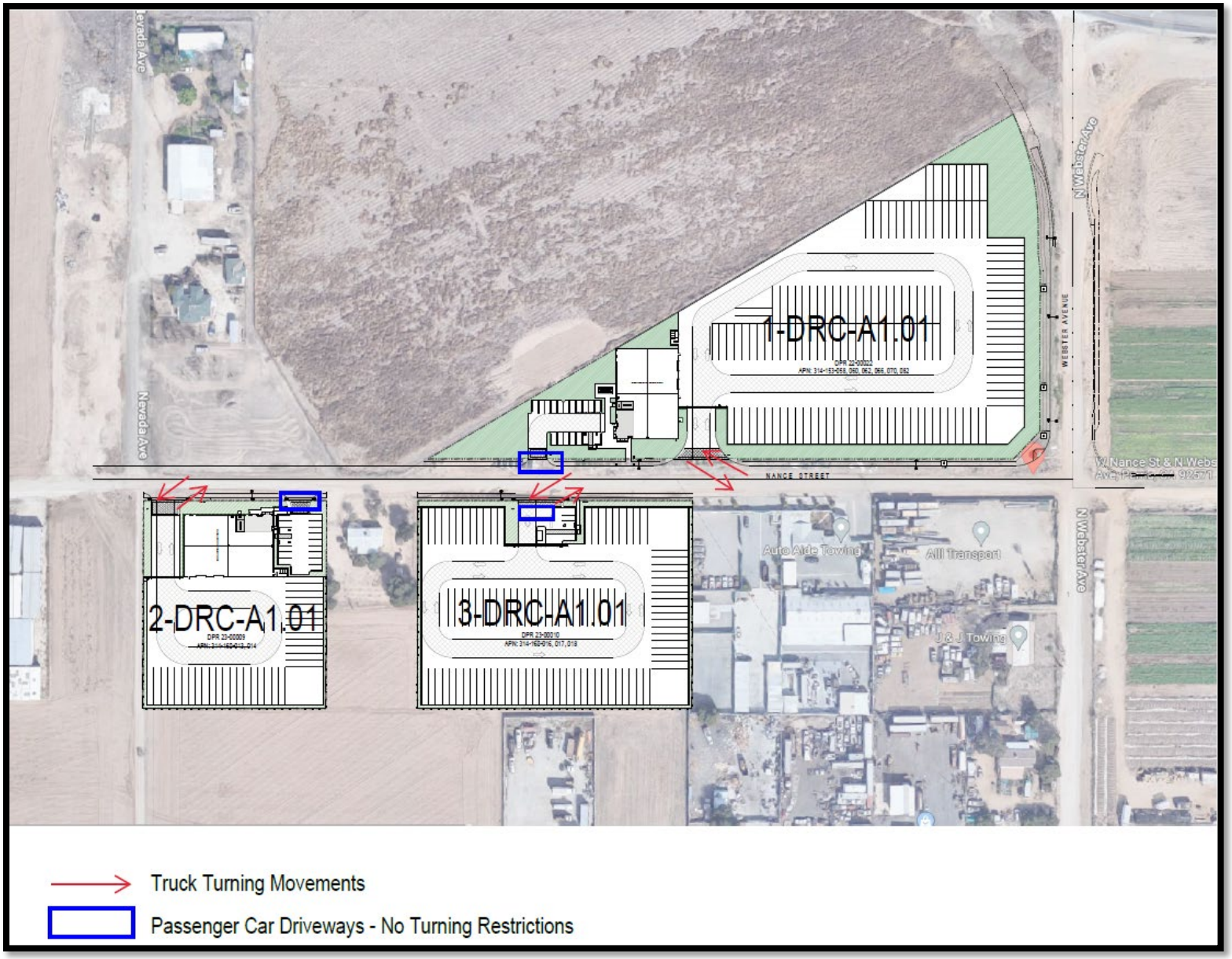


Figure 10: Project Driveways

Source: *SKH Architectural Design*

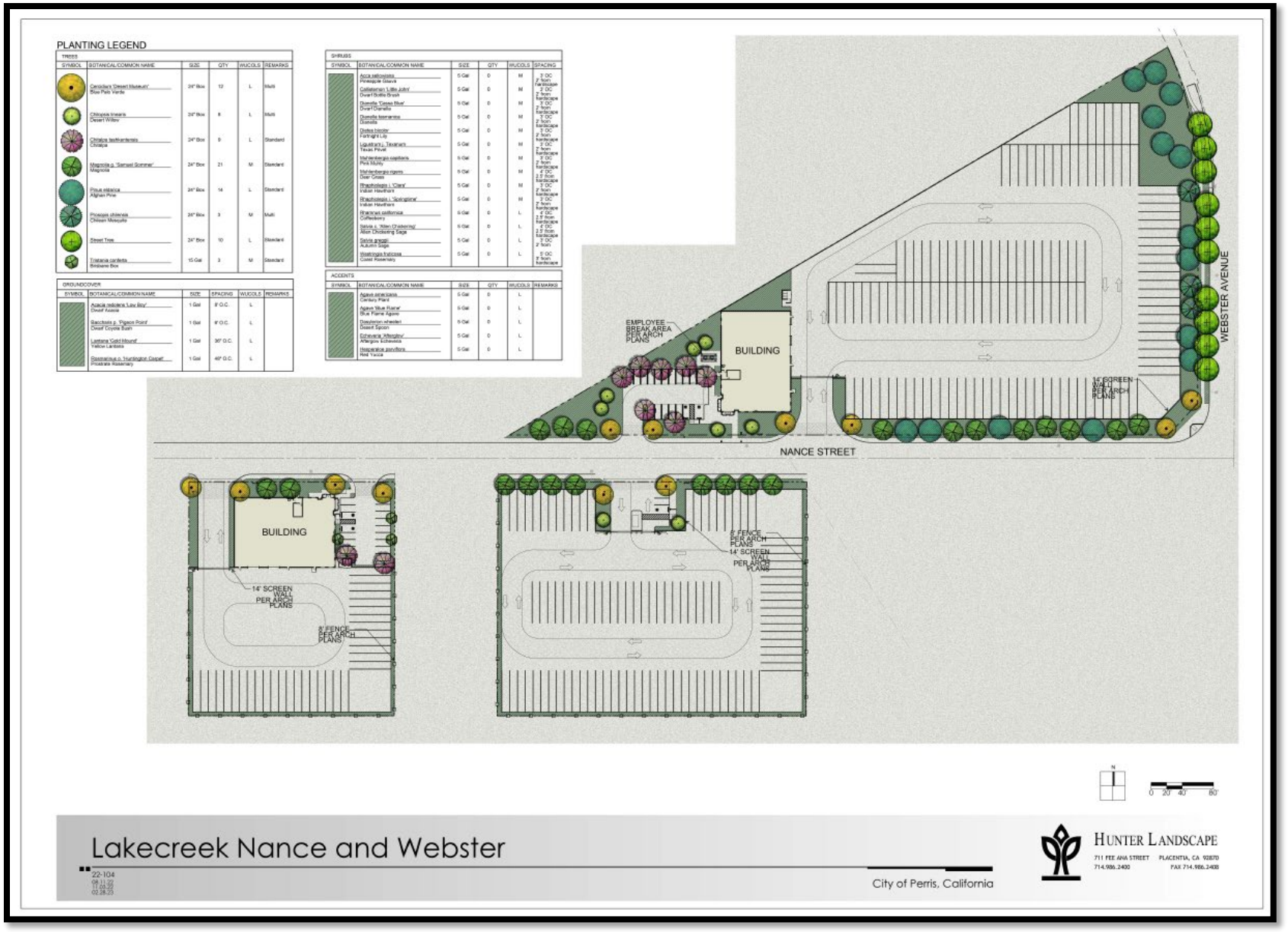


Figure 11: Landscape Plan

Source: *Hunter Landscape*

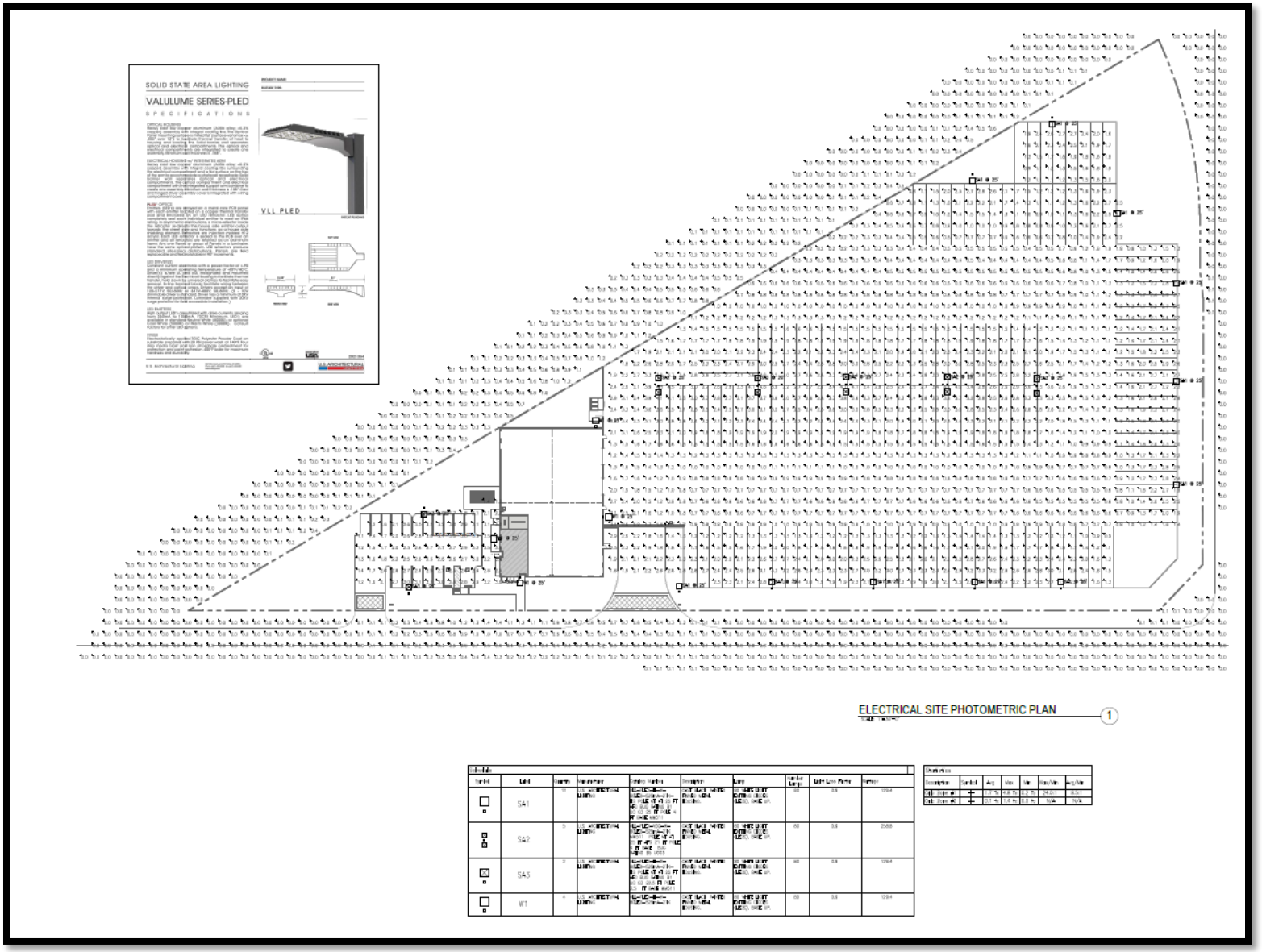


Figure 12: Photometric Plan

Source: *SKH Architectural Design*

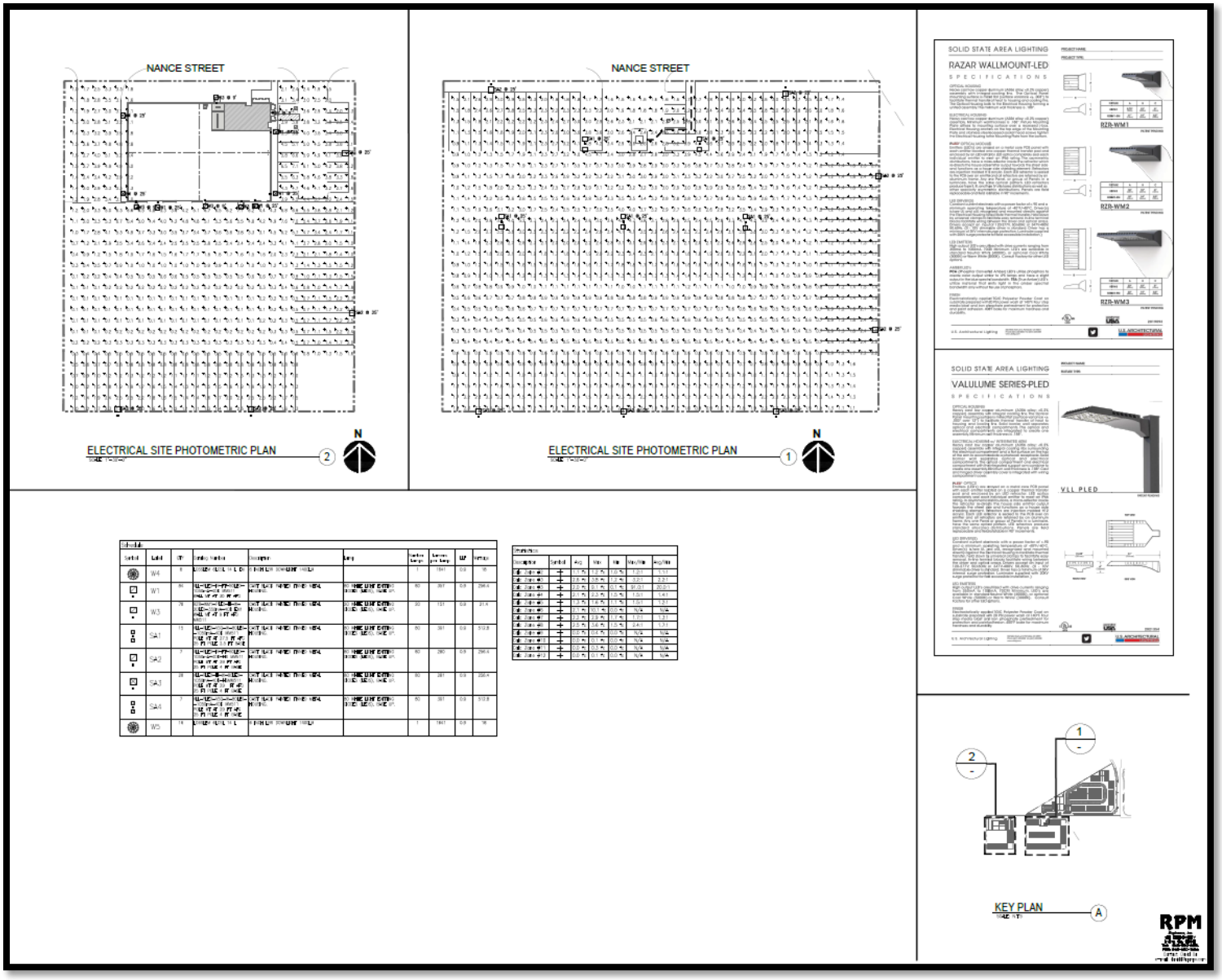


Figure 12: Photometric Plan

Source: *SKH Architectural Design*

4 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with CEQA, this Initial Study has been prepared to analyze and determine any potentially significant impacts upon the environment that would result from construction and implementation of the Proposed Project. In accordance with State CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the City of Perris in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

4.1 Organization of Environmental Analysis

Section 4 provides a discussion of the potential environmental impacts of the Proposed Project. The evaluation of environmental impacts follows the questions provided in the Environmental Checklist Form provided in Appendix G to the 2024 State CEQA Guidelines.

4.2 Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant.

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

"Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to a Program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (Section 15063[c] [3][D]. In this case, a brief discussion should identify the following:

a) Earlier analyses were used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated.

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question

b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.3 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the Proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

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

4.4 Determination

On the basis of this initial evaluation, the following finding is made:

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

Mathew Evans

Signature

March 4, 2024

Date

Mathew Evans

Name

Project Planner

Title

5 ENVIRONMENTAL IMPACTS

5.1 Aesthetics

Environmental Setting

The Project Sites are on three vacant parcels within the PVCCSP – General Industrial zone, which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). Site 1 is north of Nance Street, Site 2 is south of Nance Street to the west, and Site 3 is south of Nance Street to the east. A non-conforming residential parcel is located south of Nance Street, between Site 2 and Site 3 and is not a part of the Proposed Project. Non-conforming residential uses are located west of Site 1 and south of Site 3. The Project Site is surrounded by recently constructed industrial warehouses to the south and east, and an approved industrial warehouse development to the west.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting in Chapter 4, Chapter 6, and Chapter 8. These Standards and Guidelines have been incorporated as part of the Proposed Project design. There are no mitigation measures for aesthetics included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Discussion

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

Less Than Significant Impact. The State CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area.

The Project Sites are currently vacant. The Project Sites vicinity is generally composed of a mixture of vacant lands, truck and vehicle storage yards and a vehicle auction yard and a warehouse. The surrounding area is rapidly developing with warehouses and light industrial

facilities consistent with the City of Perris General Plan and the PVCCSP. The public vantage points within the vicinity of the Project Site could include users of the various traveled streets such as N Webster Avenue and Nance Street, which afford views of low-lying hills in the far background to the east. These views are not considered significant as they do not provide dramatic topographic relief in a manner that would be considered a "scenic vista."

The Proposed Project would change the visual character of the Project Sites, which are currently vacant and undeveloped, by adding trailer storage yards. However, the Proposed Project would be consistent and compatible with existing and proposed light industrial development in areas planned for those uses. The Project Sites are not a scenic vista nor are there scenic vistas in the vicinity of the Project Sites where the Proposed Project would disrupt the view. Therefore, potential impacts associated with scenic vistas would be less than significant and no mitigation would be required.

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

No Impact. According to the City of Perris General Plan, no notable stands of native or mature trees exist in the City and no impact is associated with development consistent with the General Plan. Additionally, the PVCCSP EIR did not identify any specific scenic resources such as trees, rock outcroppings, or unique features within the PVCC area. The closest officially designated State Scenic Highway is Highway 243, located over 20 miles east of the Project Site. Therefore, no impacts associated with scenic resources within a state scenic highway would occur and no mitigation would be required.

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?

Less than Significant Impact. The Project Sites are in the PVCCSP – General Industrial zone. The Proposed Project is designed to be consistent with the PVCCSP Standards and Guidelines which ensures compatibility with the visual character intended for the vicinity. No impacts associated with aesthetics were identified in the PVCCSP EIR. Therefore, potential impacts associated with scenic quality would be less than significant and no mitigation would be required.

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

Less than Significant Impact With Mitigation Incorporated. The Project Sites and their immediate vicinity are vacant but in the PVCC. The Proposed Project would be consistent with the PVCCSP – General Industrial zone. The Project Sites are also within Zone B of Riverside County Ordinance 655, or within a 45-mile radius of the Mt. Palomar Observatory. The Proposed Project would introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the Project Sites. However, all lighting at the Project

Sites would be consistent with the requirements in the Perris Municipal Code Section 19.02.110, which includes energy-efficient lighting and shielding parking lot lights to minimize spillover onto adjacent properties and rights-of-way. Therefore, potential operational impacts associated with light and glare would be less than significant and no mitigation would be required.

It should be noted that, to prevent conflicts with aircraft operations at March ARB/IPA, all lighting and building materials installed as part of the Project would comply with the requirements outlined in PVCCSP EIR mitigation measures **MM Haz 3** and **MM Haz 5**, which are incorporated into the Project. In summary, light fixtures are required to be hooded or shielded to prevent either the light spillover or reflection into the sky, and lights that direct a steady light or flashing light or cause sunlight to be reflected towards an aircraft during takeoff or final approach for landing are prohibited.

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 nearby residences and motorists on Nance Street and Webster Avenue, such security lights may result in glare to residents and motorists. Implementation of mitigation measure **MM AES-1** would ensure that Project-specific impacts to nighttime lighting would be less than significant.

Mitigation Measures:

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

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

MM AES-1:

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

Conclusion

Implementation of PVCCSP EIR mitigation measures **MM Haz 3** and **MM Haz 5** and Project mitigation measure **MM AES-1** would reduce potential impacts of the Proposed Project associated with aesthetics to a less than significant level.

5.2 Agriculture and Forestry Resources

Environmental Setting

According to the PVCCSP EIR, agriculture has been a major foundation of the economy and culture of Riverside County and of the City of Perris but has decreased over the past decade. Some lands have been lost to other forms of development while other lands have been brought into agricultural production. The Riverside County 2018 Agricultural Production Report identified that the total planted acreage in Riverside County increased from 188,019 acres in 2017 to 194,346 acres in 2018. Overall, this is a reduction from 204,250 acres in 2014. Crop valuation has overall decreased, from a total of $1.36 million in 2014 to $1.29 million in 2018. Vegetables and melons remain the most valued crops, with tree and vine crops and livestock also remaining fairly consistent high yield crops.

The Project Sites consists of three separate sites that involve 13 parcels that total approximately 10 acres that are in the PVCCSP – General Industrial zone, which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). According to the California Department of Conservation Farmland Mapping and Monitoring Program, Site 1 – "North Nance" is designated as Prime Farmland, and Site 2 – "South Nance West" and Site 3 – "South Nance East" are designated as Farmlands of Local Importance (**Figure 13 –** *Project Site Agricultural Designation*).

The 1991 General Plan Land Use Element eliminated the "agricultural" land use designation. Accordingly, the Environmental Impact Report prepared in conjunction with the 1991 General Plan identified conversion of agricultural land as a significant cumulative impact. Findings and facts indicating that certain social and economic factors outweighed the cumulative impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations were thereby adopted.

PVCCSP Applicable Standards and Mitigation Measures

There are no Standards and Guidelines, or mitigation measures related to agriculture and forestry resources included in the PVCCSP, and no mitigation measures for this topic area in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY 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 Dept. 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?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion

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 nonagricultural use?

No Impact. Although the Farmland Mapping and Monitoring Program identifies Site 1 as "Prime Farmland" and Sites 2 and 3 as Farmlands of Local Importance, "agricultural" land use has been eliminated from the City's General Plan. The Environmental Impact Report prepared in conjunction with the 1991 General Plan identified conversion of agricultural land as a significant cumulative impact. Findings and facts indicating that certain social and economic factors outweighed the cumulative impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations were thereby adopted. Therefore, no impact would occur and no mitigation would be required.

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

No Impacts. The Project Sites are zoned for General Industrial uses and are not subject to a Williamson Act contract. Therefore, no impacts associated with existing zoning for agricultural use, or a Williamson Act contract would occur and no mitigation would be required.

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

No Impact. The Project Site is zoned for General Industrial uses and is not zoned as forest land, timberland, or timberland zoned Timberland Production. Therefore, no impacts associated with forest land or timberland would occur, and no mitigation would be required.

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

No Impact. The Project Sites are vacant and consist of flat fields supporting exotic grassland/forbland vegetation, dominated by common weeds. There is no designated forest land within the Project Sites or within the City of Perris, and the Proposed Project would not affect forests during construction or operation. Therefore, no impacts associated with forest land would occur and no mitigation would be required.

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

No Impact. Although the Farmland Mapping and Monitoring Program identifies Site 1 as "Prime Farmland" and Sites 2 and 3 as Farmlands of Local Importance, "agricultural" land use has been eliminated from the City's General Plan. The Environmental Impact Report prepared in conjunction with the 1991 General Plan identified conversion of agricultural land as a significant cumulative impact. Findings and facts indicating that certain social and economic factors

outweighed the cumulative impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations were thereby adopted. In addition, there are no agricultural activities occurring at the Project Site or the surrounding properties. Therefore, no impact would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to agriculture and forestry services apply to the Proposed Project.

Conclusion

There would be no impacts of the Proposed Project associated with agriculture and forestry services and no mitigation would be required.

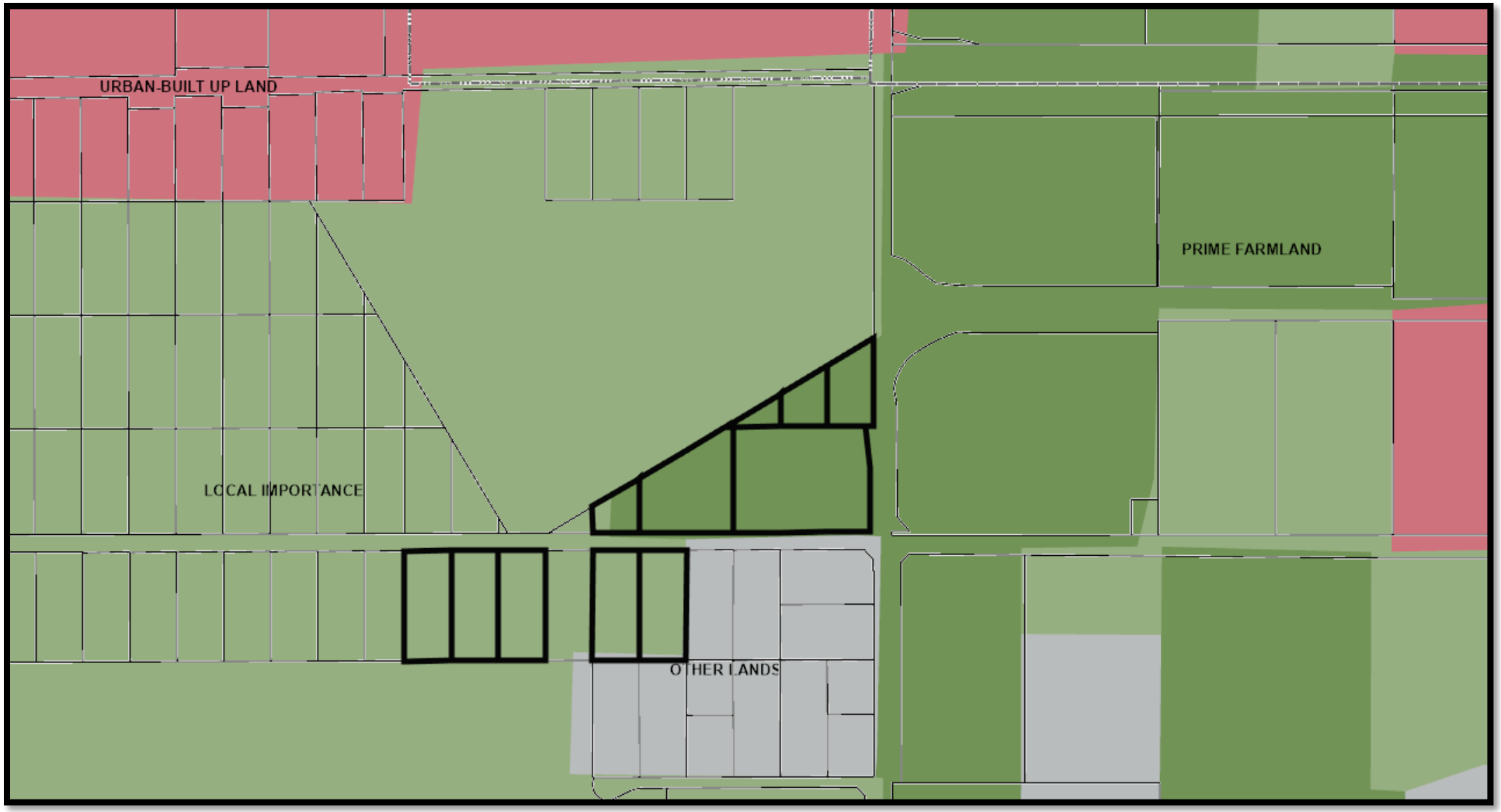


Figure 13: Project Site Agricultural Designation

Source: *Riverside County "Map My County" Database*
Map My County v11.9 (countyofriverside.us)

5.3 Air Quality

Ganddini Group, Inc (Ganddini) performed an Air Quality, Global Climate Change, HRA, and Energy Impact Analysis for the Proposed Project (**Appendix A** – *Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis,* Ganddini Group, April 25, 2024) in accordance with PVCCSP EIR mitigation measures **MM Air 1, MM Air 10,** and **MM Air 15**.

Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The U.S. Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (CARB) regulates at the state level. The South Coast Air Quality Management District (AQMD) regulates at the air basin level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide (NO_2)
- Lead
- Respirable Particulate Matter (PM10) and Fine Particulate Matter (PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The EPA and CARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project Sites are located within the City of Perris, which is part of the South Coast Air Basin, which includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (AQMD). The South Coast AQMD's 2022 Air Quality Management Plan (AQMP) assesses the attainment status of the South Coast Air Basin. The South Coast AQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The current AQMP, the 2022 AQMP, was adopted by the South Coast AQMD Governing Board on December 2, 2022.

Environmental Setting

The South Coast Air Basin is located on a coastal plain connecting broad valleys and low hills to the east. Regionally, the South Coast Air Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas.

The temperature and precipitation levels are for the City of Sun City, the closest air quality monitoring site to the Project Sites with data. August is typically the warmest month and December is typically the coolest month. Rainfall in the surrounding area varies considerably in both time and space. Almost all the annual rainfall comes from the fringes of mid-latitude storms from late November to early April, with summers being almost completely dry (Appendix A, Table 1).

Local Air Quality

The South Coast AQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Project Sites are located within the Perris Valley (Area 24). Prior to 2022, ambient concentrations of ozone were monitored at the Perris Monitoring Station, which was located approximately 4.76 miles southeast of the Project Sites at 237 ½ N. D Street, Perris. Ambient concentrations of PM10 were also monitored at this station through 2021. Ambient air pollutant concentrations are no longer monitored within the Perris Valley. The previous monitoring data shows that ozone and PM10 were the air pollutants of primary concern in the surrounding area.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to the analysis of air quality impacts presented in this IS and are incorporated as part of the Proposed Project, and as such are incorporated into the analysis in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to air quality.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Air 1:	Provide an estimate of project-level construction emissions	Appendix A – *Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis,* Ganddini Group, April 25, 2024.
MM Air 2	**Submit a traffic control plan for construction**	**Included as Project mitigation.**
MM Air 3:	**Comply with South Coast AQMD Rule 403 to control dust**	**Project-specific mitigation.**
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.**	**Included as Project mitigation.**
MM Air 5:	**Utilize permanent electrical utility services instead of diesel generators.**	**Included as Project mitigation.**
MM Air 6:	**Construction equipment must meet or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies.**	**Included as Project mitigation.**
MM Air 7:	**Keep construction equipment in good repair; maintain equipment maintenance records and equipment design specification data sheets on-site during construction.**	**Included as Project mitigation.**
MM Air 8:	**Apply paints using either high volume low pressure (HVLP) or equivalent.**	**Included as Project mitigation.**
MM Air 9:	**Use low VOC content paint or pre-painted materials.**	**Included as Project mitigation.**
MM Air 10:	Provide an estimate of air emissions for operations.	Appendix A – *Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis,* Ganddini Group, April 25, 2024
MM Air 11:	**Post signs at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.**	**Included as Project mitigation.**
MM Air 12:	Provide permanent electrical hookups for transport refrigeration units.	Not Applicable – Facility is non-refrigerated and would not accommodate the storage of refrigerated trailers.
MM Air 13:	**Promote "clean truck" fleets to tenants.**	**Included as Project mitigation.**
MM Air 14:	Designate parking spaces for high-occupancy vehicles and ride sharing vehicles.	Included in Project design.
MM Air 15:	A facility-specific Health Risk Assessment is required under specific conditions.	Appendix A – *Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis,* Ganddini Group, April 25, 2024.
MM Air 16:	Restrict sensitive land uses (hospitals, schools, etc.).	Project is not a sensitive land use.
MM Air 17:	Restrict sensitive land uses near warehouses.	Project is not a sensitive land use.
MM Air 18:	**Contact Riverside Transit Authority to coordinate bus routes.**	**Included as Project mitigation.**
MM Air 19:	Utilize energy efficient lighting throughout the site.	Included in Project design.
MM Air 20:	Increase overall energy efficiency beyond minimum standard.	Refer to Section 4.6 – Energy.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Air 21:	Install water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.	Project is not a residential development.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

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

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the 2022 AQMP.

South Coast AQMD Air Quality Management Plan

CEQA requires a discussion of any inconsistencies between the Proposed Project and applicable general plans and regional plans (State CEQA Guidelines Section 15125). The air quality plan that applies to the Proposed Project is the 2022 AQMP for the South Coast Air Basin. This section discusses any potential inconsistencies of the Proposed Project with the 2022 AQMP.

The South Coast AQMD CEQA Air Quality Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project would be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The South Coast AQMD CEQA Air Quality Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the forecasted growth assumptions incorporated within the AQMP or increments based on the year of project buildout and phase.

Criterion 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in Appendix A and presented below, neither short-term construction emissions, nor long-term operations emissions would result in significant impacts based on the South Coast AQMD regional and local thresholds of significance.

Therefore, the Proposed Project would be consistent with the 2022 AQMP for Criterion 1.

Criterion 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. Connect SoCal – the 2020-2045 Regional Transportation/Sustainable Communities Strategy of the Southern California Association of Governments (SCAG) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of Perris General Plan Land Use Map defines the assumptions that are represented in Connect SoCal and the AQMP.

The Proposed Project would be consistent with the City of Perris General Plan land use and PVCCSP zoning designations for the Project Sites. Therefore, the Proposed Project would not result in an inconsistency with the current land use designations with respect to the regional forecasts utilized by the AQMPs. The Proposed Project would not exceed the AQMP assumptions for the Project Sites and would be consistent with the 2022 AQMP for the second criterion.

Therefore, potential impacts associated with an inconsistency with the 2022 AQMP would be less than significant and no mitigation would be required.

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?

Less Than Significant Impact. The Project Site is in the South Coast Air Basin, which is designated as a non-attainment area for PM10 under state standards and for ozone and PM2.5 under both state and federal standards (Appendix A). The South Coast AQMD has developed thresholds of significance for the criteria pollutants that are pre-cursers to ozone [volatile organic compounds (VOC) and nitrogen oxides (NOx)], as well as carbon monoxide (CO), sulfur oxides (SOx), PM10, and PM2.5.

Based on the analysis provided in Appendix A, the Proposed Project would result in short-term emissions from construction associated with site grading/preparation, utilities installation, construction of buildings, and paving. The Proposed Project would also generate operational emissions associated with new vehicle traffic and energy use.

Construction Impacts

The construction-related criteria pollutant emission for each phase are shown in **Table 3 – *Construction-Related Regional Pollutant Emissions***.[1] As shown, none of the Project's construction-related emissions would not exceed the South Coast AQMD's regional thresholds of significance. Therefore, potential impacts associated with construction emissions would be less than significant.

Table 3 – Construction-Related Regional Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC[3]	NOx	CO	SOx	PM10	PM2.5
Maximum Daily Emissions[1,2]	17.50	24.40	32.10	0.05	3.68	2.05
South Coast AQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.21.
(1) Includes on-site and off-site emissions. On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM10 and PM2.5 emissions show compliance with South Coast AQMD Rule 403 for fugitive dust.
(2) Construction, painting and paving phases may overlap.
(3) VOC is shown as ROG in the CalEEMod results sheets.

[1] PVCCSP EIR mitigation measures MM Air 1 and MM Air 10 require the use of the latest available URBEMIS model to estimate the construction-related and operational emissions of projects proposed within the PVCCSP planning area. Since the time that the PVCCSP EIR was certified by the City of Perris, the URBEMIS model has been replaced by the California Emissions Estimator Model (CalEEMod). CalEEMod is now recommended by the South Coast AQMD for all general development projects within the South Coast Air Basin and was used to estimate the emissions associated by the proposed Project.

Operational Impacts

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and operational emissions from the on-going use of the Proposed Project.

The worst-case summer or winter criteria pollutant emissions created from the Proposed Project's long-term operations have been calculated and are shown in **Table 4 –** *Regional Operational Pollutant Emissions*. As shown, none of the Project's operational emissions would exceed the South Coast AQMD's regional thresholds of significance. Therefore, a less than significant regional air quality impact would occur from the operation of the Proposed Project.

Table 4 – Regional Operational Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC[1]	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	1.67	12.60	11.40	0.11	4.89	1.42
South Coast AQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
Source: CalEEMod Version 2022.1.1.21; the higher of either summer or winter emissions.
(3) VOC is shown as ROG in the CalEEMod results sheets.

Although the construction and operations emissions are below the South Coast AQMD thresholds, the Project would be required to comply with all of the applicable mitigation measures from the PVCCSP EIR. The following PVCCSP EIR mitigation measures are applicable to the Proposed Project: MM Air 2, MM Air 3, MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 8, MM Air 9, MM Air 11, MM Air 13, and MM Air 18. Compliance with these measures would further reduce Project-related construction and operations emissions and address the Project's contribution to the cumulative air quality impacts associated with development under the PVCCSP.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A sensitive receptor is defined by the South Coast AQMD as a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors are typically located in land uses such as schools, playground and childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, hospitals, retirement homes, and residences[2].

The nearest sensitive receptors to the Project Sites include: the existing single-family residential land uses with property lines located adjacent to the southern portions of the Project Sites

[2] https://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/chapter-2---air-quality-issues-regarding-land-use.pdf

(southern side of Nance Street), 50 feet (~15 meters) northwest (along Nevada Avenue), and 200 feet (~91 meters) southeast (along Webster Avenue) of the Project Sites. The single-family residential parcel located west of Site 1 Site is a non-conforming use which is zoned for General Industrial land uses in the PVCCSP.

Project-related construction and operational air emissions may have the potential to exceed the State and Federal air quality standards in the vicinity of the Project Site, even though these pollutant emissions would not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts, the South Coast AQMD has developed Localized Significant Thresholds (LSTs). The South Coast AQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emissions impacts. The Localized Significant Threshold Methodology found that the primary emissions of concern are nitrogen dioxide, CO, PM10, and PM2.5.

The emission thresholds were calculated based on Perris Valley source receptor area (source receptor area 24) and a disturbance of 2.5 acres per day, to be conservative, at a distance of 25 meters, for construction, for screening of localized operational emissions.

Construction

The data provided in **Table 5 –** *Localized Construction Emissions at the Nearest Receptors* shows that none of the analyzed criteria pollutants would exceed the localized emissions thresholds during construction at the nearest sensitive receptors. Therefore, potential impacts associated with exposure of sensitive receptors to substantial pollutant concentrations during construction would be less than significant.

Table 5 – Localized Construction Emissions at the Nearest Receptors

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	16.30	17.90	3.48	2.00
Building Construction	16.70	20.10	0.68	0.62
Paving	7.45	9.98	0.35	0.32
Architectural Coating	0.88	1.14	0.03	0.03
South Coast AQMD Thresholds[1]	170	883	7	4
Exceeds Threshold?	No	No	No	No

Notes:
Source: Calculated from CalEEMod and the South Coast AQMD's Mass Rate Look-up Tables for 2 acres, to be conservative, at a distance of 25 m in source receptor area 24 Perris Valley.
(1) The nearest sensitive receptors are the existing single-family residential land uses with property lines located adjacent to the southern portions of the Project Sites, 50 feet (~15 meters) northwest, and 200 feet (~91 meters) southeast of the Project Sites; therefore, the 25-meter threshold was used.
Note: The Project will disturb up to a maximum of 2.5 acres a day during grading (see Appendix A, Table 7).

Operations

Table 6 – *Localized Operational Emissions at the Nearest Receptors*, shows the on-site emissions that include natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per the LST Methodology, mobile emissions include only on-site sources which equate to approximately 10 percent of the Project-related new mobile sources. This percentage is an estimate of the amount of Project-related new vehicles that would occur on-site.

Table 6 – Localized Operational Emissions at the Nearest Receptors

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Area Sources[2]	0.01	1.02	0.01	0.01
Energy Usage[3]	0.27	0.23	0.02	0.02
Vehicle Emissions[4]	1.24	1.02	0.49	0.14
Total Emissions	**1.52**	**2.27**	**0.51**	**0.17**
South Coast AQMD Thresholds[5]	270	1,577	4	2
Exceeds Threshold?	No	No	No	No

Notes:
(1) Source: Calculated from CalEEMod and the South Coast AQMD's Mass Rate Look-up Tables for 5 acres, to be conservative, in source receptor area 24.
(2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
(3) Energy usage consists of emissions from on-site natural gas usage.
(4) On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
(5) The nearest sensitive receptors are the existing single-family residential land uses with property lines located adjacent to the southern portions of the Project Sites, 50 feet (~15 meters) northwest, and 200 feet (~91 meters) southeast of the Project Sites; therefore, the 25-meter threshold was used.

Table 6 indicates that the localized operational emissions would not exceed the LST thresholds at the nearest sensitive receptor, located adjacent to the Project Sites. Therefore, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation would be less than significant.

Carbon Monoxide Hotspot Emissions

Carbon monoxide is the pollutant of major concern along roadways because the most notable source of carbon monoxide is motor vehicles. For this reason, carbon monoxide concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts.

To determine if the Proposed Project could cause emission levels in excess of the carbon monoxide standards, a sensitivity analysis is typically conducted to determine the potential for carbon monoxide "hot spots" at a number of intersections in the general vicinity of the Project Sites. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for carbon monoxide. However, the South Coast AQMD has demonstrated in the carbon monoxide attainment re-designation request to the EPA that there are no "hot spots" anywhere in the South Coast Air Basin, even at intersections with much higher volumes, much worse congestion, and much higher background carbon monoxide levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts would be below thresholds.

The Traffic Impact Analysis for the Proposed Project shows that the Project is forecast to generate approximately 419 daily vehicle trips, including 17 vehicle trips during the AM peak hour and 27 vehicle trips during the PM peak hour. The 1992 Federal Attainment Plan for Carbon Monoxide showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the carbon monoxide standard. The volume of traffic at Project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the carbon monoxide standard. Therefore, no carbon monoxide "hot spot" modeling was performed and no significant long-term air quality impact would occur.

Health Risk Assessment

A Health Risk Assessment was prepared as part of the analysis in Appendix A.

Construction

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. The Office of Environmental Health Hazard Assessment has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987.

Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non- cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited amount of heavy-duty construction equipment and construction schedule, the Proposed Project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project and no mitigation would be required.

Operations

The on-going operation of the Proposed Project would generate toxic air contaminant emissions from diesel truck emissions created by the on-going operations of the Proposed Project. According to South Coast AQMD methodology, health effects from carcinogenic air toxins are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment risk-assessment methodology.

The California Air Pollution Control Officers Association has developed toxic air contaminant health risk assessment guidelines to provide consistent, statewide procedures for preparing the health risk assessments required under the Air Toxics "Hot Spots" Act. The most recent Health Risk Assessment for Proposed Land Use Projects, prepared by the California Air Pollution Control Officers Association, July 2009, recommends avoiding siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). PVCCSP EIR mitigation measure MM Air 15 also requires facility-specific Health Risk Assessments for development projects within the PVCCSP planning area that 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.

Per the Traffic Impact Analysis, the Proposed Project (combined, all three sites) is expected to generate approximately 419 vehicle trips per day. Of these vehicle trips, 130 are expected to be automobile round trips, 146 are 2 and 3-axle truck round trips, and 143 are 4+-axle truck one-way trips per day. The Proposed Project is a truck and trailer storage yard and would not have 40 trucks per day with operating TRUs.

Significant toxic air contaminant impacts from the Project-related operational sources are not anticipated and no significant long-term operations-related toxic air contaminant impacts from the Proposed Project to nearby sensitive receptors would occur.

Based on this information, potential impacts associated with exposing sensitive receptors to substantial pollutant concentrations from operation of the Proposed Project would be less than significant.

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

Less Than Significant Impact. The South Coast AQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code and thus would constitute a public nuisance related to air quality.

Construction of the Project has the potential to emit odors during the operation of heavy equipment and application of materials such as asphalt pavement. However, the objectionable odors that may be produced during the construction process are short-term in nature. Potential odor emissions from pavement emissions are expected to cease upon the drying or hardening of the pavement. Diesel exhaust and VOC would be emitted by heavy equipment used during construction, which are objectionable to some; however, these emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Potential impacts would be less than significant.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from diesel truck emissions. Due to the distance of the nearest receptors from the Project Site and through compliance with South Coast AQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the Proposed Project. Therefore, potential impacts associated with other emissions, such as those leading to odors adversely affecting a substantial number of people, would be less than significant and no mitigation would be required.

Mitigation Measures

Although the air quality impacts of the Project would be less than significant, the Project would be required to comply with the following PVCCSP EIR mitigation measures:

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 South Coast AQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the South Coast AQMD-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 Project 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 Project 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 South Coast AQMD 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 (South Coast AQMD 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 [the] South Coast AQMD's Rule 1113. Construction specifications shall be included in building specifications that ensure 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 11:

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

MM Air 13:

In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to [the] South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on [the] South Coast AQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

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. Compliance Note: The Applicant has contacted the RTA, requesting comment as to the provision of bus routing within any street adjacent to the Project. The RTA has not yet responded.

Conclusion

The air quality impacts of the Project would be less than significant, and no Project-specific mitigation is required. As with all projects within the PVCC area, the Project would be required to comply with PVCCSP EIR mitigation measures **MM Air 2, MM Air 3, MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM-Air 8, MM Air 9, MM Air 11, MM Air 13,** and **MM Air 18**, which would further reduce the potential air quality impacts of the Proposed Project.

5.4 Biological Resources

A General Biological Resources Assessment was completed to determine potential impacts to biological services associated with the development of the Proposed Project (**Appendix B** – *Nance Street Trailer Storage & Maintenance Yard Project, General Biological Resources Assessment,* NOREAS Environmental Engineering and Science*,* May 2024 and **Appendix B-1** – *Nance Street Trailer Storage & Maintenance Yard, Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis*, NOREAS Environmental Engineering and Science, May 2024), and **Appendix B-2** – Nance Street Trailer Storage & Maintenance Yard, Burrowing Owl Survey, NOREAS Environmental Engineering and Science, Inc., May 2024).

Regulatory Setting

Given the urban environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The Migratory Bird Treaty Act makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The US Fish and Wildlife Service (USFWS), in coordination with the California Department of Fish and Wildlife (CDFW) administers the Migratory Bird Treaty Act. The CDFW's authoritative nexus to the Migratory Bird Treaty Act is provided in California Fish and Game Code Sections 3503.5 which protects all birds of prey and their nests and Fish and Game Code Section 3800 which protects all non-game birds that occur naturally in the State.

Western Riverside Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is the applicable habitat conservation plan for western Riverside County. The City of Perris is a signatory to the MSHCP. Section 6 of the MSHCP identifies that all projects must be evaluated for riverine/riparian resources, vernal pools, and specific resources if mapped for Amphibian, Burrowing Owl, Criteria Area Species, Mammals, Narrow Endemic Plants, and Invertebrate.

Environmental Setting

The Project Sites are located within the San Jacinto Management Unit of the MSHCP and are not within any MSHCP Criteria Cell established for the acquisition of habitat and sensitive plant and wildlife species. Therefore, the Proposed Project is not subject to MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy process or the Joint Project Review process. The Project Sites are not located within any area where habitat surveys are required for amphibian or

mammal species, narrow endemic plants, or criteria species but is in an area required for habitat surveys for burrowing owl.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of biological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies PVCCSP EIR mitigation measures related to biological resources that are applicable to the Proposed Project.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Bio 1:	Conduct pre-construction surveys for nesting birds if constructing in nesting bird season.	Replaced by Project mitigation measure MM BR-1.
MM BR-1	**Conduct pre-construction surveys for nesting birds if constructing in nesting bird season.**	**Project-specific mitigation.**
MM Bio 2:	Conduct pre-construction surveys for burrowing owl if site habitat is suitable.	Replaced by Project mitigation measure MM BR-2.
MM BR-2:	**Conduct pre-construction surveys for burrowing owl if site habitat is suitable.**	**Project-specific mitigation.**
MM Bio 3:	Prepare delineation of jurisdictional waters where drainages are present on site.	Not applicable – Biological Analysis (Appendix B) determined there are no jurisdictional drainages on site.
MM Bio 4:	Map riverine/riparian resources and avoid.	Not applicable – Biological Analysis (Appendix B) determined there are no riverine/riparian resources on site.
MM Bio 5:	Map vernal pools and avoid.	Not applicable – Biological Analysis (Appendix B) determined there are no vernal pools on site.
MM Bio 6:	Conduct endemic plant surveys where applicable.	Not applicable – the Biological Analysis (Appendix B) determined that the Project Site was not suitable for endemic plants.

Impact Analysis

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

Discussion

a) Have a substantial adverse effect, either directly or through habitat modification, 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?

Less Than Significant Impact With Mitigation Incorporated. Based on the literature review and field survey located in Appendix B, implementation of the Proposed Project would have no significant impacts on Federal or State species known to occur in the general vicinity of the Project Sites, including the recently listed state Candidate Endangered Species Crotch's bumblebee, because they are in an urbanized area, no habitat for sensitive species exist, no sensitive species exist, and the Project Sites are not mapped as within any critical habitat for any Federal or State species.

Specific to Crotch's bumblebee, the biological report determined an 'Absent' potential for occurrence designation within the Project Sites (Appendix B). The 'Absent' designation means that a species distribution is restricted by substantive habitat requirements, which do not occur – or are negligible within the Project Sites, and no further survey or study is obligatory to determine likely presence or absence of this species. The aforesaid 'Absent' potential for occurrence designation within the Project Sites was based on the following:

1. Lack of Suitable Foraging Habitat: Crotch's bumblebee relies heavily on native flowering plants for foraging. In this case, the dominance of non-native species such as cheese weed, mustard, and redstem filaree significantly reduces the availability of the native plants that provide essential nectar and pollen. The isolated Fiddleneck would not provide sufficient resources to sustain a foraging population.

2. Disturbed and Degraded Habitat: The bee prefers open scrub, grasslands, and coastal sage scrub that offer a diversity of flowering plants and undisturbed soil for nesting. A highly disturbed site dominated by non-native plants is unlikely to provide the necessary conditions for nesting, overwintering, or foraging.

3. Fragmented and Limited Native Vegetation: The isolated native 'Fiddleneck' plants are too small and too fragmented to support a sustainable population of Crotch's bumblebee. The limited availability of native plant species reduces the likelihood that the bee would be present or able to establish a foraging area in such a fragmented environment.

4. Proximity to Higher-Quality Habitat: Since the surrounding areas are similarly disturbed or developed, the bee will not be able to establish a viable population, as it depends on connectivity to larger, intact habitats with the resources it needs. The Project Sites are isolated from high-quality foraging and nesting areas, the chances of Crotch's bumblebee utilizing the Project Sites are negligible.

The combination of a disturbed environment, dominance of non-native vegetation, lack of suitable nesting sites, and limited foraging opportunities due to the sparse native plant patches would make the Project Site unlikely for Crotch's bumblebee to be present.

The MSHCP Consistency Analysis (Appendix B-1) shows that the Project Sites are not located within any area that requires habitat surveys for amphibian, mammal species, narrow endemic plants, criteria species, or Delhi Sands flower-loving fly. The Project Sites are in an area shown for habitat assessments for the burrowing owl.

The MSHCP Consistency Analysis (Appendix B-1) identified that there is no suitable habitat for the narrow endemic plants or criteria species because riparian, meadows, marsh, and vernal pools do not occur within the Project Sites. Historically alkaline scrub and grassland habitat may have occurred onsite (alkaline-saline soils), but it has long since been removed and regularly disced. The Project Sites are identified as a mix of disturbed, ruderal, and non-native grasslands, which supports exotic annual grassland/forb vegetation such as ripgut brome, Sahara mustard, and Schismus.

The Project Sites do, however, support burrowing owl habitat, although none were found during the field surveys conducted (Appendix B-1). The Project Sites consist of flat fields supporting exotic grassland/forbland vegetation, dominated by common weeds, and numerous low-quality potential burrows were found within the Project Sites and surrounding areas. However, the burrows detected lacked any evidence of owl tracks, molted feathers, cast pellets, prey remains, eggshell fragments, owl whitewash, nest burrow decoration materials, or other items. Detailed field survey results are provided in Appendix B-1. Burrowing owl was determined to be absent from the Project Sites.

Implementation of a pre-construction survey for nesting birds as required by PVCCSP EIR mitigation measure **MM Bio 1** would ensure that potential Project-specific impacts to nesting birds, including burrowing owl would be less than significant. Project-specific mitigation measure **MM BR-1** replaces PVCCSP EIR mitigation measure MM Bio 1 per CDFW recommendation. Although no other biological issues were identified with construction or operation of the Proposed Project, the General Biological Resources Assessment identified several recommendations to further reduce potential impacts to biological resources. These measures are incorporated as Project-specific mitigation measures **MM BR-3** and **MM BR-4**.

b) Have a substantial adverse effect on any riparian habitat or 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?

No Impact. Based on the records search and field review in Appendix B, there are no drainages on site. The biological resources survey also identified that riverine/riparian resources and vernal pools as defined by the MSHCP are absent from the Project Sites. There are no other sensitive natural communities within the Project Sites. No impact would occur and no mitigation would be required.

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

No Impact. The Project Sites do not contain any drainages or state or federally protected wetlands. Therefore, no impacts associated with wetlands would occur and no mitigation would be required.

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

Less Than Significant Impact. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas. The City of Perris General Plan Conservation Element also identifies those opportunities for wildlife movement are limited in areas of the City where urban development has occurred. The Project Sites are in an area that is rapidly developing with industrial uses and, as such, do not contain any wildlife corridors or nursery sites. Therefore, potential impacts associated with movement of native wildlife would be less than significant and no mitigation would be required.

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

No Impact. Perris Municipal Code Section 19.71.050*,* Tree Protection, provides protections for qualified trees. Protected trees include, but are not limited to, city trees, heritage trees, specimen trees, and trees required by ordinance and/or as a condition of approval for development. Per Section 19.71.080, Permit Requirements, no person, firm, corporation, public agency, or political subdivision shall remove or severely trim any tree planted in the right-of-way of any city street or on city property without first obtaining a permit from the director of public works to do so. The Project Sites do not support any trees that would qualify as protected trees under the Perris Municipal Code. Therefore, no conflicts with local policies or ordinances protecting biological resources would occur and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. The City of Perris is signatory to the MSHCP. The Project Sites are not located within any criteria cell, or area designated for habitat surveys for amphibian, criteria area species, mammal, or narrow endemic plants. Of the mapped resources, the Project Sites only required an evaluation for narrow endemic plants, criteria species and burrowing owl. A Biological Resource Assessment was conducted of the Project Sites that included a habitat suitability for burrowing owl. Suitable habitat exists for burrowing owl, although there were no individuals found during the surveys.

In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines).

According to the USGS and the USFWS National Wetland Inventory, there are no current or historical drainages on, or adjacent to, or near the Project Site. No blueline drainages occur within the sites, and no drainage or vegetation with riparian character occurs within the sites. No vernal pool conditions were observed within the sites and the porous soils on the sites preclude any possibility of vernal pool. Due to the absence of drainages (ditches, channels, brooks, streams, rivers), vernal pools, lakes, ponds, springs, riparian vegetation, or riparian woodland, or any other wetlands of any kind, there is no trigger for compliance needs with respect to MSHCP, Section 6.1.2.

The entire list of plant species found on the site is presented in Appendix B. No Narrow Endemic Plant Species was encountered on the Project Site. Ecological and environmental conditions at the Project Sites are unsuitable for Narrow Endemic Plant Species (Table 1, section 4.2). Therefore, the Proposed Project is consistent with MSHCP Section 6.1.3.

The site is set in the context of lands developed to commercial use. The Project permanent impact area is not in proximity to an established Cell Group, Criteria Cell, PQP Land, Linkage/Core, Conserved Land, or Regional Conservation Authority Conservation Easement; therefore, the MSHCP guidelines pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators do not apply (MSHCP, Section 6.1.4).

MSHCP Section 6.3.2 provides that "in addition to the Narrow Endemic Plant Species listed in *Section 6.1 .3,* additional surveys may be needed for certain species in conjunction with Plan implementation in order to achieve coverage for these species". Burrowing owl is one of these species, and its status at the Project Sites is addressed in biology reports located in Appendix B and B-1.

The MSHCP lists standard best management practices (Appendix C) and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. The Project applicant is required to implement measures from Appendix C and Section 7.5.3. Implementation of a pre-construction nesting bird survey as required by PVCCSP EIR mitigation measure **MM Bio 1** and a pre-construction survey for burrowing owl as required by PVCCSP EIR mitigation measure **MM Bio 2** would address potential construction impacts. Project-specific mitigation measures **MM BR-1** and **MM BR-2** replace PVCCSP EIR mitigation measures MM Bio 1 and MM Bio 2, respectively, per CDFW recommendation. Thus, with

mitigation the Proposed Project would be compliant with Appendix C and Section 7.5.3 of the MSHCP.

Mitigation Measures:

MM BR-1:

In order to avoid violation of the Migratory Bird Treaty Act and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

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.

If active nests are not located within the Project Site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

MM BR-2:

The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities at the Project Site. The survey shall include the Project Site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In

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

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

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

MM BR-3:

The Project proponent shall retain a qualified biologist to provide training of all field staff working at the Project Site on applicable or relevant and appropriate local, state, and federal regulatory agency requirements, environmental laws, and regulations associated with working within special status species habitats and biological resources.

MM BR-4:

The Project proponent shall retain a qualified biologist to ensure that no personnel working within Project limits will "take" or destroy plants, animals, or active nests (or eggs) of birds that are protected under the Federal or State Endangered Species Acts and Migratory Bird Treaty Act.

Conclusion

Implementation of mitigation measures **MM BR-1**, **MM BR-2**, **MM BR-3**, and **MM BR-4** would reduce potential impacts of the Proposed Project associated with biological resources to less than significant levels.

5.5 Cultural Resources

A Cultural and Paleontological Resources Assessment was performed for the Project (**Appendix C –** *Cultural and Paleontological Resources Assessment Report for the Nance Street Trailer Yard Project, City of Perris*, Cogstone, April 2024).

Cultural resources include archaeological sites, buildings and other kinds of structures, historic districts, cultural landscapes, and resources important to specific ethnic groups.

Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

The historic "built environment" includes structures used for work, recreation, education and religious worship, and may be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges and other kinds of structures.

An historic district is any “geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history” (36 CFR 60.3).

The National Park Service defines a cultural landscape as “a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values”.

Regulatory Setting

The National Historic Preservation Act of 1966 as amended and the California Public Resources Code Section 5024.1 are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance.

National Historic Preservation Act

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on historic properties. The Advisory Council on Historic Preservation, an independent federal agency, administers the Section 106 review process with assistance from State Historic Preservation Offices to ensure that historic properties are considered during federal project planning and implementation. The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture.

California Register of Historical Resources

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant

funding and affords certain protections under the California Environmental Quality Act. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources (Public Resources Code Section 5024.1). The California Office of Historic Preservation, as an office of the California Department of Parks and Recreation, implements the policies of the National Historic Preservation Act on a statewide level.

Environmental Setting

History

The earliest evidence of human occupation in western Riverside County was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains, some 10 miles southeast of the Project Site, with radiocarbon dates clustering around 9,500 before present (B.P.). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P.

As detailed in Appendix C, archaeological and ethnographic evidence for habitation of the Project Area in the pre-historic period prior to Spanish colonization in 1769 best supports four possible options: 1) the area was home to an ancestral population that has since dispersed north to become the Serrano, south to become the Luiseño, west to become the Gabrielino, and east to become the Cahuilla; 2) the area reflects shifting control between regional groups through time, possibly related to periods of environmental stress or abundance; 3) the Spanish missionary practice of reducción, gathering tribal members from throughout the area into concentrated villages, left large expanses of territory void, allowing neighboring tribal groups to move into the area during the historic period; or 4) the Project Area has been used by multiple groups without any exclusive control for a long period of time.

Locating the tribal use of the Project Area is further complicated by Spanish colonization and the displacement of the Native American communities through the historic Period. Consequently, Appendix C recognizes that the Cahuilla, Gabrielino, Luiseño, and Serrano nations have used the Project Area. Appendix C reviews the ethnohistorical information for each tribe.

In California, the so-called "historic period" began in 1769, when an expedition sent by the Spanish authorities in Mexico founded Mission San Diego, the first European outpost in Alta California. For several decades after that, however, Spanish colonization activities were largely confined to the coastal regions and left mostly indirect impact on the arid hinterland of the territory. The first explorers, including Pedro Fages and Juan Bautista de Anza, traveled through the Perris and San Jacinto Valleys as early as 1772-1774.

Prior to the 1880's, the Perris Valley was known as the San Jacinto Plains after the river that crosses it. Historic land use was primarily ranching, but mines were also present, including gold, tin, coal and clay. With the completion of the California Southern Railroad in 1882, settlers began flocking to the valley, staking out homesteads. In 1911, Perris became an incorporated city. While the railroad had played an important part in establishing the new town, the people had turned to agriculture for their future development. Because of limited groundwater, dry grain farming

was the main crop before water was brought to the valley by the Eastern Municipal Water District in the early 1950s. Alfalfa, the King potato (which would produce two crops a year), and still later, sugar beets became the mainstay of farming the Perris Valley. With the construction of Lake Perris in the late 1960s and early 1970s Perris became attractive as a recreational area. Local attractions such as activities at the Lake, hot air ballooning, Orange Empire Railway Museum and skydiving are attracting international recognition.

The immediate vicinity of the Project Sites has been undergoing rapid transformation into an industrial area over the past decade.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of cultural resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Project would implement the PVCCSP EIR mitigation measures related to cultural resources.

Additionally, the City of Perris has developed updated mitigation measures based off of the PVCCSP EIR mitigation measures that now replace some of the PVCCSP EIR mitigation measures. These are also identified in the following table.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Cultural 1:	Prepare a Phase 1 Cultural Resources Survey.	Appendix C – *Cultural and Paleontological Resources Assessment Report for the Nance Street Trailer Yard Project*, Cogstone, April 2024.
MM Cultural 2:	Monitor for resources during construction if results of Phase 1 survey require.	Replaced by Project mitigation measure MM CR-1.
MM Cultural 3:	Monitor for Native American resources during construction if results of Phase 1 survey require.	Replaced by Project mitigation measure MM CR-1.
MM Cultural 4:	Stop work if resources are found during construction on a site that is not monitored during construction.	Replaced by Project mitigation measure MM CR-1.
MM CR-1	**Monitoring for cultural and Native American Resources is required for all projects with methods dependent on recommendations from Phase 1 survey.**	**Project-specific mitigation.**
MM Cultural 5:	Monitor for paleontological resources if subsurface excavation exceeds 5 feet and results of Phase 1 survey require.	Refer to Section 5.7.
MM Cultural 6:	Follow procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 for discovery of human remains and notification of Native American Most Likely Descendent.	Replaced by Project mitigation measure MM CR-2.
MM CR-2	**Human remains protocol and protection**	**Project-specific mitigation.**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

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

No Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.).*

The Eastern Information Center records indicate that 62 historical/archaeological studies have been completed within a one-mile radius of the Project Site (Appendix C). All of the sites dated to the historic period and no prehistoric (i.e., Native American) cultural remains have been recorded in the vicinity of the Project Sites.

One cultural resource, P-33-024092, has been recorded within the Project Area (Appendix C). Outside of the Project Area, a total of 23 cultural resources have been previously documented within the one-mile search radius from the Project Area (Appendix C). These consist of three cultural resources within a quarter mile of the Project Area, five cultural resources within a quarter- to half-mile of the Project Area and 14 cultural resources with a half- to one-mile radius of the Project Area.

Specifically, Site P-33-024092 was recorded by Jean A. Keller in 2013 as several associated irrigation systems consisting of a concrete box, concrete standpipes and associated remnant debris. These features are assumed to be historic-in-age; however, no corroborating evidence

was provided. This resource has California Office of Historic Preservation Status Code 6Z indicating that it was found to be not eligible for listing in the National Register of Historic Places, the California Register of Historic Resources, or at the local level.

None of the other sites were found in the immediate vicinity of the Project Sites; thus, none of them required further consideration in conjunction with the Cultural and Paleontological Resources Assessment (Appendix C).

The Cultural and Paleontological Resources Assessment evaluated the resources against federal and State historic criteria and determined that there are no "historical resources" as defined by CEQA that exist within or adjacent to the Project Sites. Therefore, there would be no potential impacts associated with an adverse change to a historical resource and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). The City of Perris General Plan Conservation Element notes that most of the prehistoric sites in and around the City of Perris consist of bedrock milling slicks. Current ethnohistorical scholarship suggests that Native peoples in this area lived in base camps close to water sources, usually in protected areas such as near the base of hills. The Project Sites, located on the open valley floor, would not have been a favored location for long-term habitation, and there are no bedrock outcrops within the Project Sites that could have been used for resource processing. No other potential markers of prehistoric human activities were found within the Project Sites.

No archaeological resources were determined to be present within the Project Sites. Cogstone requested a Sacred Lands File search from the Native American Heritage Commission (NAHC) on May 3, 2022. The NAHC responded on June 20, 2022 with a positive search result for tribal cultural resources. The Soboba Band of Luiseño Indians, The Pechanga Band of Indians, and the Cahuilla Band of Mission Indians all indicated the Project Area is in close proximity to known resources and has moderate to high potential for archaeological resources. Additional discussion is provided in Section XVIII. Tribal Cultural Resources. Based on this information, the Project Area is considered moderately to highly sensitive for buried prehistoric cultural resources. As such, there is a possibility that intact archaeological deposits could be present at subsurface levels. For this reason, the Project Sites should be treated as potentially sensitive for archaeological resources. The Project archaeologist has recommended full-time monitoring by an archaeologist and Native American representative during ground disturbing activities.

The City of Perris has developed mitigation measure **MM CR-1**, a standard mitigation measure to manage unanticipated discoveries of archaeological and Native American resources when monitoring is recommended by the Phase 1 cultural resources survey. Mitigation measure CR-1 replaces PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 4.

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

Less than Significant Impact With Mitigation Incorporated. Based on an analysis of records and archaeological survey of the properties, it has been determined that the Project Sites do not include a formal cemetery or any archaeological resources that might contain interred human remains.

The City of Perris has also developed mitigation measure **MM CR-2**, a standard mitigation measure to manage unanticipated discoveries of human remains. Mitigation measure MM CR-2 replaces PVCCSP EIR mitigation measure MM Cultural 6. Mitigation measure MM CR-2 would require the Project Developer to manage unanticipated discoveries of human remains, archaeological and Native American resources in order to reduce impacts to less than significant levels.

Mitigation Measures

MM CR-1

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

The Project archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal**,** maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The 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/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians, the Rincon 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/developer, and Native American Tribal Cultural Resources Department. The Native American tribal representative shall be on-site during all ground-disturbing of each portion of the Project Sites 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 on-going.

The agreement between the Project proponent/developer 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 Sites shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

In the event that archaeological resources are discovered at the Project Sites or within any 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 will 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 the Native American tribal representative is not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative will be notified. The designated Native American tribal representative will be given ample 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. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

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

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 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 tribe(s) involved with the Project.

MM CR-2

In the event that human remains (or remains that may be human) are discovered at the Project Sites or within the off-site Project improvement areas 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 will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American tribal representative(s) at the Project Sites, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the Project 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 Project 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 will be documented by the Project archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Coastal Information Center.

Conclusion

Implementation of mitigation measures **MM CR-1** and **MM CR-2** would reduce potential impacts of the Proposed Project associated with cultural resources to less than significant levels.

5.6 Energy

This section describes the potential energy usage effects from implementation of the Proposed Project for both construction activities as well as long-term operations (**Appendix A** – *Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis*, Ganddini Group, April 25, 2024).

Regulatory Setting

A full list of energy regulations is provided in the analysis in Appendix A. The discussion below provides a summary of key standards relative to this Project.

Building Energy Efficiency Standards

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The 2022 Building Energy Efficiency Standards became effective on January 1, 2023. The core focus of the building standards has been efficiency, but the 2019 Energy Code ventured into onsite generation by requiring solar PV on new homes, providing significant GHG savings. The 2022 update builds off this progress with expanded solar standards and the move to onsite energy storage that will help Californians save on utility bills while bolstering the grid. The 2022 Energy Code update focuses on four key areas in new construction of homes and businesses:

- Encouraging electric heat pump technology and use, which consumes less energy and produces fewer emissions than traditional HVACs and water heaters.
- Establishing electric-ready requirements when natural gas is installed, which positions owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic (PV) system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The effect on businesses includes establishing combined solar PV and battery standards for select businesses with systems being sized to maximize onsite use of solar energy and avoid electricity demand during times when the grid must use gas-powered plants; establishing new efficiency standards for commercial greenhouses (primarily cannabis growing); and improving efficiency standards for building envelope, various internal systems, and grid integration equipment, such as demand-responsive controls to buoy grid stability.

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, went into effect on January 1, 2023. The 2022 CALGreen Code includes mandatory measures for non-residential development related to site

development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- New buildings that require 10 or more parking spaces to provide a specific number of electric vehicle capable spaces to facilitate the future installation of electric vehicle supply equipment and a specific number of installed Level 2 DCFC chargers for passenger vehicles.
- Required electric vehicle charging readiness for new construction of warehouse, grocery stores, and retail stores with planned off-street loading spaces.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015 and established new clean energy, clean air, and greenhouse gas reduction goals for 2030. SB 350 establishes periodic increases to the California Renewables Portfolio Standard Program with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold annually to retail customers, by December 31, 2020. SB 350 specifically calls for the quantities of eligible renewable energy resources to be procured for all other compliance periods reflecting reasonable progress in each of the intervening years to ensure that the procurement of electricity products from eligible renewable energy resources achieves 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Senate Bill 100

SB 100 was signed into law September 2018 and increased the goal of the California Renewables Portfolio Standard Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2018). California consumed 292,039 gigawatt-hours of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission 2019; Energy Information

Administration 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuel per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (Energy Information Administration 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (California Energy Commission 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located within California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (California Energy Commission 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including carbon dioxide. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board 2018).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to energy resources in Section 13 of the PVCCSP relative to incentives for Leadership in Energy and Environmental Design (LEED) certified projects. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to energy.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Air 20:	**Increase overall energy efficiency beyond minimum standard.**	**Included as Project mitigation**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact. The Proposed Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation. Information from the CalEEMod Daily and Annual Outputs (Appendix A) were utilized to generate estimates of the electricity, natural gas, and fuel consumption for construction and operational aspects of the Proposed Project. Electricity used for the Proposed Project during construction and operations would be provided by Southern California Edison (SCE), which serves more than 15 million customers. SCE derives electricity from varied energy resources including fossil fuels; hydroelectric generators; nuclear power plants; geothermal power plants; solar power generation; and wind farms. Natural gas would be provided to the Proposed Project by Southern California Gas (SoCalGas). Project-related vehicle trip energy consumption would be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the patrons and employees of the Proposed Project via commercial outlets.

Construction Energy

The Proposed Project's estimated energy consumption during construction is provided in Appendix A (Appendix A, Table 25 through Table 28). In summary, the usage was estimated as follows:

- Table 25: Construction Equipment Fuel Consumption Estimates: approximately 27,397 gallons of diesel fuel.
- Table 26: Construction Worker Fuel Consumption Estimates: approximately 1,334 gallons.
- Table 27: Construction Vendor Fuel Consumption Estimates (Medium Heavy-Duty and Heavy-Heavy Duty Trucks): approximately 726 gallons.
- Table 28: Construction Hauling Fuel Consumption Estimates (Heavy Heavy-Duty Trucks): 0 gallons (No hauling trips by Heavy Heavy-Duty trucks are anticipated for the Proposed Project as there would be no demolition, construction would utilize medium heavy-duty trucks to transport materials (Appendix A, Table 28).

The Project developer and its construction contractor would comply with applicable California Air Resources Board (CARB) regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating 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. The Proposed Project would be required to implement this restriction as part of PVCCSP mitigation measure MM Air 4 which requires the City building and grading permits to restrict idling of construction equipment.

Therefore, potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources during construction of the Proposed Project would be less than significant and no mitigation would be required.

Operations

Energy consumption in support of or related to operation of the Proposed Project would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project Sites) and facilities energy demands (energy consumed by building operations and site maintenance activities).

The Proposed Project would generate approximately 419 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 29 in Appendix A shows that an estimated 169,523 gallons of fuel would be consumed per year for the operation of the Proposed Project (Appendix A, Table 29). The State of California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015. The increase in fuel consumption from the Proposed Project is insignificant in comparison to the State's demand. Therefore, transportation energy consumption associated with the Proposed Project would not be considered inefficient, wasteful, or otherwise unnecessary.

The Proposed Project's annual operational energy demand according to the CalEEMod annual output (Appendix A, Table 30) would be as follows:

- Natural Gas – General Light Industrial: approximately 1,005,038 thousand British thermal units per year
- Electricity – General Light Industry: approximately 223,916 kilowatt-hours year
- Electricity – Parking Lot: 290,768 kilowatt-hours kWh/year

In 2019, the non-residential sector of the County of Riverside consumed approximately 8,183 million kilowatt-hours of electricity and approximately 148 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the Proposed Project would not be significant compared to the County's 2019 non-residential sector demand.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Proposed Project would be required to comply with Title 24 standards in effect at the time of development, which require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

The proposed use is consistent with the current land use classification identified in the City of Perris General Plan and the PVCCSP. The energy demands of the Proposed Project would be accommodated within the context of the planned availability of resources and energy delivery systems by City and regional planning documents.

The Applicant, Lake Creek Industrial, LLC, has indicated to the City that it is committed to building sustainable projects. Although the building would not officially be LEED certified, it would follow many of the required design features including, but not limited to, LED and energy efficient lighting for interior and exterior, windows for natural light, low VOC office materials, site storm water pollution prevention, designated parking for clean air vehicles, site light pollution reduction, site grading and drainage system managing surface water flows, construction waste management plan, excavated soil and land clearing debris management recycling/reuse plan,

recycling by future occupants of building, pollutant control temporary ventilation during construction, finish pollutant control, environmental tobacco smoke control, indoor moisture control and ventilation, indoor air quality control and ventilation, carbon dioxide monitoring, and ozone depletion and greenhouse gas reductions in HVAC systems.

The Proposed Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Proposed Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California particularly because the Proposed Project has been designed in compliance with California's 2022 Energy Efficiency Standards and 2022 CALGreen Standards.

Although the Proposed Project would not result in wasteful or inefficient uses of energy, the Project would implement PVCCSP EIR mitigation measure MM Air 20 to further reduce the energy demands of the Proposed Project. No other potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources during construction and operation of the Proposed Project would be less than significant and no project-specific mitigation would be required.

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

Less Than Significant Impact.

The Proposed Project would comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances in compliance with the State's Energy Plan and Title 24 CCR energy efficiency standards and energy efficiency programs implemented by SCE and SoCalGas.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the Proposed Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). Therefore, potential impacts associated with conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than significant and no mitigation would be required.

Mitigation Measures

MM Air 20:

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

Conclusion

The energy impact of the Project would be less than significant, and no Project-specific mitigation is required. As with all projects within the PVCC area, the Project would be required to comply with PVCCSP EIR mitigation measure **MM Air 20**, which would further reduce the energy demand of the Proposed Project.

5.7 Geology and Soils

Geotechnical investigations were prepared for the Proposed Project (**Appendix D-1 –** G*eotechnical Investigation, Proposed Maintenance Building and Parking Lot, NWC West Nance Street and North Webster, Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, June 8, 2022; and **Appendix D-2 –** G*eotechnical Investigation, Proposed Maintenance Building and Parking Lot, South Side of West Nance Street, 550± feet West of North Webster Avenue, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, June 8, 2022).

A paleontological investigation was conducted for the Proposed Project (**Appendix C** – *Cultural and Paleontological Resources Assessment Report for the Nance Street Trailer Yard Project*, Cogstone, April 2024*)*.

Environmental Setting

Regional Geologic Setting

The Project Sites lie within the Perris USGS 7.5-minute topographical map in Section 1, Township 4 South, Range 4 West (**Figure 3**). The Project Sites are located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile-long northwest-southeast trending structural block that extends from the Transverse Ranges to the tip of Baja California and includes the Los Angeles Basin. Specifically, the Project Sites are on the Perris Block, a fault-bounded structural block that extends from the southern foot of the San Gabriel and San Bernardino Mountains southeast to the vicinity of Bachelor Mountain and Polly Butte. It is bounded on the northeast by the San Jacinto Fault and on the southwest by the Elsinore Fault Zone.

The Project Sites are generally vacant and undeveloped. Ground surface cover generally consists of exposed soils with sparse native grass and weed growth.

Soils

Four soil types occur within the Project Sites based on USDA-NRCS Soil Survey data:

- Exeter sandy loam, deep, 0 to 2 percent slopes
- Greenfield sandy loam, 0 to 2 percent slopes
- Pachappa fine sandy loam, 0 to 2 percent slopes
- Ramona sandy loam, 0 to 2 percent slopes

Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. The Riverside County GIS database identifies that all of the parcels that comprise the Project Sites are located within a zone of low liquefaction susceptibility.

Faulting

The City of Perris is within the southern California basin, a complex geological region that has a history of seismic activity due to the number of faults in the region. The City of Perris General Plan Safety Element identifies that the active faults of most concern for the City of Perris are the San Andreas, San Jacinto, Cucamonga, and Elsinore Faults. None of these faults are located directly within the City of Perris or its Sphere of Influence; therefore, ground surface rupture is not identified as a significant seismic hazard.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of geological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to geology and soils.

Additionally, the City of Perris has developed an updated mitigation measure for paleontological resources based off the PVCCSP EIR mitigation measure that replaces the PVCCSP EIR project specific mitigation measure. This is also identified in the following table.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Geo 1	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	Appendix D-1 – G*eotechnical Investigation, Proposed Maintenance Building and Parking Lot, NWC West Nance Street and North Webster, Perris, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, June 8, 2022; and Appendix D-2 – G*eotechnical Investigation, Proposed Maintenance Building and Parking Lot, South Side of West Nance Street, 550+ feet West of North Webster Avenue, California, for Lake Creek Industrial, LLC,* Southern California Geotechnical, June 8, 2022
MM Cultural 5:	Monitor for paleontological resources if subsurface excavation exceeds 5 feet and results of Phase 1 survey require.	Replaced by Project mitigation measure MM GEO-1.
MM GEO-1	**Submit a Paleontological Resource Impact Mitigation Monitoring Program**	**Project-specific mitigation.**

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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:				
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The Project Sites are within Southern California, a seismically active area and susceptible to the effects of seismic activity including rupture of earthquake faults. However, the Project Sites lie outside of any Alquist Priolo Special Studies Zone (California Dept of Conservation, Earthquake Zones of Required Investigation GIS map). Therefore, no potential impacts associated with adverse effects to people or structures from a surface rupture would occur and no mitigation would be required.

- *Strong seismic ground shaking?*

Less than Significant Impact. The Project Sites are situated in an area of high regional seismicity and the San Jacinto (San Jacinto Valley) fault is located about 10 miles east of the Project Sites. Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The Proposed Project would be required to be constructed consistent with all applicable seismic design standards contained in the 2022 California Building Code, including Section 1613 - Earthquake Loads, which would reduce risks associated with seismic activity. Therefore, potential impacts associated with adverse effects to people or structures from a surface rupture would be less than significant and no mitigation would be required.

- *Seismic related ground failure, including liquefaction?*

Less than Significant Impact. The borings drilled as part of the geotechnical investigations did not encounter groundwater at any of the parcels that compose the Project Sites. Based on water levels measured at wells within 1,000 feet of the Project Sites, a historic high groundwater depth of 65 feet was used for evaluation of liquefaction hazards.

The Riverside County GIS website indicates that the parcels that compose the Project Sites are located within a zone of low liquefaction susceptibility. In addition, the subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction (Appendix D-1 and D-2). Based on the mapping performed by the county of Riverside and the lack of a historic high ground water table within the upper 50± feet of the ground surface, liquefaction is not considered to be a design concern for this Project (Appendix D-1 and D-2).

The Project Developer would grade the Project Sites according to the recommendations specified by the Project's Licensed Geotechnical Engineer and construct the development to the standards prescribed by the California Building Code, as amended by the City, which would reduce potential risks associated with liquefaction. Therefore, potential impacts associated with adverse effects to people or structures from liquefaction shaking would be less than significant and no mitigation would be required.

- *Landslides?*

No Impact. The Project Sites and surrounding area are flat. There are no significant slopes located within or near the Project Sites and no significant slopes are proposed as part of the Project design. Therefore, no impacts to people or structures from landslides would occur and no mitigation would be required.

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

Less Than Significant Impact. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. To control the potential for soil erosion, wind, dust, and water quality impacts, the Proposed Project would be required to comply with South Coast AQMD rules relating to dust control (such as South Coast AQMD Rule 403) and rules to protect water quality including the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) to be approved by the Santa Ana Regional Water Quality Control Board. Compliance with Federal, State, and Local regulations will ensure potential impacts are less than significant. Therefore, potential impacts associated with soil erosion or the loss of topsoil would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. The geotechnical investigations (Appendix D-1 and D-2) identified that subsurface soils primarily consist of native alluvium soils, generally of medium dense to dense silty to clayey fine sand and fine sandy silt with a trace to little clay, medium sand and

coarse sand. No fill soils were encountered during subsurface boring investigation. The existing near surface alluvial soils, in their present condition, possesses a potential for moderate collapse when exposed to moisture infiltration as well as consolidation when exposed to load increases in the range of those that would be exerted by the new foundations. Therefore, the geotechnical investigations identified that remedial grading is considered warranted within the proposed maintenance building area in order to remove and replace the near-surface alluvial soils as compacted structural fill. The recommended remedial grading will remove the potentially compressible/collapsible near-surface native alluvium and replace these materials as compacted structural fill. The native soils that would remain in place below the recommended depth of over excavation would not be subject to significant load increases from the foundations of the new structure. The Proposed Project would be constructed in accordance with the recommendations made in the geotechnical investigations.

Minor ground subsidence (estimated to be 0.1) feet is expected to occur in the soils below the zone of removal, due to settlement and machinery working (Appendix D-1 and Appendix D-2). The actual amount of subsidence is expected to be variable and would be dependent on the type of machinery used, repetitions of use, and dynamic effects. Effects from the minor ground subsidence are anticipated to be minor. Therefore, potential impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. The subsurface soils primarily consist of native alluvium soils, generally of medium dense to dense silty to clayey fine sand and fine sandy silt with a trace to little clay, medium sand and coarse sand. Same of the samples contained calcareous nodules and veining. The geotechnical investigations (Appendix D-1 and D-2) identified that the soils underlying the Project Sites have an expansion index of 36 beginning at 0 to 5 feet below ground surface. This is considered as a “low” potential according to Table 18-1-B of the Uniform Building Code. Therefore, potential impacts associated with expansive soil that creates a substantial direct or indirect risk to life or property would be less than significant and no mitigation would be required.

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?

No Impact. The Proposed Project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts to soil associated with septic tanks or alternative wastewater disposal systems would occur and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. A Cultural and Paleontological Resources Assessment Report was completed for the Proposed Project (Appendix C). The surface geology within the surrounding area was mapped entirely as late Pleistocene to Holocene young alluvial valley deposits, emplaced in the past 129,000 years. Pleistocene sediments in the Inland Empire are known to yield diverse extinct large mammals from the last Ice Age including mammoth, mastodon, ground sloth, dire wolf, short-faced bear, sabre-toothed cat, western horse, camel, and bison. Numerous still living species of small vertebrates and invertebrates have also been recovered from these deposits.

Throughout the course of the paleontological field survey, no notable surface manifestation of any paleontological remains was observed within the Project Sites. The Project Sites have been heavily disturbed with clearing, agriculture, and discing. Much of the visibility-obstructed area was covered in dry grass, weeds, a pepper tree, gravel and modern refuse. No cultural or paleontological resources were observed. While surface visibility was good, in light of past agricultural operations at the Project Sites and the resulting ground disturbance, no intact fossil remains are expected on the surface or in shallow deposits.

The City of Perris General Plan Conservation Element identifies paleontological sensitivity in Exhibit CN-6. The Project Sites are in Area 1, which is "High Sensitivity: Pleistocene older valley deposits." Maximum grading depth within the Project Sites during construction would be approximately 6 feet, with some areas of excavation up to eight feet in depth for wet utilities. The Proposed Project would be required to comply with Conservation Element Policy IV.A.4:

> *IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, palaeontologic monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, palaeontologic monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced if appropriate, at the discretion of a certified Project Paleontologist.*

The City of Perris has developed mitigation measure **MM GEO-1,** a standard mitigation measure to manage unanticipated discoveries of paleontological resources. Mitigation measure **MM GEO-1** replaces PVCCSP EIR mitigation measure MM Cultural 5. The Cultural and Paleontological Resources Assessment also recommends Worker Environmental Awareness Program (WEAP) training for construction workers prior to ground disturbance in accordance with industrywide best practices. This recommendation is incorporated as mitigation measure **MM GEO-2**. Implementation of mitigation measures **MM GEO-1** and **MM GEO-2** would reduce potential impacts to unanticipated discoveries of paleontological resources to less than significant levels.

Mitigation Measures

MM GEO-1

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

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

MM GEO-2

Prior to the start of construction, a paleontological resources Worker Environmental Awareness Program (WEAP) training program shall be presented to all earthmoving personnel to inform them of the possibility for buried resources and the procedures to follow in the event of fossil discoveries.

Conclusion

Implementation of mitigation measures **MM GEO-1** and **MM GEO-2** would reduce potential impacts of the Proposed Project associated with geology and soils to less than significant levels.

5.8 Greenhouse Gas Emissions

Ganddini Group, Inc (Ganddini) performed an Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis for the Proposed Project in August 2021 (**Appendix A** – *Nance Street Trailer Yard Air Quality, Global Climate Change, Health Risk Assessment and Energy Impact Analysis*, Ganddini Group, April 25, 2024) in accordance with PVCCSP EIR mitigation measures **MM Air 1, MM Air 10,** and **MM Air 15**.

Regulatory Setting

Since 1988, many countries around the world have tried to reduce greenhouse gas (GHG)[3] emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

South Coast Air Quality Management District

The Project Sites are located within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. South Coast AQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the South Coast Air Basin.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the South Coast Air Basin. The South Coast AQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

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 greenhouse gas significance threshold of 10,000 metric tons of carbon dioxide equivalents ($MTCO_2e$) for stationary sources, rules, and plans where the South Coast AQMD is lead agency (South Coast AQMD permit threshold). However, the South Coast AQMD is not the lead agency for this Project.

The South Coast AQMD has continued to consider adoption of significance thresholds for development projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach:

[3] Mtco2e

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

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 the California Air Resources Board 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 of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 $MTCO_2e$ threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. 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 adopted 10,000 $MTCO_2e$ per year threshold applies only to the new stationary sources generated at industrial facilities.

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City of Perris adopted its Climate Action Plan (CAP) on February 23, 2016.

Environmental Setting

Global climate change refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2 (carbon dioxide), N_2O (nitrous oxide), CH_4 (methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. Global climate change can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases. These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61° Fahrenheit cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

For the purposes of this analysis, the focus is on emissions of carbon dioxide, methane, and nitrous oxide because these gases are the primary contributors to global climate change from development projects. Although there are other substances such as fluorinated gases that also contribute to global climate change, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to greenhouse gas emissions. There were no mitigation measures contained in the PVCCSP EIR specifically for GHG impacts. The PVCCSP EIR identified that mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM

Air 11 through Air 14, and MM Air 18 through MM Air 21 would also reduce GHG emissions related to buildout under the PVCCSP.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant Impact. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. GHG emissions have been calculated with CalEEMod based on construction and operational parameters (Appendix A). A summary of the results is shown below in **Table 7** – *Project Related Greenhouse Gas Emissions*.

Table 7 – Project Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Maximum Annual Operations	4.31	2,116.00	2,120.00	0.49	0.26	2,214.00
Construction[1]	0.00	9.63	9.63	0.00	0.00	9.67
Total Emissions	4.31	2,125.63	2,129.63	0.49	0.26	2,223.67
South Coast AQMD Threshold for Industrial Land Uses						10,000
Exceeds Threshold?						No

Notes:
Source: CalEEMod Version 2022.1.1.21 for Opening Year 2026.
(1) Construction GHG emissions CO2e based on a 30-year amortization rate.

Table 7 shows that the Proposed Project would generate approximately 2,223.67 $MTCO_2e$ per year. According to the South Coast AQMD threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations exceeded 10,000 $MTCO_2e$ per year. Therefore, potential impacts associated with the generation of greenhouse gas emissions would be less than significant. Although not considered to be significant, implementation of the applicable PVCCSP EIR mitigation measures MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through MM Air 14, and MM Air 18 through MM Air 21 would further reduce the GHG emissions associated with the Proposed Project.

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

Less Than Significant Impact. As stated previously, the applicable plan for the Proposed Project is the City of Perris CAP and the South Coast AQMD's tier 3 thresholds. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

Therefore, as the Proposed Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Proposed Project's emissions also comply with the goals of AB 32 and the City of Perris CAP. Additionally, as the Proposed Project meets the current interim emissions targets/thresholds established by the South Coast AQMD, the Proposed Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Proposed Project would be required to comply with these regulations as they come into effect.

Therefore, potential impacts associated with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures specific to Greenhouse Gas Emission reduction are required. PVCCSP EIR mitigation measures that would be implemented as part of the Proposed Project were addressed in Section 5.3 – Air Quality, which would also reduce greenhouse gas emissions. These measures

include MM Air 2, MM Air 4 through MM Air 7, MM Air 11 through Air 14, and MM Air 18 through MM Air 21. Implementation of these measures would further reduce Project GHG emissions.

Conclusion

Potential impacts of the Proposed Project associated with GHG emissions would be less than significant, and no mitigation would be required.

As discussed above, the Proposed Project is consistent with the goals and objectives of AB 32 and the City of Perris CAP.

Thus, given the Proposed Project's consistency with AB 32, the City's CAP, and the South Coast AQMD's 10,000 $MTCO_2e$ per year threshold of significance for industrial uses, the Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, the contribution of the Proposed Project to cumulative GHG impacts would be less than significant.

5.9 Hazards and Hazardous Materials

Partner Engineering and Science prepared Phase I Environmental Site Assessments (Phase I ESAs) to determine potential impacts from hazardous materials associated with the development of the Proposed Project (**Appendix E-1 –** *Phase I Environmental Site Assessment Report, Nance Street, Northwest Corner of Nance Street and North, Webster Avenue*, Partner Engineering and Science, Inc., June 1, 2022; and **Appendix E-2 –** *Phase I Environmental Site Assessment Report, South Nance Street, Southeast Corner of Nance Street and Nevada Avenue*, Partner Engineering and Science, Inc., July 26, 2022).

Ganddini Group prepared a Noise Impact Analysis was also completed to determine potential impacts of noise in relation to the proximity of the Project to March ARB/IPA (**Appendix H** – *Nance Street Trailer Yard Noise Impact Analysis*, Ganddini Group, March 1, 2024, Revised December 10, 2024, Revised March 17, 2025).

Regulatory Setting

The Department of Environmental Health of the Riverside County Community Health Agency is responsible for regulating the operations of businesses and institutions that handle hazardous materials or generate hazardous wastes in the City of Perris. As part of the State- mandated Certified Unified Program administered by the California Environmental Protection Agency, the County Department of Environmental Health coordinates regulatory and enforcement for the programs related to hazardous materials and wastes (City of Perris, 2005).

Environmental Setting

A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bio accumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Typical equipment which may contain fuel or hydraulic oil that may be used during construction could include graders, loaders, dozers, cranes, forklift/pallet jack, and jackhammers.

March Air Reserve Base/Inland Port Airport

The Project Site is approximately 0.41 mile southwest of the southern terminus of Runway 14-32 of March ARB/IPA's primary runway. Runway 14-32 is oriented north-northwest/south-southeast and is 13,300 feet long. According to the March ARB/IPA *Airport Land Use Compatibility Plan* (ALUCP)[4], the Project Sites are located within Compatibility Zones B1 (Inner Approach/Departure Zone) and Compatibility Zone B2 (High Noise Zone, Figure 4.9-1). Figure 4-2 of the Final Air

[4] https://www.rcaluc.org/Portals/13/PDFGeneral/plan/2014/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf

Installations Compatible Use Zones Study for March Air Reserve Base shows that the Project Sites are located within the airport's 60, 65, and 70 dBA CNEL noise contours (Appendix H).

Project Sites

The Project Sites consists of three sites of vacant land covered with low-lying vegetation. The parcels are surrounded by chain-linked fencing. The Phase I Environmental Site Assessments performed for the Proposed Project identified minor debris located within portions of each of the sites.

No evidence of the use of reportable quantities of hazardous substances was observed on any of the parcels associated with the Project Site. No evidence of aboveground storage tanks or underground storage tanks such as fill ports, piping, or vent pipes was observed or reported on any of the parcels associated with the Project Sites.

Based on the historical research and interviews, the Project Sites were agriculturally developed or vacant land from 1938 to present.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to hazardous waste. The PVCCSP, Section 12, *Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table* contains several design requirements relative to development within the March ARB/IPA ALUCP presented in this Initial Study and are incorporated as part of the Proposed Project, and as such, are incorporated into the analysis in this section. These include but are not limited to:

- Locate structures maximum distance from extended runway centerline.
- Sound attenuation as necessary to meet interior noise level criteria.
- Airspace review required for objects >35 ft. tall.
- Electromagnetic radiation notification; and
- Avigation easement dedication and disclosure.

The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which are assumed to be implemented in the analysis presented in this section. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to hazards and hazardous materials.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Haz 1:	Prepare a CEQA analysis if a project is within one-quarter of a mile of Val Verde High School or any other existing or proposed school.	Not required – sites are not within one-quarter of a mile of any existing or planned schools. CEQA prepared for general Project entitlement.
MM Haz 2:	**Convey an avigation easement to the March ARB/March Inland Port Airport Authority.**	**Included as Project mitigation.**
MM Haz 3:	**Outdoor lighting installed shall be hooded or shielded.**	**Included as Project mitigation.**
MM Haz 4:	**Provide a notice to potential purchasers and tenants regarding the site being within an airport zone.**	**Included as Project mitigation.**
MM Haz 5:	**Prohibit specific uses that would interfere with airport operations.**	**Included as Project mitigation.**
MM Haz 6:	**Demonstrate to City that vertical structures or construction equipment will not encroach into the 100-to-1 imaginary surface surrounding March ARB.**	**Included as Project mitigation.**
MM Haz 7:	Conduct soil sampling of potentially contaminated soil for sites on a known contaminated site.	Not required – Project sites are not located on a hazardous waste site.

Impact Analysis

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

Discussion

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

Less than Significant Impact. Construction of the Proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris. Operation of the Proposed Project would involve the use of materials to support maintenance of trucks and trailers. Trailer storage facilities would support the local warehouses and distribution centers and would not involve transport or storage of hazardous materials.

With mandatory regulatory compliance with federal, State, and local laws, potential impacts associated with hazardous materials would be less than significant, and no mitigation would be required.

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

Less than Significant Impact. Construction and operation of the Proposed Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction Impacts

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the Proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release of a hazardous material. However, the transportation, use, and handling of hazardous materials would be temporary and would coincide with the short-term Project construction activities. These materials would be handled and stored in compliance with all applicable federal, state, and local requirements. Any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations. All hazardous materials would be securely stored in construction staging areas or similar designated locations within the Project Sites. The handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration; Caltrans; and the County Health Department – Hazardous Materials Management Services.

With compliance with local, State, and federal regulations, potential short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant and no mitigation would be required.

Operations Impacts

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses within the Specific Plan area could involve the transport, use, storage, and disposal of hazardous materials. However, with required compliance with federal, State, and City regulations, standards, and guidelines pertaining to hazardous materials management, proposed commercial and industrial developments would not create a significant hazard to the public or the environment through routine use, storage, or disposal of hazardous materials; the impact was determined to be less than significant. Although a tenant for the trailer storage and maintenance facilities has not yet been determined, operation of the Proposed Project may involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials).

Exposure of people or the environment to hazardous materials during operation of the Proposed Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. The U.S. Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations; these are implemented by Title 13 of the California Code of Regulations, known as the Hazardous Materials Transportation Act. As noted above, it is possible that vendors may transport hazardous materials to and from the Project Site; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or waste stored on site are subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the Project Site, hazardous waste generators must use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Therefore, consistent with the conclusion of PVCCSP EIR, with compliance with federal, State, and local regulations, potential impacts associated with creating a significant hazard to the public or the environment through routine transport, use or disposal of hazardous materials during operations would be less than significant and no mitigation would be required.

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

No Impact. The closest school to the Project Sites is Val Verde High School, which is approximately 1 mile southwest of the Project Sites. Since there are no schools within one-quarter mile of the Project Sites, no impacts would occur and no mitigation would be required.

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

No Impact. Government Code Section 65962.5(a)(1) requires that the Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code." The hazardous waste facilities identified in Health and Safety Code § 25187.5 are those where the Department of Toxic Substance Control has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under Health and Safety Code § 25187, or because the Department of Toxic Substance Control determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a small and specific subgroup of facilities, and they are not separately posted on the Department of Toxic Substance Control or the California Environmental Protection Agency's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostar Database. There are no sites listed in the Envirostar Database within 1,000 feet of the Project Sites.

Geotracker Database. Geotracker is the State Water Quality Control Board's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project Sites.

Based on the result of the database review, the Project Sites are not located on any site that has been identified in accordance with Section 65962.5 of the Government Code.

Phase 1 ESAs were performed for the Proposed Project following ASTM Standard Practice CFR Part E152 13 and the EPA Standards and Practices for All Appropriate Inquiries (Appendix E-1 and Appendix E-2). The assessment found that although the historical use was agriculture with the potential for pesticide use, there was no evidence of Recognized Environmental Conditions or Controlled Recognized Environmental Conditions at the Project Sites based on records searches and the field survey.

Therefore, based on the results of the Phase I ESAs and that the Proposed Project would be required to follow all state, federal, and local regulations, potential impacts associated with a reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment is less than significant and no mitigation would be required.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less Than Significant Impact With Mitigation Incorporated. The Project Sites are located approximately 0.41 mile southwest of the southern terminus of Runway 14-32 of March ARB/IPA's primary runway and is within the boundaries of the March ARB/IPA ALUCP. The March ARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport

and perceived risks. The March ARB/IPA ALUCP shows the allowable uses, potential noise impacts, potential safety impacts, and density/intensity restrictions for each zone. Per the March ARB/IPA ALUCP, the Project Sites are located within Compatibility Zones B1 (Inner Approach/Departure Zone) and B2 (High Noise Zone) (**Figure 14** – *March ARB ALUCP Zoning*) and the Project would not be required to go through Airport Land Use Commission (ALUC) review and consistency determination because the City created an Airport Overlay Zone component to the City's land use planning to accommodate development within the City consistent with the land use designations of the March ARB/IPA ALUCP. For the balance of the analysis the standards for Zone B2 have been used to ensure the most restrictive use standards have been met for the Proposed Project. As shown in Table MA-2, Basic Compatibility Criteria of the March Air Reserve Base Inland Port ALCUP, industrial land uses are considered allowed uses within Zones B1 and B2.

Industrial land uses in the B2 Zone are prohibited from exceeding a site average of 100 persons per acre or a maximum single-acre intensity of 250 people per acre according to the March ARB/IPA ALUCP. The Project would place a guard shack and/or office/mechanical bay at each of the three sites, for a total building are of 23,480 square feet among the three sites. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,030 square feet of light industrial space (which would include general industrial), the three buildings would result in the generation of approximately 23 employees. Given that the Project Sites total 9.73 acres among the three sites that are in proximity, this would equate to a site average density of 3 employees per acre for the total 9.73 acres of the Project Sites. These employees would work within one of the three guard shacks/office/mechanical buildings planned for each of the three sites. The Proposed Project would not exceed the March ARB/IPA ALUCP regulation of a maximum of 100 people per acre.

The City's noise compatibility standards in the Perris Municipal Code Section 19.51.080, prevents the establishment of noise-sensitive land uses such as new residences, schools, libraries, museums, hotels, motels, hospitals, nursing homes, or places of worship in portions of the airport environ that are exposed to significant levels of aircraft noise. The Project Sites are within the PVCC area and the Proposed Project is a trailer storage use.

According to the City of Perris General Plan Noise Element, exterior noise levels of up to 70 dBA CNEL are considered to be "Normally Acceptable" for industrial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 70 and 80 dBA CNEL are "Conditionally Acceptable" and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed buildings would be built using conventional construction techniques with closed windows with air conditioning within the office areas.

Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the City's Code further states that standard building construction is

presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. Per the Final Air Installations Compatible Use Zones (AICUZ) Study for March ARB (2018), the portions of the Project Sites where the proposed office uses are proposed to be located are within the airport's 60 to 65 dBA CNEL noise contours. Therefore, with standard building construction, the associated office use would not be anticipated to have airport related noise levels exceeding 45 dBA CNEL.

The Proposed Project would be required to comply with the following PVCCSP EIR mitigation measures: MM Haz 2, MM Haz 3, MM Haz 4, MM Haz 5, and MM Haz 6. Compliance with these measures would ensure that potential Project impacts would be less than significant and would not result in a safety hazard or excessive noise for people residing or working in the project area because the Project Sites are within an airport land use plan.

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

Less Than Significant Impact. Development of the Project Sites would not interfere with any of the daily operations of the City of Perris Emergency Operation Center, Riverside County Fire Department, or Riverside County Sheriff's Department. Emergency vehicle access would be provided by five driveways along Nance Street. Emergency response and evacuation for the City are based on numerous access routes. The Proposed Project would not interfere with the City's emergency operations plan or impede roadway access through removal or closure of any streets that provide through access. All construction activities would be required to be performed according to the standards and regulations of the City and Riverside County Fire Department and Sheriff's Office. For example, the Project Developer and its construction contractors would be required to provide on- and offsite access and circulation for emergency vehicles and services during the construction and operation phases.

The Proposed Project would also be required to undergo the City's development review and permitting process and would be required to incorporate all applicable design and safety standards and regulations of the Riverside County Fire Department to ensure that the Proposed Project would not interfere with the provision of local emergency services (e.g., provision of adequate access roads to accommodate emergency response vehicles, adequate numbers/locations of fire hydrants).

Overall, the Proposed Project would not impair implementation of or physically interfere with the City of Perris's emergency operations plan or evacuation plan. Therefore, any potential impacts associated with an adopted emergency response plan or emergency evacuation plan would be less than significant and no mitigation would be required.

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

No Impact. According to the Safety Element of the City's General Plan, wildfires typically pose minimal threat to people and buildings in urban areas but increasing human encroachment into

natural areas increases the likelihood of bodily harm or structural damage. This encroachment occurs in areas called the wildland-urban interface, which is considered an area within the high and very high fire hazard severity zone, as defined by the California Department of Forestry and Fire Protection (CAL FIRE). The Safety Element Wildfire Hazards map shows that the Project Sites are not located within or near a Very High Fire Hazard Severity Zone. Therefore, no impacts associated with wildland fires would occur and no mitigation would be required.

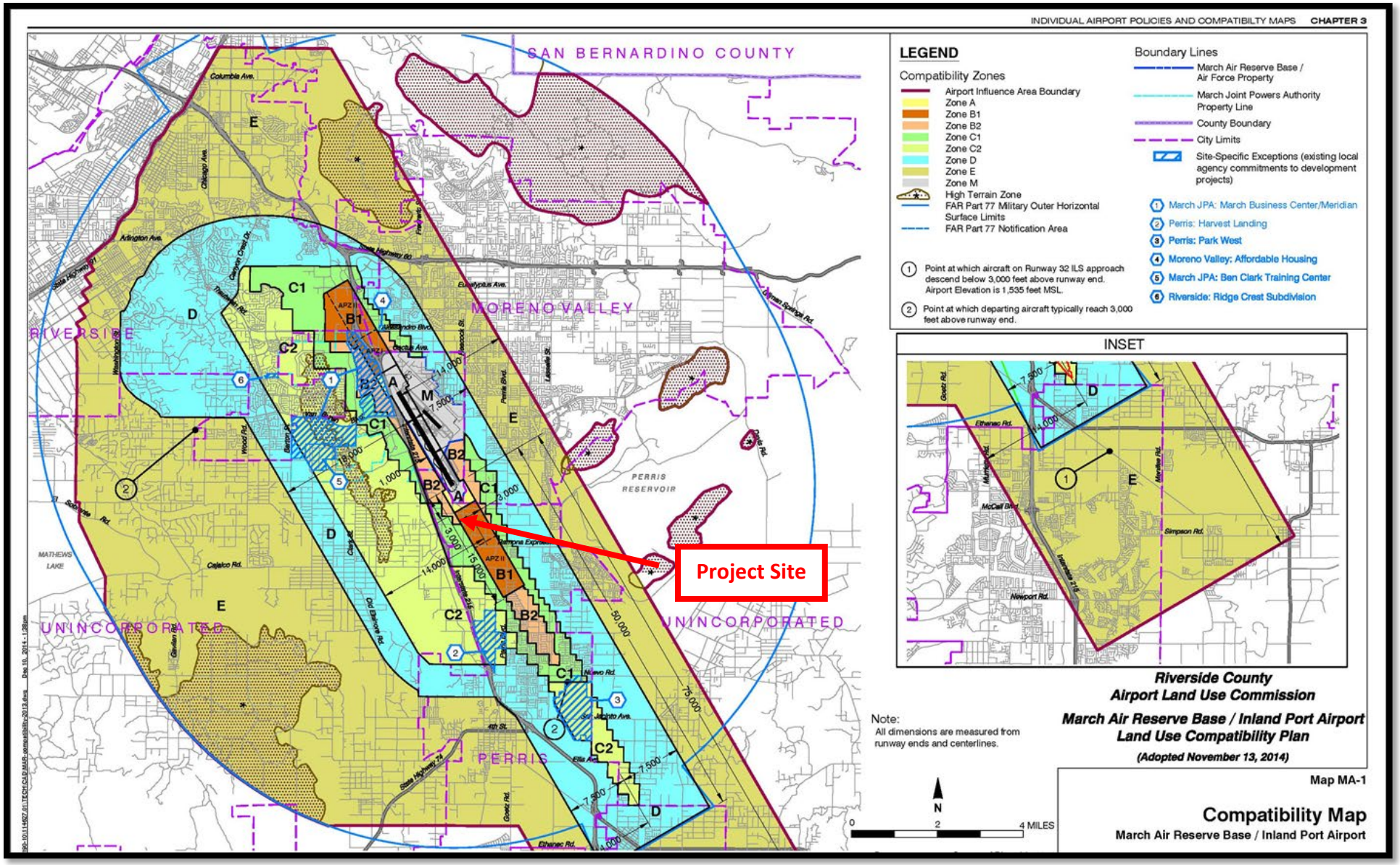


Figure 14: MARB ALUCP Zoning

Source: *MARB ALUCP*

Mitigation Measures

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:

- 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 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.
- 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.
- Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

MM Haz 6:

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

Conclusion

Implementation of PVCCSP EIR mitigation measures **MM Haz 2, MM Haz 3, MM Haz 4, MM Haz 5,** and **MM Haz 6** would reduce potential impacts of the Proposed Project associated with hazards and hazardous materials to less than significant levels.

5.10 Hydrology and Water Quality

Thienes Engineering, Inc. prepared Preliminary Project Specific Water Quality Management Plans (PWQMPs) as well as hydrology studies for each of the sites to determine potential impacts to hydrology and water quality associated with the development of the Proposed Project as follows:

- **Appendix F-1** – *Project Specific Preliminary Water Quality Management Plan (P-WQMP) for North Nance Trailer Yard, Northwest Corner of Webster Avenue and Nance Street, Perris, CA,* Thienes Engineering Inc, July 22, 2022.
- **Appendix F-2** – *Project Specific Preliminary Water Quality Management Plan (P-WQMP) for Perris Industrial Building, Nance Street and Nevada Avenue, Perris, CA,* Thienes Engineering Inc, February 23, 2023.
- **Appendix F-3** – *Project Specific Preliminary Water Quality Management Plan (P-WQMP) for Perris Trailer Yard, Nance Street, Perris, CA,* Thienes Engineering Inc, February 23, 2023.
- **Appendix G-1** – *Preliminary Hydrology Calculations, for Perris Trailer Yard, Nance Street and Webster Avenue,* Thienes Engineering Inc, July 22, 2022, revised November 15, 2022.
- **Appendix G-2** – *Preliminary Hydrology Calculations, for South Nance Trailer Yard – West, Nance Street between Nevada Ave and Webster Ave, Perris CA,* Thienes Engineering Inc, January 27, 2023.
- **Appendix G-3** – *Preliminary Hydrology Calculations, for South Nance Trailer Yard – East, Nance Street between Nevada Ave and Webster Ave, Perris CA,* Thienes Engineering Inc, January 27, 2023) to determine potential impacts to hydrology and water quality associated with the development of the Proposed Project.

Regulatory Setting

The Santa Ana Regional Water Quality Control Board requires that dischargers whose construction projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activities subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer.

The State's Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a storm water management plan/program with the goal of reducing the discharge of pollutants to the "maximum extent practicable," which is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify which Best Management Practices (BMPs) would be used to address certain

program areas. The program areas include public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

The Riverside County Flood Control and Water Conservation District, the County of Riverside, the City of Perris, and other incorporated cities (co-permittees) discharge pollutants from their MS4s. Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to surface water bodies of the Riverside County region. These discharges are regulated under countywide waste discharge requirements per Order No. R8-2010-0033, NPDES Permit No. CAS618033, approved by the Santa Ana Regional Water Quality Control Board on January 29, 2010. The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. The primary objectives of the municipal stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges, and 2) reduce the discharge of pollutants from stormwater conveyance systems to the "maximum extent practicable" statutory standard.

Environmental Setting

Hydrologically, the Project Sites are within the Perris hydrologic area, in the 106,456-acre Perris Valley hydrologic sub-area (HSA 802.11) within the Lower San Jacinto River watershed (HUC 180702020305).

Floodplains

The Project Sites do not have any natural drainages or waterways. The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) show the westerly portion of the Project Site is in Zone X, which is an area of moderate and minimal flood risk. Zone X signifies areas subject to flooding in the event of a 500-year flood, areas of a 100- year sheet flow flooding with average depths of less than one foot, areas of a 100-year stream flood with contributing drainage areas less than one square mile, and areas protected from a 100-year flood by levees. The northeasterly portion of the Site 1 is in Zone D, an area in which flood hazards rare undetermined, but possible.

Groundwater

The Eastern Municipal Water District (EMWD) delivers water to most of the City including the PVCC. The EMWD has prepared an Urban Water Management Plan to comply with the Urban Water Management Planning Act and SBX7-7 and to support water supply assessments and written verifications of water supply (EMWD, July 2021). The EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The service area includes seven incorporated cities, including the City of Perris, in addition to unincorporated areas of Riverside County. The EMWD has a diverse portfolio of local and imported supplies including recycled water, potable groundwater, desalinated groundwater. Approximately half of the water used within the EMWD service area is imported by the Metropolitan Water District of Southern California. The EMWD has been able to maintain

a balance of local and imported water even as new connections have been added. This has been accomplished through local supply projects and increased water use efficiency (EMWD, July 2021).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hydrology and water quality that are incorporated as part of the Proposed Project, and as such, are incorporated into the analysis in this section. There are no mitigation measures for hydrology and water quality included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
• impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

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

Less Than Significant Impact.

Construction Impacts

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). Construction projects that disturb one acre or more of soil, including the Proposed Project, are regulated under the construction general permit (Order No. 2009-009-DWQ) and its subsequent revisions (Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board. Projects obtain coverage under the construction general permit by developing and implementing a SWPPP, estimating sediment risk from construction activities to receiving waters, and specifying best management practices that would be implemented as a part of the Proposed Project's construction phase to minimize pollution of stormwater prior to and during grading and construction.

The Project Developer would have to prepare and implement a SWPPP and associated BMPs in compliance with the construction general permit during grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Santa Ana River and San Jacinto). Other construction BMPs that may be incorporated into the Proposed Project's SWPPP and implemented during the construction phase include but are not limited to:

- Installation of perimeter silt fences and perimeter sandbags and/or gravel bags
- Stabilized construction exits with rumble strip(s)/plate(s)
- Installation of storm drain inlet protection on affected roadways
- Installation of silt fences around stockpile and covering of stockpiles
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls

- Installation of temporary sanitary facilities and dumpsters

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters; reduce or avoid contamination of urban runoff with sediment; and reduce or avoid contamination with other pollutants such as trash and debris, oil, grease, fuels, and other toxic chemicals.

Furthermore, Section 14.22.100 (Stormwater conveyance system protection) of the Perris Municipal Code regulates grading and construction activities as they relate to stormwater pollution. Any person engaged in development, grading, or construction within the City shall comply with all applicable local ordinances, including the grading and erosion control section in Title 15 of the Perris Municipal Code, the standard specifications for public works construction when performing public works, and applicable provisions of the National Pollutant Discharge Elimination System (NPDES) construction general permit for stormwater discharges associated with construction activity issued by the State Water Resources Control Board and California Regional Water Quality Control Board, NPDES No. CAS 618033, Order No. R8-2002-0011.

Therefore, with implementation of the BMPs in the required SWPPP, potential water quality or waste-discharge impacts from Project-related grading and construction activities would be less than significant and no mitigation would be required.

Operations Impacts

Stormwater runoff from the Project Sites would ultimately discharge to the Perris Valley Master Drainage Plan Lateral B-5 via concentrated street flow. The Proposed Project includes construction of three non-contiguous trailer storage lots in proximity to one another with each including paved surface, a small building, self-retaining low impact development landscaped areas, and a proprietary Modular Wetland System for pollutant control (Appendix F-1, Appendix F-2 and Appendix F-3).

The existing drainage patterns were identified in the PWQMPs (Appendix F-1, Appendix F-2 and Appendix F-3). The Proposed Project has been designed in a manner where the overall drainage pattern would be preserved for each of the sites. The sites are currently undeveloped lots with sparse vegetation. The sites generally sheet flows northeasterly to Webster Avenue. Flows are conveyed northerly in the street and discharge into an existing catch basin in Webster Avenue.

Development of the Proposed Project would involve paving each of the three lots, which are a combined total of 9.73 acres, thereby increasing impervious surfaces on the Project Sites. Three separate PWQMPs were prepared for the Proposed Project. They each identify that all runoff from each of the three sites would be captured via proposed catch basins and conveyed via proposed storm drainpipes towards proposed biotreatment low impact development BMPs and a proprietary Modular Wetland Systems for treatment purpose prior to discharging into a proposed catch basin on west side of Webster Avenue.

Site 1: In the proposed condition, Site 1 would continue to generally drain northeasterly. The westerly parking lot and landscaped area would drain to a catch basin located in the parking lot. A proposed onsite storm drain system would convey water easterly around the proposed building and northeasterly through the trailer parking area. The trailer parking area would drain northeasterly to catch basins located in the parking area. Flows would confluence with runoff from the west and continue easterly toward N. Webster Avenue. Flows would ultimately discharge into the existing RCB in N. Webster Avenue. The driveway and landscaped area fronting Nance Street and the landscaped area fronting N. Webster Avenue sheet flow to each respective street. Flows would be conveyed northerly in N. Webster Avenue and discharge into the existing curb opening catch basin. The landscaped areas are considered self-treating.

Site 2: In the proposed condition, Site 2 would drain onto Nance Street which then continues surface draining easterly, similar to existing conditions. Runoff from the site would first drain to three catch basins; one located at each entry driveway along Nance Street and the third one located in the trailer yard. A proposed onsite storm drain system would convey runoff northeasterly towards Nance Street. Runoff would ultimately exit the site via a parkway drain. A portion of the easterly driveway and landscaped area fronting Nance Street sheet flow offsite without being routed to LID BMPs. The landscaped areas are considered self-treating. Offsite run-on along the westerly property line would be captured via two inlets and routed to the north– via a separate storm drain system – where run-on is then discharged offsite via a separate parkway drain. Treated flows from the Modular Wetland Systems would be pumped offsite via a separate parkway drain. Onsite and offsite flows trapped below the parkway drain's spillover elevations would also be pumped offsite.

Site 3: In the proposed condition, Site 3 would drain onto Nance Street which then continues surface draining easterly, similar to existing conditions. Runoff from the site would first drain to two catch basins; one located at the entrance of the site (along Nance Street) and the other on the east side of the trailer yard. A proposed onsite storm drain system would convey runoff northeasterly towards Nance Street. Runoff would ultimately exit the site via a parkway drain. A portion of the driveway and landscaped area fronting Nance Street sheet flow offsite without being routed to LID BMPs. The landscaped areas are considered self-treating. Offsite run-on along the westerly property line would be captured via two inlets and routed to the northeasterly corner – via a separate storm drain system – where run-on is then discharged offsite via a separate parkway drain. Treated flows from the Modular Wetland Systems would be pumped offsite via a separate parkway drain. Onsite and offsite flows trapped below the parkway drain's spillover elevations would also be pumped offsite.

Therefore, with implementation of the BMPs in the PWQMPs and compliance with NPDES MS4 permit requirements, potential impacts associated with water quality and waste-discharge impacts would be less than significant and no mitigation would be required.

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

Less Than Significant Impact: The Project Sites are within the EMWD Perris North groundwater basin in the San Jacinto Groundwater Management Plan Area. According to the EMWD's Urban Water Management Plan, a cooperative groundwater management plan is already in place for the Groundwater Management Plan Area to insure the reliability and quality of the water supply.

Development of the Proposed Project would involve paving each of the three lots, which are a combined total of 9.73 acres, thereby increasing impervious surfaces on the Project Sites. Three separate PWQMPs were prepared for the Proposed Project. As discussed above, they each identify that all runoff from each of the three sites would be captured via proposed catch basins and conveyed via proposed storm drainpipes towards proposed biotreatment low impact development BMPs and a proprietary Modular Wetland Systems for treatment purpose prior to discharging into a proposed catch basin on west side of Webster Avenue.

The Proposed Project would not interfere with groundwater recharge and would beneficially retain water to ensure more groundwater recharge. Therefore, potential impacts associated with groundwater supplies or groundwater recharge would be less than significant and no mitigation would be required.

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

- *result in substantial erosion or siltation onsite or offsite.*

Less Than Significant Impact: Grading activities during construction of the Proposed Project may result in wind driven soil erosion and loss of topsoil. All construction and grading activities would be required to comply with City's grading ordinance using BMPs, including the use storm drain inlet protection, efficient irrigation systems and landscape design, and common area litter control. Upon completion, the Project Sites would be developed with trailer maintenance buildings and storage yards that would include paved surfaces and landscaping that would prevent substantial erosion from occurring. Therefore, potential impacts associated with erosion would be less than significant and no mitigation would be required.

- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite.*

Less Than Significant Impact: The Proposed Project would not substantially alter the existing drainage pattern of the Project Sites or alter the course of a stream or river. The post-construction drainage pattern would remain the same as the preconstruction drainage pattern, and on-site runoff would not exceed that of the existing condition.

As discussed previously, the Proposed Project would not increase the runoff from the Project Sites because all onsite runoff would be captured then be directed toward the proposed underground storage chambers. Therefore, potential impacts associated with on or off-site flooding due to an altered drainage pattern would be less than significant and no mitigation would be required.

- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Less Than Significant Impact: The Proposed Project would not substantially alter the existing drainage pattern of the Project Sites and would not increase flow rates from the existing condition. The Proposed Project includes a drainage system that would be designed and installed to temporarily store and infiltrate runoff, primarily from rooftops and other impervious area (Appendix F-1, Appendix F-2 and Appendix F-3). Non-structural BMPs such as activity restrictions, common area landscape maintenance, and litter control would also contribute toward runoff control and water quality protection. In addition, the Project Developer would have to comply with the NPDES permit requirements to reduce any potential water quality impacts.

The discharges from the Project Sites post-development would not alter the drainage characteristics of the Project Sites as drainage would follow existing conditions. Therefore, potential impacts associated with runoff that would exceed the capacity of the drainage systems or provide additional sources of polluted runoff would be less than significant and no mitigation would be required.

- *impede or redirect flood flows?*

No Impact: Sites 2 and 3 are within Flood Zone X, outside of the 100-year floodplain (FEMA Map 06065C1430H)[5]. Site 1 is within Flood Zone X (west) and Flood Zone D (east), an area in which flood hazards are undetermined, but possible. Therefore, no impacts associated with impeding or redirecting flood flows would occur and no mitigation would be required.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

[5] https://map1.msc.fema.gov/firm?id=06065C1430H

Less Than Significant Impact. Sites 2 and 3 are within Flood Zone X, outside of the 100-year floodplain (FEMA Map 06065C1430H). Site 1 is within Flood Zone X (west) and Flood Zone D (east), an area in which flood hazards are undetermined, but possible.

The Project Sites are inland, more than 40 miles northeast of the Pacific Ocean, and is not subject to tsunami hazards.

Seiches are surface waves created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to development near large water bodies and water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The closest dam is the Lake Perris reservoir, approximately 2 miles east of the Project Sites.

According to the Perris General Plan Safety Element Exhibit S-15, the Project Sites are within the Dam Inundation Area for the Lake Perris reservoir (City of Perris, 2021). In July 2005, the California Department of Water Resources identified potential seismic safety problems with Perris Dam that could result in significant damage and uncontrolled water releases in the event of a major earthquake. In April 2018, the Department of Water Resources completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot-tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4-million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake (DWR 2022). Although the Project Sites are within the dam inundation zone, occurrence of flooding from the Lake Perris Reservoir in the City is extremely remote, as the Perris Dam has been engineered, constructed, and retrofitted with the knowledge that the area is seismically active. For these reasons, potential impacts related to the release of pollutants due to inundation are considered to be less than significant.

The surrounding topography of the Project Sites is generally flat and would not be subject to inundation by mudflow.

Therefore, no impacts associated with seiche, tsunami, or mudflow would occur, the potential impacts associated with a flood hazard would be less than significant, and no mitigation would be required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact: The Project Developer would be required to prepare and implement a SWPPP and associated BMPs in compliance with the construction general permit during grading and construction. The SWPPP would specify BMPs that would be implemented for the Proposed Project to protect the water quality of receiving waters (Canyon Lake and Lake Elsinore). Therefore, the Proposed Project would not interfere with the implementation of a water quality control plan.

The EMWD works cooperatively with the cities within its service area to plan for future water supply. The PVCCSP, adopted in 2012, was therefore considered as part of the need for the City of Perris in the EMWD's most recent Urban Water Management Plan (EMWD, July 1, 2021). Therefore, the Proposed Project would not conflict or obstruct a sustainable groundwater management plan. No aspect of the Proposed Project involves groundwater wells or groundwater pumping.

Therefore, potential impacts associated with the implementation of a water quality control plan or sustainable groundwater management plan would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to hydrology and water quality apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with hydrology and water quality would be less than significant and no mitigation would be required.

5.11 Land Use Planning

Environmental Setting

The Proposed Project involves the construction of the Nance Street Trailer Storage and Maintenance Yards on three non-contiguous sites within proximity to one another in the vicinity of the intersection of Nance Street and Webster Avenue. The three facilities would be various sizes and configurations and be composed of a total of 13 parcels that total 9.72 net acres, all located in the PVCCSP – General Industrial zone, which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019).

Each of the Project Sites are located along the west side of Webster Avenue, near the intersection of Nance Street, with one facility on northwest corner of Webster Avenue and Nance Street, and the other two yards to be situated along the south side of Nance Street, just west of the north side. The vicinity of the Project Sites is generally made up of vacant parcels, truck and trailer lots, non-conforming residential, and an industrial warehouse.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use, site placement and design and has been incorporated as part of the Proposed Project and this analysis. There are no mitigation measures for land use and planning included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		X		

Discussion

a) Would the project physically divide an established community?

No Impact. The vicinity of the Project Sites is generally made up of vacant parcels, truck and trailer lots, non-conforming residential, and an industrial warehouse. The planned land uses in the vicinity of the Project Sites have PVCCSP land use designations of General Industrial. The PVCCSP was developed "to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses." The Proposed Project would be consistent with the surrounding planned zoning designation. Therefore, no impacts associated with the division of an established community would occur and no mitigation would be required.

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

Less Than Significant with Mitigation Incorporated. Land use is guided by both the City of Perris General Plan and the PVCCSP. **Table 8** – *General Plan Policy Consistency* provides an evaluation of the Proposed Project's consistency with General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

The General Plan identifies "Goals" as representing a synthesis of input from those who live and work in the City of Perris and define desired General Plan outcomes. "Policies" provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals while also providing a measure of flexibility needed to adapt the action to changes over the life of the General Plan. "Implementation Measures" are specific, discreet actions the City may take to achieve the future conditions reflected in the General Plan element. Implementation Measures define the municipal work program for providing transportation improvements needed to meet Goals identified in the General Plan element, consistent with the element's policies.

The objective of the Proposed Project is to establish three trailer storage yards, which are consistent with the PVCCSP General Industrial (GI) land use designation. This zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019).

For the purposes of Table 8, only those Goals, policies and implementation measures that are applicable to the Proposed Project approvals are identified.

Table 8 – General Plan Policy Consistency

General Plan Goal or Policy	Project Consistency Analysis
Circulation Element	
Goal I: A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.	
Policy I.B: *Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.* **Implementation Measure I.B.1:** Require on-site improvements that accommodate public transit vehicles (i.e., bus pullouts and transit stop and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e., community centers, tourist and employment centers, etc.).	*Consistent.* The Project Applicant contacted the RTA on July 13, 2024, requesting comments as to the provision of bus routing along any street adjacent to the Project Site. The RTA has not yet responded regarding any potential plans to add a bus route along the Project frontage. A Class II bike lane would be constructed along the Project frontage on Webster Avenue. Bicycle parking would be provided at the Project Site to encourage employees to bike to work. The Project Developer would pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options.

General Plan Goal or Policy	Project Consistency Analysis
Goal II: A well planned, designed, constructed and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.	
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.* **Implementation Measure II.B.1:** Limiting access points and intersections of streets and highways based upon the road's General Plan classification and function to reduce motorist conflicts and enhance continual traffic flow. Access points must be located a sufficient distance away from major intersections and from access points on adjoining parcels to allow for safe, efficient operation.	*Consistent.* The Proposed Project would not involve or require any changes to the existing transportation network within the City of Perris. Proposed street improvements including curbs and gutters consistent with the General Plan Circulation Element and the PVCCSP requirements would be provided as directed and approved by the City Engineer.
Goal III: To financially support a transportation system that is adequately maintained.	
Policy III.A: *Implement a transportation system that accommodates and is integrated with new and existing developments and is consistent with financing capabilities.* **Implementation 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*. Proposed street improvements include curb and gutter installation consistent with the General Plan Circulation Element and the PVCCSP requirements would be provided as directed and approved by City Engineers. The Proposed Project would be subject to all transportation and development fees for future road improvements.

General Plan Goal or Policy	Project Consistency Analysis
Goal V: Efficient goods movement. ***Policy V.A Provide*** *for safe movement of goods along the street and highway system.* **Implementation Policy V.A.7** Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.	*Consistent*. As discussed in Section 4.17, Transportation, all improvements have been designed to be consistent with applicable engineering and design improvements to ensure that the Proposed Project would not result in unsafe movements.
Conservation Element	
Goal I. Agricultural Resources: Orderly conversion of agricultural lands to other approved land uses. ***Policy I.A.*** *Establish growth management strategies to ensure the proper timing and economic provisions for utilities, major streets and other facilities so that orderly development will occur.*	*Consistent.* Site 1 is classified as Prime Farmland and Sites 2 and 3 are classified as Farmlands of Local Importance by the USDA, although the Project Sites are not undergoing active farming. The proposed trailer maintenance and storage activities would be consistent with the General Plan Land Use Element and the PVCCSP, which identified the conversion of the surrounding area to General Industrial. The analysis in Section 4.2 Agriculture identified that the conversion of the Project Sites from Prime Farmland and Farmland of Local Importance to General Industrial would result in no impact to Farmland. The Proposed Project includes dedication and improvement of street rights-of-way and the installation of utilities to ensure an orderly conversion of vacant land to General Industrial, as envisioned by the PVCCSP.

General Plan Goal or Policy	Project Consistency Analysis
Goal II – Biological Resources. Preservation of areas with significant biotic communities	
Policy II.A: *Comply with state and federal regulations to ensure protection and preservation of significant biological resources.* **Implementation 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*. The Biological Resources Assessment prepared for the Proposed Project included biological surveys of the Project Sites. Mitigation measures in Section 4.4, Biological Resources, would ensure that the Proposed Project would comply with state and federal regulations to ensure that biological resources on site are protected to the extent feasible.
Goal III – Biological Resources. Implementation of the Multi-Species Habitat Conservation Plan (MSHCP)	
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*. Section 4.4, Biological Resources, addresses the consistency of the Proposed Project with the requirements of the MSHCP.
Goal IV. Cultural Resources: Protection of historical, archaeological and paleontological sites.	
Policy IV.A: *Comply with state and federal regulations and ensure preservation of significant historical, archaeological and paleontological resources.*	*Consistent*. The Cultural Resources and Paleontological Resources Report prepared for the Proposed Project identified no known resources. The Proposed Project would be required to comply with mitigation measures as identified in Section 4.5, Cultural Resources, Section 4.7, Geology and Soils, and Section 4.18, Tribal Cultural Resources, to ensure that undiscovered resources on site are protected to the extent feasible. These measures would also ensure that the Proposed Project would comply with state and federal regulations ensuring the preservation of historical, archaeological and paleontological resources.

General Plan Goal or Policy	Project Consistency Analysis
Goal V – Water Supply. Provide an adequate water supply to support existing and future land uses, as anticipated in the Land Use Element.	
***Policy V.A**: Coordinate land-planning efforts with local water purveyors.*	*Consistent*. As part of the planning process, the Project Applicant has coordinated with the Eastern Municipal Water District (EMWD), the local water purveyor. The EMWD issued a will-serve letter indicating that it can adequately serve the Proposed Project.
Goal VI – Water Quality. Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.	
***Policy VI.A:** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).*	*Consistent*. The Proposed Project would be subject to the NPDES General Construction Permit. Section 4.10, Hydrology and Water Quality, discusses how the Proposed Project would comply with NPDES requirements.
Goal VII – Land Forms. Protection of significant landforms.	
***Policy VII.A:** Preserve significant hillsides and rock outcroppings in the planning areas.*	*Consistent*. There are no hillsides and rock cropping within, or adjacent to, the Project Sites.
Land Use Element	
Goal II: New development consistent with infrastructure capacity and municipal services capabilities.	
***Policy II.A:** Require new development to pay its full, fair share of infrastructure costs.*	*Consistent*. As required by City Ordinance No. 1182, the Project Applicant would 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 Applicant would pay applicable school facilities as required by local and state laws.

General Plan Goal or Policy	Project Consistency Analysis
Goal III: Commerce and industry to provide jobs for residents at all economic levels.	
Policy III.A: *Accommodate diversity in the local economy.*	*Consistent*. The Proposed Project would be consistent with the existing land use designation for the Project Sites within the PVCCSP, which was adopted by the City to provide for a diversity of land uses within the community.
Goal V: Protection from natural or manmade disasters.	
Policy V.A: *Restrict development in areas at risk of damage due to disasters.* **Implementation Measure V.A.1** Consult hazards maps as part of the review process for all development application.	*Consistent.* The closest fault to the Project Sites is the San Jacinto fault, approximately 10 miles to the east. The Proposed Project would comply with the most recent version of the California Building Code, which contains universal standards related to seismic load requirements. Compliance with the California Building Code would ensure structural integrity if seismic ground shaking were experienced at the Project Sites. In addition, the Project Sites are not adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the Proposed Project would comply with the site plan review and permitting requirements of the City. The PVCC is an area that is relatively flat and is not near any areas that possess potential landslide characteristics. As discussed in Section 4.10, Hydrology and Water Quality, the Project Sites are not within a tsunami, seiche, or flood zone. The Project Sites are within a dam inundation area; however, dam upgrades were recently made to reduce seismic risks to the dam. The potential for liquefaction is low, and damage due to direct fault rupture is considered unlikely.

General Plan Goal or Policy	Project Consistency Analysis
Policy V.B: *Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).*	*Consistent.* The Project Sites are approximately 0.41 mile southwest of the southern terminus of Runway 14-32 of the March ARB/IPA's primary runway. Per the March ARB/IPA ALUCP, the Project Sites are located within Compatibility Zones B1 (Inner Approach/Departure Zone) and B2 (High Noise Zone). PVCCSP, Section 12, Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table contains several design requirements relative to development within the March ARB/IPA ALUCP and are incorporated as part of the Proposed Project. These include but are not limited to: • Locate structures maximum distance from extended runway centerline. • Sound attenuation as necessary to meet interior noise level criteria. • Airspace review required for objects >35 ft. tall. • Electromagnetic radiation notification; and • Avigation easement dedication and disclosure. Additionally, industrial land uses in the B2 Zone are prohibited from exceeding a site average of 100 persons per acre a maximum single-acre intensity of 250 people per acre. Based on the County of Riverside General Plan employee generation factor of 1 employee for every 1,030 square feet of General Industrial space, the 24,480-square-foot Proposed Project would result in the generation of approximately 23 employees. This would equate to a site average density of 3 employees per acre for the 9.73-acre Project sites. These employees would work within one of the two 11,7000-square-foot maintenance buildings, or the 80-square-foot guard shack, which would cover an area of approximately 0.5 acre. The Proposed Project would not violate the March ARB/IPA ALUCP regulation of a maximum of 100 people per acre.

General Plan Goal or Policy	Project Consistency Analysis
Noise Element	
Goal I – Land Use Siting. Future land uses compatible with projected noise environments. ***Policy 1.A:*** *The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.* **Implementation 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.* The City of Perris General Plan Noise Element identifies noise levels of up to 70 dBA CNEL as "normally acceptable" and of up to 80 dBA CNEL as "conditionally acceptable" for industrial land uses. Figure 4-2 of the more recent Final AICUZ Study (AFRC, 2018) shows that the Project Sites are located within Compatibility Zones B1 (Inner Approach/ Departure Zone) and B2 (High Noise Zone) and the airport's 60, 65, and 70 dBA CNEL noise contours. Therefore, the Proposed Project is consistent with this policy.
Goal IV – Air Traffic Noise: Future land uses compatible with noise from air traffic. ***Policy IV.A:*** *Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.* **Implementation Measure IV.A.1:** As part of any approvals for new sensitive land uses within the 60 dBA CNEL or higher noise contours associated with March Inland Port, and for such new uses within the flight paths associated with the Perris Valley Skydiving Center, the City will require the developer to issue disclosure statements identifying exposure to regular aircraft noise. This disclosure shall be issued at the time of initial and all subsequent sales of the affected properties.	*Consistent.* The Proposed Project is a trailer maintenance and storage facility, which is not considered a sensitive land use, although employees would be working in and around the Project Site. The Project Sites are near March ARB/IPA, especially where noise contours range from 65 to 70 dBA, according to the City's General Plan. The March ARB/IPA ALUCP requires that office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. Per the Final AICUZ Study (AFRC, 2018), the Project Site is outside the airport's 60 dBA CNEL noise contour. Therefore, with standard building construction, the associated office use would not be anticipated to have airport related noise levels exceeding 45 dBA CNEL.

General Plan Goal or Policy	Project Consistency Analysis
Goal V – Stationary Source Noise: Future non-residential land uses compatible with noise sensitive land uses.	
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 nearest residential uses are the non-conforming rural residential properties: the existing single-family residential land uses with property lines located adjacent to the southern portions of the Project Sites (southern side of Nance Street), 50 feet (~15 meters) northwest (along Nevada Avenue), and 200 feet (~91 meters) southeast (along Webster Avenue) of the Project Site. As discussed in Section 5.13, Noise, the noise levels associated with operational activities at the Project Site would not exceed 60 dBA CNEL at the nearest residence.
Safety Element	
Goal S-2: A community designed to effectively respond to emergencies and ensure the safety of residents and businesses.	
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 Proposed Project site plan has been designed to meet all requirements for emergency vehicle access to the Project Sites, including Fire Department vehicles. The site plan has been reviewed by City staff from relevant departments (including Planning, Fire, Engineering, and Traffic) and a preliminary finding of compliance with regulations has been made. Further review of the site plan would take place during the permit plan check process.
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 Proposed Project includes the necessary infrastructure improvements, including roadway and utility improvements, to support the proposed use of the Project Sites. Vehicular access improvements have been designed to not conflict with future right-of-way acquisitions and future roadway improvements along Nance Street and Webster Avenue.

General Plan Goal or Policy	Project Consistency Analysis
Policy S-2.3 – Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.	*Consistent.* The Project Sites are located within the urbanized area of the City and would have direct access to Nance Street and Webster Avenue.
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 Proposed Project would provide two driveway access points onto Nance Street from Sites 1 and 2, and one shared driveway from Site 3. The width and design of the driveway entrances complies with City of Perris engineering standards for commercial driveways, and Site 3 would be conditioned to leave gates open during operating hours.
Goal S-4: A community where the potential impacts associated with flood-related hazards are minimized.	
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*. The Project Sites are within Zone X and Zone D and are outside the 100-year floodplain. The Proposed Project would not be required to have flood mitigation plans because the Project Sites are not in the 100-year floodplain. The Proposed Project's stormwater management would adequately convey flows and provide flood protection in the 100-year storm event.
Policy S-4.3 – Require new development projects and major remodels to control stormwater runoff on site.	*Consistent.* The Proposed Project would require approval of PWQMPs by City Staff prior to issuance of grading or building permits, which require retention and treatment of all construction and operation stormwater runoff on-site as part of the system design.
Policy S-4.4 – Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	*Not applicable*. The Project Sites are within Zone X and Zone D and outside the 100-year floodplain.

General Plan Goal or Policy	Project Consistency Analysis
Goal S-5: A community prioritizing fire hazard reduction and mitigation for residents, businesses, and visitors.	
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*. The Safety Element Wildfire Hazards map shows that the Project Sites are not located in a Very High Fire Hazard Severity Zone.
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 Proposed Project would provide driveway access points onto Nance Street, which connects Nevada Avenue to the west and Webster Avenue to the east. The width and design of the driveway entrances would comply with City of Perris engineering standards for commercial driveways.
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.* As part of the planning process, the Project Applicant has coordinated with the EMWD, the local water purveyor. The EMWD issued a will-serve letter indicating that it can adequately serve the Proposed Project. Utility improvements for the Proposed Project, including water lines and backflow preventers, are proposed to facilitate compliant access to water for firefighting per City code requirements.
Goal S-6: Ensure effective response to aircraft hazards.	
Policy S-6.1 – Ensure new development and redevelopments comply with the development requirements of the AICUZ Study Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.	*Consistent.* The Project Sites are within Compatibility Zones B1 and B2 of the March ARB/IPA ALUCP. Please see response to Land Use Element ***Policy V.B*** and Noise Element ***Policy IV.A*** for specific information on Project land use compatibility.

General Plan Goal or Policy	Project Consistency Analysis
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 Project Sites are within Compatibility Zones B1 and B2 of the March ARB/IPA ALUCP. Please see response to Land Use Element ***Policy V.B*** and Noise Element ***Policy IV.A*** for specific information on project land use compatibility.
Policy S-6.3 – Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.	*Consistent.* The Project Sites are within Compatibility Zones B1 and B2 of the March ARB/IPA ALUCP. Please see response to Land Use Element ***Policy V.B*** and Noise Element ***Policy IV.A*** for specific information on project land use compatibility.
Goal S-7: A built environment that is resilient to the effects of seismic ground shaking and other geologic hazards and better able to recover from these events.	
Policy S-7.1 – Require all development to provide adequate protection from damage associated with seismic incidents.	*Consistent.* The Proposed Project would comply with the most recent version of the California Building Code, which contains universal standards related to seismic load requirements. Compliance with the California Building Code would ensure structural integrity if seismic ground shaking were experienced at the Project Site.
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.* Geotechnical reports (Appendix D) have been prepared to evaluate the impacts on seismic and geologic hazards as part of the preparation of this Initial Study. With the implementation of MM GEO-1, all potential impacts associated with geotechnical hazards have been analyzed to be less than significant or no impact.
Environmental Justice Element	

General Plan Goal or Policy	Project Consistency Analysis
Goal 3.1: A community that reduces the negative impacts of land use changes, environmental hazards and climate change on disadvantaged communities.	
• 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 Sites are undeveloped and bordered by a mix of vacant, industrial, commercial, and non-conforming residential parcels. The planned land uses in the vicinity of the Project Sites have PVCCSP land use designations of General Industrial. The PVCCSP was developed "to promote compatibility of existing residential land uses and their neighboring industrial, commercial, and office uses." The Proposed Project would be consistent with the surrounding planned zoning designation. PVCCSP and project specific mitigation measures have been recommended to address potential environmental impacts to adjacent uses.
• Support identification, clean-up and remediation of local toxic sites through the development review process.	*Consistent.* The Project Sites are not located on any site that has been identified as a hazardous materials site in accordance with Section 65962.5 of the Government Code. Therefore, no remediation activities are required as part of the Proposed Project.
• 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."	On October 27, 2022, the City of Perris adopted its Good Neighbor Guidelines for Siting New and or Modified Industrial Facilities. However, the Proposed Project was proposed before the Good Neighbor Guidelines were adopted and would not be subject to the adopted policies. The Proposed Project is not adjacent to existing or proposed churches, parks, day-care centers, schools, or nursing homes. There is an existing non-conforming rural residential use to the south of the Project Sites. PVCCSP and project specific mitigation measures have been recommended to address potential environmental impacts to adjacent uses, including air quality and noise.

General Plan Goal or Policy	Project Consistency Analysis
Goal 5.1: Neighborhoods designed to promote safe and accessible connectivity to neighborhood amenities for all residents. • Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	*Consistent.* Street frontage improvements along Nance Street and Webster Avenue would include sidewalks consistent with City of Perris engineering standards. A Class II Bike Lane would be construction on Webster Avenue along the Project Site frontage. Bicycle parking would be provided at the Project Sites to encourage employees to bike to work. The Project Developer would pay applicable development impact fees (DIF), which may be used by the City to support development of transportation options as outlined in the Active Transportation Plan.
Healthy Community Element	
Goal HC-1: Citywide Health – Foster educational opportunities that show a connection between "place" and health.	
Policy HC 1.3: *Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.*	*Consistent.* The Proposed Project would include installation of lighting, including security lighting consistent with lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way.
Goal HC-6: Healthy Environment – Support efforts of local businesses and regional agencies to improve the health of our region's environment.	
Policy HC 6.3: *Promote measures that will be effective in reducing emissions during construction activities.*	*Consistent.* As discussed in Section 4.3, Air Quality, the Proposed Project would comply with applicable regulations (including PVCCSP mitigation measures) that would reduce emissions during construction activities.

Note: MND = Mitigated Negative Declaration

As provided in Table 8, the Proposed Project would be consistent with the applicable General Plan goals and policies and would not conflict with an applicable land use plan, policy, or regulation that has been adopted for the purpose of avoiding or mitigating an environmental

effect with the implementation of the mitigation measures recommended in this Initial Study for air quality, biological resources, cultural resources, paleontological resources, and tribal cultural resources. Therefore, potential impacts associated with land use consistency would be less than significant with mitigation incorporated.

Mitigation Measures

With implementation of the mitigation measures recommended in this Initial Study for air quality, biological resources, cultural resources, paleontological resources, and tribal cultural resources, potential impacts associated with General Plan policy consistency would be less than significant.

Conclusion

Potential impacts of the Proposed Project associated with land use and planning would be less than significant with mitigation incorporated.

5.12 Mineral Resources

Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act. This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data. Mineral Resource Zones (MRZ) classifications are designed by the State Geologist in accordance with the State Mining and Geology Board's priority list, as follows:

- MRZ-1 – areas where geologic information indicates no significant mineral deposits are present.
- MRZ-2 – areas that contain identified mineral resources.
- MRZ-3 – areas of undetermined mineral resource significance.
- MRZ-4 – areas of unknown mineral resource potential.

Environmental Setting

The Proposed Project would involve the development of existing vacant lots into three trailer maintenance and storage yards on 13 parcels that total 9.72 net acres. All parcels are within the PVCCSP – General Industrial zone, which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The California Department of Conservation, Division of Mines and Geology has not identified significant mineral resources within the City of Perris.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to mineral resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. There are no mitigation measures for mineral resources included in the PVCCSP EIR.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

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

No Impact. According to the California Geologic Survey Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption (P-C) Region, San Bernardino and Riverside Counties, California map and the City of Perris General Plan EIR, the Project Sites are designated MRZ 3 (CGS 2008, Perris 2004). Areas designated MRZ-3 are defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. MRZ-2 areas are where geologic data indicate that significant mineral resources are present. Since the Project Sites are not designated MRZ-2, development of the Proposed Project would not impact the availability of known mineral resources in the surrounding area. Therefore, no impacts associated with any known mineral resource that would be of value to the region and the residents of the state would occur and no mitigation would be required.

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

No Impact. No areas in the City of Perris have been designated as locally important mineral resource recovery sites on any local plan. Therefore, no impacts associated with the availability of any locally important mineral resource recovery sites would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to mineral resources apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with mineral resources would be less than significant and no mitigation would be required.

5.13 Noise

Ganddini Group prepared a Noise Impact Analysis to determine the potential noise impacts associated with the development of the Proposed Project (**Appendix H** – *Nance Street Trailer Yard Noise Impact Analysis,* Ganddini Group, March 1, 2024, Revised December 10, 2024, Revised March 17, 2025).

Environmental noise is commonly measured in A-weighted decibels (dBA). Decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

The Federal Highway Administration identifies ranges of noise perceptibility as follows:

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

Noise Descriptors

The noise descriptors utilized in the noise study for the Proposed Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.
- Equivalent Sound Level (L_{eq}): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.
- Maximum Sound Level (L_{max}): The maximum sound level during the sample period.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne

vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Table 9 – *Vibration Source Levels for Construction Equipment* identifies typical construction sources of vibration as identified by the Federal Transit Administration.

Table 9 – Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

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

Regulatory Setting

Federal Noise Control Act of 1972

The EPA Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, the EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the Day-Night Level (similar to CNEL) should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control

guidelines and regulations contained in EPA rulings in prior years remain in place by designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies.

State Regulations

State of California General Plan Guidelines 2017

Though not adopted by law, the State of California General Plan Guidelines 2017, published by the California Governor's Office of Planning and Research (OPR General Plan Guidelines), provides guidance for the compatibility of projects within areas of specific noise exposure. The OPR General Plan Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendations of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e., Ldn or CNEL) and in the upper limits for the normally acceptable outdoor exposure of noise-sensitive uses.

The OPR General Plan Guidelines include a Noise and Land Use Compatibility Matrix which identifies acceptable and unacceptable community noise exposure limits for various land use categories. Where the "normally acceptable" range is used, it is defined as the highest noise level that should be considered for the construction of buildings which do not incorporate any special acoustical treatment or noise mitigation. The "conditionally acceptable" or "normally unacceptable" ranges include conditions calling for detailed acoustical study prior to the construction or operation of a proposed project.

Department of Transportation

The California Department of Transportation (Caltrans) has developed several publications on groundborne vibration. The Transportation and Construction Vibration Guidance Manual (Caltrans, 2020) provides informational content that supplements previous publications with improved knowledge and information relating to groundborne transportation- and construction-induced vibrations. Although the Transportation and Construction Vibration Guidance Manual is not an official policy, standard, specification, or regulation, it serves as a useful guide for evaluating vibration impacts.

City of Perris

City of Perris General Plan

The City of Perris has incorporated the State Land Use Compatibility Matrix for land use planning into the Noise Element of the City of Perris General Plan. The Noise Element also includes the following goals, policies, and implementation measures regarding noise which apply to the proposed project.

Goal-1: Land Use Siting: *Future land uses compatible with projected noise environments.*

Policy I.A: *The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.*

Implementation Measures

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.

Goal-V: Stationary Source Noise: *Future non-residential land uses compatible with noise sensitive land uses.*

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.*

Implementation Measures

V.A.1 An acoustical impact analysis shall be prepared for new industrial and large-scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City of Perris Staff.

City of Perris Municipal Code

Chapter 7.34 of the Perris Municipal Code establishes base ambient noise levels and establishes maximum noise level limits for stationary noise sources.

7.34.050 General Prohibition

(a) *It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort*

to the inhabitants of the city, or any section thereof. The standards for dBA noise level in section 7.34.040 shall apply to this section. To the extent that the noise created causes the noise level at the property line to exceed the ambient noise level by more than 1.0 decibels, it shall be presumed that the noise being created also is in violation of this section.

(b) The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists should include, but not be limited to, the following:

(1) The level of the noise.
(2) Whether the nature of the noise is usual or unusual.
(3) Whether the origin of the noise is natural or unnatural.
(4) The level of the ambient noise.
(5) The proximity of the noise to sleeping facilities.
(6) The nature and zoning of the area from which the noise emanates and the area where it is received.
(7) The time of day or night the noise occurs.
(8) The duration of the noise; and
(9) Whether the noise is recurrent, intermittent, or constant.

7.34.060 Hours of Construction

It is unlawful for any person between the hours of 7:00 PM of any day and 7:00 AM of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA L_{max} in residential zones in the City of Perris.

<u>March Air Reserve Base /Inland Port Airport Land Use Compatibility Plan</u>

Chapter 19.51 of the Perris Municipal Code establishes noise levels and regulations for land uses within the March ARB/IPA Airport Overlay Zone.

Airport Related Noise. Noise compatibility standards are intended to prevent the establishment of noise-sensitive land uses in portions of the airport environ that are exposed to significant levels of aircraft noise. Where permitted within the Airport Overlay Zone, the following noise-sensitive land uses shall comply with applicable noise exposure criteria:

1) All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and the Riverside County ALUC policy.

2) Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB).

3) Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

Environmental Setting

The Project Sites consists of three separate sites that involve 13 parcels that total approximately 10 acres that are in the PVCCSP – General Industrial zone, which allows for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. This zone correlates with the "General Industrial" General Plan Land Use designation (City of Perris, February 20, 2019). The Project Sites are south of Harley Knox Boulevard, west of Webster Avenue, north of Markham Street, and east of Nevada Avenue. Site 1 is north of Nance Street, Site 2 is south of Nance Street to the west, and Site 3 is south of Nance Street to the east.

The Project Sites are located within the PVCC area of the City of Perris. The area is in transition and there are existing non-conforming residential land uses, some of which are being utilized for auto related commercial land uses.

Section 16.22.020 of the Perris Municipal Code defines sensitive receptors as residences, schools, libraries, hospitals, churches, offices, hotels, motels, and outdoor recreational areas. However, for the purposes of this analysis what qualifies as a sensitive receptor depends on what type of impact is being evaluated. For example, Section 7.34.060 of the Perris Municipal Code prohibits construction noise from exceeding 80 dB in residential zones and does not apply to non-conforming land uses in other zones. In an effort to be conservative, potential construction noise impacts to existing non-conforming residential land uses were evaluated in the construction noise analysis per the request of City staff.

Project operational noise (stationary noise) impacts have been assessed in light of the City's CNEL standard. The applicable threshold is Implementation Measure V.A.1 found in the City of Perris General Plan Noise Element (2011) which states that *"An acoustical impact analysis shall be prepared for new industrial and large-scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use."* So, the definition found in Section 16.22.020 (above) applies to the analysis of operational noise impacts. The only sensitive receptor within 160-feet of the Project Sites is the non-conforming residential land use located at 953 West Nance Street. However, for the purposes of discussion and disclosure, this analysis also provides data for anticipated Project operational noise levels at other locations including an

existing non-conforming single-family residential land use located 4611 Nevada Avenue and an existing residential building that is currently being utilized for commercial purposes (Auto Aide Towing) located at 845 West Nance Street, just south of the Project Sites and Nance Street.

The maximum (L_{max}) standard found in Chapter 7.34 of the Perris Municipal Code is also utilized to assess the potential for the project to violate the City's maximum operational noise. Section 7.34.050 of this Noise Ordinance prohibits any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof. Specifically, the Noise Ordinance prohibits the generation of noise beyond the property line of the property from which the sound emanates that exceeds 80 dBA L_{max} between the hours of 7:01 AM and 10:00 PM or 60 dBA L_{max} between the hours of 10:01 PM and 7:00 AM at the property line of the property from which the sound emanates. For this impact, all adjacent and nearby land uses would be considered. A worst case scenario was evaluated by modeling back-up alarm noise at 835 Nance Street.

The threshold utilized to evaluate the Project's potential to result in substantial increases in ambient noise levels due to Project generated traffic is found in the PVCCSP EIR (City of Perris 2011). The definition of a sensitive receptor that applies to is provided in Section 16.22.020 of the Perris Municipal Code. Impacts associated with Project generated vehicle trips were evaluated at the existing sensitive receivers located along West Nance Street and North Webster Avenue. Any non-conforming existing single family residential structures in the project area that are clearly being used as auto towing companies, truck storage yards, or other noise producing commercial or industrial land uses were not considered as sensitive receptors for the purposes of this analysis.

Per the March ARB/IPA ALUCP) (2014), the Project Sites are located within Compatibility Zones B1 (Inner Approach/Departure Zone) and B2 (High Noise Zone). Figure 4-2 of the Final AICUZ Study shows that the Project Sites are located within the airport's 60, 65, and 70 dBA CNEL noise contours.

The Noise Impact Analysis (Appendix H) identified background noise and modeled existing noise by collecting four (4) 15-minute daytime noise measurements were taken between 1:15 PM and 3:11 PM on February 15, 2023. In addition, one (1) long-term 24-hour noise measurement was also taken from February 15, 2023, to February 16, 2023.

Noise measurements were collected at the following locations, shown in **Figure 15** – *Noise Measurement Locations.*

- STNM1: represents the existing noise environment of the non-conforming residential land use located to the northwest of the Project Sites along Nevada Avenue (4611 Nevada Avenue, Perris). The noise meter was placed near the western property line.

- STNM2: represents the existing noise environment of the existing noise environment of the non-conforming residential land use located at 953 W Nance Street, Perris which is located between Project Site 2 and Site 3. There is an occupied manufactured home at this location. The noise meter was placed near the northern property line.
- STNM3: represents the existing noise environment at the commercial tow yard located southeast of the Project Sites at 845 West Nance Street, Perris. The noise meter was placed near the northern property line of this commercial use just south of West Nance Street.
- STNM4: represents the existing noise environment of the eastern portion of Project Site 1 and the commercial uses to the east of North Webster Avenue (775 Harley Knox Boulevard, Perris). The noise meter was placed along the eastern property line of Project Site 1 just west of North Webster Avenue and south of Harley Knox Boulevard.
- LTNM1: represents the existing noise environment of the Project Sites. The noise meter was placed along the northern property line of Project Site 1.

Table 10 – *Short Term Noise Measurement Summary* provides a summary of the short-term ambient noise data. Table 11 – *Long-Term Noise Measurement Summary (LTNM1) (dBA)* provides hourly interval ambient noise data from the long-term noise measurements. Measured short-term ambient noise levels ranged between 52.4 and 64.3 dBA L_{eq}. Long-term hourly noise measurement ambient noise levels ranged from 49.8 to 72.3 dBA L_{eq}. The dominant noise source in the Project vicinity was vehicle traffic associated with Harley Knox Boulevard, West Nance Street, and North Webster Avenue and air traffic from March ARB/IPA.

Table 10 – Short Term Noise Measurement Summary

Daytime Measurements (dBA)[6][7]								
Site Location	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
STNM1	1:15 PM	54.2	67.0	47.8	59.3	56.9	54.5	52.9
STNM2	1:57 PM	52.4	61.9	47.5	56.0	54.3	53.2	51.9
STNM3	2:28 PM	64.3	81.8	51.0	75.6	65.9	60.8	58.8
STNM4	2:56 PM	62.8	79.6	50.1	71.6	66.8	60.9	75.6

[6] See Figure 15 for noise measurement locations. Each noise measurement was performed over a 15-minute duration.

[7] Noise measurements performed on February 15, 2023.

Table 11 – Long-Term Noise Measurement Summary (LTNM1)

24-Hour Ambient Noise (dBA)[8][9]								
Hourly Measurements	Time Started	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
Overall Summary	5:00 PM	61.8	101.3	36.6	60.2	57.4	55.0	52.0
1	5:00 PM	56.0	72.7	46.7	61.8	57.6	56.0	54.4
2	6:00 PM	54.8	70.1	46.3	60.2	57.1	55.2	53.5
3	7:00 PM	55.6	78.1	45.8	62.6	56.1	54.3	53.0
4	8:00 PM	56.1	77.2	45.2	62.8	54.3	52.5	51.2
5	9:00 PM	58.6	76.3	49.3	67.4	59.2	57.5	55.9
6	10:00 PM	55.2	62.4	48.2	58.1	57.1	56.0	54.8
7	11:00 PM	51.8	65.1	46.3	56.5	54.1	52.4	50.9
8	12:00 AM	52.0	64.2	46.6	56.4	54.5	52.6	51.0
9	1:00 AM	50.1	62.1	45.8	53.4	52.3	51.0	49.6
10	2:00 AM	49.8	57.0	45.6	53.5	51.8	50.6	49.3
11	3:00 AM	53.9	74.1	46.4	56.8	55.7	54.5	53.0
12	4:00 AM	56.0	62.9	51.1	59.0	58.1	57.0	55.9
13	5:00 AM	57.7	66.2	53.7	60.5	59.5	58.4	57.3
14	6:00 AM	56.7	67.1	52.2	59.7	58.4	57.2	56.3
15	7:00 AM	55.9	67.3	51.2	59.7	57.9	56.5	55.4
16	8:00 AM	52.8	70.0	39.5	57.7	55.8	53.7	50.7
17	9:00 AM	56.2	79.9	39.4	64.3	51.6	49.0	46.8
18	10:00 AM	57.3	85.1	36.6	58.9	50.8	48.1	45.8
19	11:00 AM	52.6	74.4	39.0	59.5	52.7	49.5	47.5
20	12:00 PM	70.1	98.2	38.9	73.4	60.4	51.3	48.5
21	1:00 PM	72.3	101.3	41.4	72.5	59.7	52.3	50.2
22	2:00 PM	63.4	92.3	43.7	62.7	54.8	52.1	50.5
23	3:00 PM	51.9	68.0	43.1	56.0	54.2	52.6	51.3
24	4:00 PM	53.7	76.4	44.4	56.9	54.8	53.2	52.1
CNEL	64.1							

[8] See Figure 15 for noise measurement locations. Noise measurement was performed over a 24-hour duration.

[9] Noise measurement performed from February 15, 2023 to February 16, 2023.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to noise and are incorporated as part of the Proposed Project, and as such are incorporated into the analysis in this section. Additionally, the PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures related to noise.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Noise 1:	**Guidelines for noise attenuation during construction**	**Included as Project mitigation**
MM Noise 2:	**Guidelines for construction equipment, stockpiling and vehicle staging placement**	**Included as Project mitigation**
MM Noise 3:	**Guidelines for noise attenuation near occupied residences**	**Included as Project mitigation**
MM Noise 4:	**Coordination of supplies and construction equipment deliveries**	**Included as Project mitigation**
MM Noise 5:	**Guidelines for noise attenuation for new sensitive land uses**	Not applicable – the Project is not a new sensitive use.

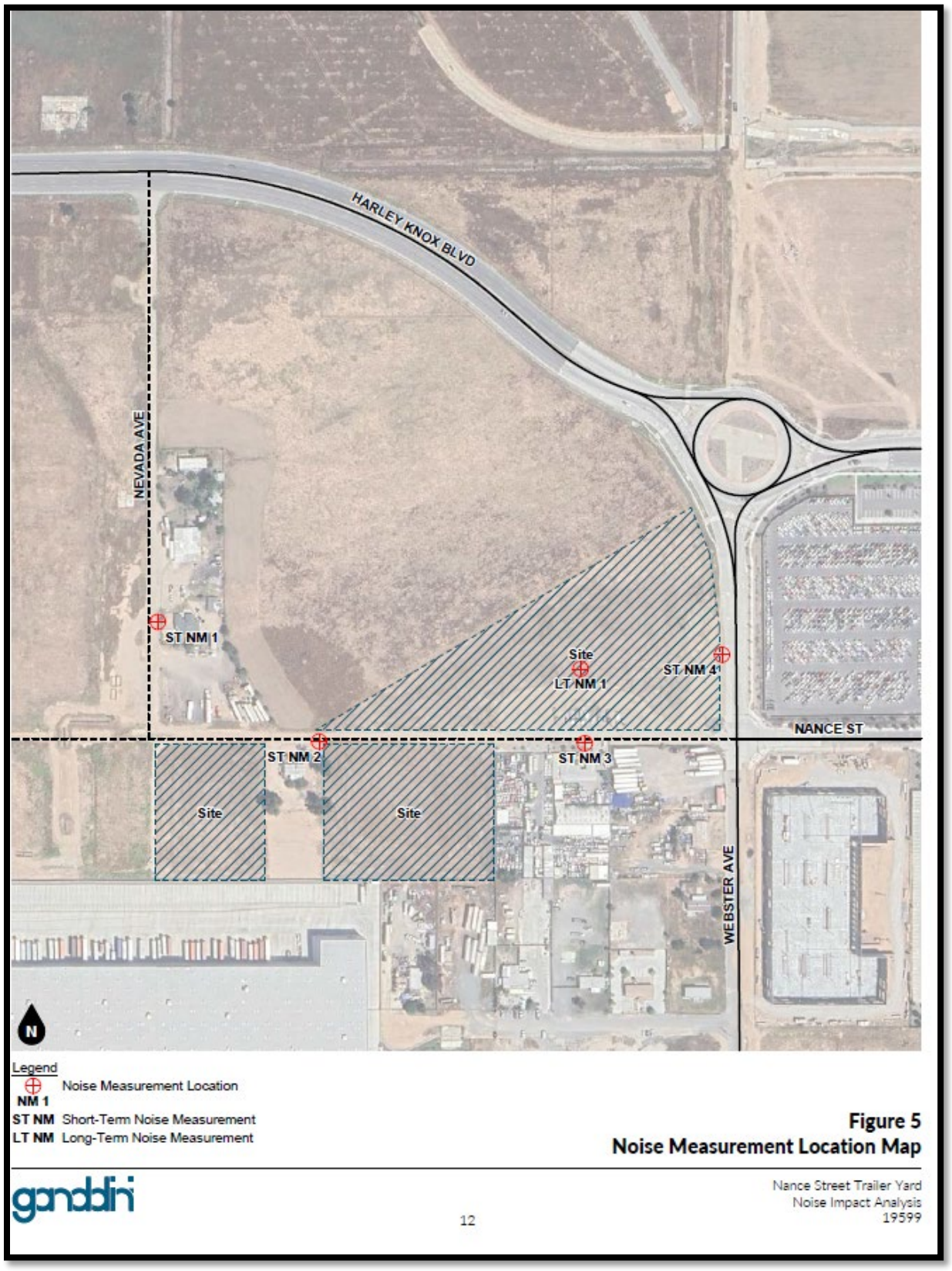


Figure 15: Noise Measurement Locations

Source: *Ganddini Group*

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Discussion

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

Less Than Significant Impact with Mitigation. The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project Site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies with mitigation incorporated. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to City standards.

Construction Impacts

Construction is considered a short-term impact and would be considered significant if construction activities occur outside the allowable times in the Perris Municipal Code Section 7.34.060, or would exceeds 80 dBA L_{max} in residential zones within the City. Construction would occur during the permissible hours according to the Perris Municipal Code and would not exceed 80 dBA L_{max} in residential zones within the City.

On-Site Equipment

Construction noise is regulated within Section 7.34.060 of the Perris Municipal Code. Accordingly, the project would result in a significant impact if:

- Project construction occurs outside the hours of 7:00 AM and 7:00 PM Monday through Saturday or anytime on legal holidays, except for Columbus Day and Washington's Birthday, and Sundays; or,
- Project construction noise exceeds 80 dBA L_{max} in residential zones within the City.

The Project Applicant has committed to obtaining all necessary permits for construction of the Proposed Project and has committed to limiting all construction to between the hours 7:00 a.m. and 7:00 p.m. Monday through Saturday. The City of Perris Municipal Code sets limits for exterior noise levels. Section 7.34.060 states that between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, except for Columbus Day and Washington's birthday, or on Sundays.

Section 7.34.060 of the Perris Municipal Code prohibits construction activity from exceeding 80 dBA L_{max} in residential zones within the City. To determine if construction noise levels to the nearby sensitive receptors would be within the 80 dBA L_{max} noise standard, the construction noise levels have been calculated through use of the Federal Highway Administration's Roadway Construction Noise Model (Appendix H). **Table 12** – *Construction Noise Levels* identifies the potential construction noise at the existing nearest sensitive receptors.

All land uses adjacent to or near the Project Sites are zoned for either General or Light Industrial land uses. Section 7.34.060 of the Perris Municipal Code prohibits construction activity from exceeding 80 dBA L_{max} in residential zones within the City. However, the City of Perris considers non-conforming residences to be sensitive uses subject to the Perris Municipal Code standards until they are no longer occupied by residents. Therefore, the construction analysis below includes non-conforming residential land uses. As shown in Table 12, construction noise would reach up to 70.1 dBA L_{eq} and 72.7 L_{max} at the non-conforming residential land use along Nevada Street and 75.7 dBA L_{eq} and 95.5 L_{max} at the non-conforming residential land use along Nance Street. The 80 dBA L_{max} standard would be exceeded at the non-conforming residential land use located at 953 West Nance Street. Mitigation would be required during construction activities at the non-conforming residential land use located at 953 West Nance Street. The mitigation measure listed below is required to be implemented during construction activities on Project Sites 2 and 3 adjacent to 953 West Nance Street.

MM N-1

An eight-foot temporary construction barrier shall be installed along the eastern and western property lines of 953 West Nance Street during the entirety of construction activities on adjacent lots. Either one-inch plywood or sound blankets that provide a sound level reduction of at least 16 dB shall be utilized for this purpose. They should reach up from the ground and block the line

of sight between equipment and existing residences. The shielding shall be without holes and cracks.

Notwithstanding the above, best management practices (BMPs) have also been provided in the Project Description and should be added to project plans and in contract specifications to further minimize construction noise emanating from the proposed project. Project construction activities would also be subject to PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 which would reduce construction-related noise impacts.

Table 12 – Construction Noise Levels

Phase	Receptor Location	Construction Noise Levels at Property Line (dBA Leq)	Construction Noise Levels at Property Line (dBA Lmax)	Construction Noise Levels Exceed Daytime 80 dBA Lmax Standard?
Grading	Non-conforming Residential at 4611 Nevada Avenue	70.1	72.7	No
	Non-conforming Residential at 953 W. Nance Street	75.7	95.5	Yes
Building Construction	Non-conforming Residential at 4611 Nevada Avenue	69.9	71.7	No
	Non-conforming Residential at 953 W. Nance Street	75.6	94.5	Yes
Paving	Non-conforming Residential at 4611 Nevada Avenue	64.2	67.7	No
	Non-conforming Residential at 953 W. Nance Street	69.9	90.5	Yes
Architectural Coating	Non-conforming Residential at 4611 Nevada Avenue	56.8	65.7	No
	Non-conforming Residential at 953 W. Nance Street	62.4	88.5	Yes

Off-Site Vehicle Trips

Construction truck trips would occur throughout the construction period. Given the proximity of the Project Sites to the 215 Freeway, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the appropriate freeway ramps.

West Nance Street currently handles between approximately 84 and 480 average daily vehicle trips in the vicinity of the Project Sites and Webster Avenue handles between approximately 1,920 and 2,076 average daily vehicle trips.[10] According to the Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis (Ganddini Group, Inc., 2024), the greatest number of construction-related vehicle trips per day would be during grading and paving at up to 15 worker vehicle trips per day. Therefore, vehicle traffic generated during Project construction is nominal relative to existing roadway volumes and would not result in the doubling of traffic volume necessary to increase noise levels by 3 dBA. The Project impact would be less than significant, and no mitigation is required.

Operations Impacts

The Noise Impact Analysis compared the Proposed Project's operational noise levels to two different noise assessment scenarios: 1) Project Only operational noise level projections, 2) Project plus ambient noise level projections.

Operational Noise Levels – Onsite

Stationary noise source standards are established within the City of Perris General Plan Noise Element Implementation Measure V.A.1 and Section 9.02.050 of the Perris Municipal Code. Accordingly, a project would result in a significant impact if:

- Project operational noise exceeds the City-established noise standard of 60 dBA CNEL at the property line of adjoining sensitive land uses.
- Project operational noise exceeds the City-established noise standard of 80 dBA L_{max} between the hours of 7:00 AM to 10:00 PM or 60 dBA Lmax between the hours of 10:00 PM and 7:00 AM.

Noise levels at nearby receptors were determined based on the SoundPLAN acoustical model developed for the Proposed Project, including operational noise levels in dBA CNEL, conservatively assuming all on-site noise sources are operating simultaneously, and in Lmax to determine if a representative maximum noise event (back up beeper) would exceed the City's Lmax standard of 80 dBA between the hours of 7:00 AM or the nighttime Lmax standard between the hours of 10:00 PM and 7:00 AM.

[10] Existing average daily vehicle trips calculated from the PM intersection turning movement volumes provided in the Nance Street Trailer Yard Traffic Impact Analysis, Ganddini Group Inc. (April 18, 2024).

Noise Levels – CNEL

City of Perris General Plan Noise Element Implementation Measure V.A.1 requires that "*An acoustical impact analysis shall be prepared for new industrial and large-scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use*." The only sensitive receptor within 160-feet of the Project Sites is the non-conforming residential land use located at 953 West Nance Street. However, for the purposes of discussion and disclosure, data for anticipated Project operational noise levels at other locations has also been provided, including an existing non-conforming single-family residential land use located 4611 Nevada Avenue and an existing residential building that is currently being utilized for commercial purposes (Auto Aide Towing) located at 845 West Nance Street, just south of the Project Sites and Nance Street.

Based on the operational noise modeling, Project operation is expected to range between 48 and 56 dBA CNEL at the nearby receptors and would not exceed 60 dBA CNEL at the existing noise sensitive land uses. Therefore, potential impacts would be less than significant and no mitigation would be required.

Nose Levels – Lmax

Section 7.34.050 of the Noise Ordinance indicates that all noise sources comply with the noise standards provided in Section 7.34.040 of the Noise Ordinance, which prohibits the generation of amplified sound (music and/or human voice) beyond the property line of the property from which the sound emanates that exceeds 80 dBA L_{max} between the hours of 7:01 AM and 10:00 PM or 60 dBA L_{max} between the hours of 10:01 PM and 7:00 AM. This standard was used in the study to also evaluate potential impacts associated with the Proposed Project, i.e., vehicle back-up alarms. For this impact, all adjacent and nearby land uses would be considered.

In order to determine if the Proposed Project has the potential to exceed either of the above mentioned standards, a point noise source representative of a backup alarm (103 Lw) provided in the SoundPLAN library was utilized to model a maximum noise event at the nearest receptor.

Operational noise levels would not exceed the daytime noise standard of 80 dBA L_{max} but could exceed the nighttime noise standard of 60 dBA L_{max} at the non-conforming residential land use located at 953 West Nance Street. As the 60 dBA L_{max} nighttime standard would be exceeded, the following mitigation measure is required. On-site noise source impacts would be less than significant with implementation of mitigation measure MM N-2.

MM N-2

The use of back up alarms shall be prohibited[11] within 60 feet of the property line of the parcel located at 953 West Nance Street during nighttime hours (10:00 PM – 7:00 AM).

[11] *California Code of Regulations, Title 8, Section 1592. Warning Methods*

Operational Noise Levels – Offsite

California courts have rejected use of what is effectively a single "absolute noise level" threshold of significance (e.g., exceed 65 dBA CNEL) on the grounds that the use of such a threshold fails to consider the magnitude or severity of increases in noise levels attributable to the project in different environments (see *King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814). California courts have also upheld the use of "ambient plus increment" thresholds for assessing project noise impacts as consistent with CEQA, noting however, that the severity of existing noise levels should not be ignored by incorporating a smaller incremental threshold for areas where existing ambient noise levels were already high (see *Mission Bay Alliance v. Office of Community Investment and Infrastructure* (2016) 6 Cal.App.5th 160).

The City of Perris adopted a Land Use / Noise Compatibility Guidelines identify that noise levels that do not exceed 70 dBA CNEL are considered "normally acceptable" at industrial land uses; noise levels that do not exceed 65 dBA CNEL are considered to be "normally acceptable" at commercial land uses, and noise levels that do not exceed 60 dBA CNEL are considered to be acceptable at single-family residential land uses.

In addition to the City of Perris Land Use / Noise Compatibility Guidelines, the PVCCSP EIR utilized absolute noise level thresholds to determine the significance of an in increase in ambient noise levels as follows:

A substantial permanent increase at a sensitive receptor location is defined as follows:

- An increase of 3 dBA or more from existing noise levels where the 60 dBA CNEL noise standard for sensitive receptors is exceeded; and/or
- An increase of 5 dBA CNEL or more from existing noise levels at all other sensitive receptor locations.

Per the trip generation and trip distribution data provided in the Traffic Impact Analysis prepared for the project *(Nance Street Trailer Yard Traffic Impact Analysis* (Ganddini Group, Inc., April 18, 2024), new traffic trips associated with the Proposed Project would utilize West Nance Street and North Webster Avenue. Per the definition provided in the PVCCSP and in Section 16.22.020 of the Perris Municipal Code, Existing and Existing Plus Project traffic noise levels were modeled and compared at sensitive noise receptors along W. Nance Street and Webster Avenue. The only sensitive receivers per the definition provided in the PVCCSP and in Section 16.22.020 of the Perris Municipal Code, that may be affected by Project traffic noise include the existing non-conforming single-family residential land uses located at 953 West Nance Street and the existing residential neighborhood located approximately 1,191 feet southeast of the Project Sites along the eastern side of Webster Avenue. Any non-conforming existing single family residential structures in the Project area that are clearly being used as auto towing companies, truck storage yards, or other noise producing commercial or industrial land uses are not considered to be sensitive receptors.

Trip distribution data and Existing and Existing Plus Project trip generation calculations were utilized to calculate the net change in roadway noise levels with the addition of project-generated operational trips to determine the project's potential to result in a substantial increase in noise levels at the sensitive receptors adjacent to West Nance Street (953 Nance Street) and adjacent to North Webster Avenue south of West Nance Street.

As shown in Table 13 – *Change in Existing Noise Levels Due to Project Generated Vehicle Traffic*, the modeled Existing traffic noise level along West Nance Street at the existing noise sensitive receptor located at 953 West Nance Street is 57.8 dBA CNEL and the modeled Existing Plus Project noise levels at this location is 60.6 dBA CNEL, resulting in an increase of 2.8 dB. The affected land use is residential and the existing noise level at this location is less than 60 dBA CNEL. Therefore, the applicable threshold is an increase of no more than 5 dB. Project generated vehicle traffic would not result in an increase of ambient noise levels of more than 5 dB. No mitigation is required.

The modeled Existing traffic noise level along North Webster Avenue South of West Nance Street is 68.8 dBA CNEL and the modeled Existing Plus Project noise level at this location is 69.1 dBA CNEL, resulting in an increase of 0.3 dB (Table 13). The affected land use is residential and the existing noise level at this location exceeds 60 dBA CNEL. Therefore, the applicable threshold is an increase of no more than 3 dB. Project generated vehicle traffic would not result in an increase of ambient noise levels by more than 3 dB. No mitigation is required.

Table 13 – Change in Existing Noise Levels Due to Project Generated Vehicle Traffic

Roadway	Segment	Distance from roadway centerline to ROW (feet)[12]	Adjacent Parcels		Modeled Noise Levels at ROW (dBA CNEL)[13]					
			Zoning	Existing Use	Existing Modeled Noise Level	Existing Plus Project	Change in Noise Level	Applicable Increase Threshold (dB)	Normally Acceptable Standard[14]	Significant Impact?
W. Nance Street	Project Driveway 2 to Project Driveway 3	30	Industrial	Non-Conforming Residential	57.8	60.6	+2.8	5	60	No
Webster Avenue	South of Nance St	47	Industrial	Residential/ Commercial	68.8	69.1	+0.3	3	60	No

[12] Right-of-way (ROW) per the City of Perris General Plan Circulation Element and Perris Valley Commerce Center Specific Plan.

[13] Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.

[14] Per the City of Perris Land Use Compatibility Guidelines (see Table 5). Where there are two or more uses, the more conservative standard is shown.

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

Less Than Significant Impact With Mitigation Incorporated. The City of Perris has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Transportation and Construction Vibration Guidance Manual (California Department of Transportation, 2020) (see Regulatory Setting section). Accordingly, the Proposed Project would result in a significant impact if:

- Groundborne vibration levels generated by the Project have the potential to cause architectural damage at nearby buildings by exceeding the following peak particle velocity (PPV):
    - 0.08 inches per second at extremely fragile historic buildings, ruins, ancient monuments
    - 0.10 inches per second at fragile buildings
    - 0.25 inches per second at historic and some old buildings
    - 0.30 inches per second at older residential structures
    - 0.50 inches per second at new residential structures and modern industrial/commercial buildings.

Groundborne vibration levels generated by the Project have the potential to cause severe annoyance to people living or working in nearby buildings by exceeding a PPV of 0.4 inches per second.

Based on the groundborne vibration modeling, use of a vibratory roller is expected to generate a PPV of 26.25 in/sec and use of a bulldozer is expected to generate a PPV of 11.125 in/sec at the closest off-site building, a commercial structure located adjacent to the southeast of the Project Sites, which would potentially exceed vibration thresholds without mitigation. In addition, at the nearest residential building, approximately 42 feet from the property lines of the southern portions of the Project Sites, use of a vibratory roller is expected to generate a PPV of 0.096 in/sec and use of a bulldozer is expected to generate a PPV of 0.041 in/sec, which would not exceed architectural damage thresholds.

The following measure is recommended to ensure groundborne vibration generated by project construction does not cause architectural damage or severe annoyance to nearby buildings:

MM N-3

The use of vibratory rollers, or other similar vibratory equipment, within 15 feet and large bulldozers within 8 feet of commercial structures to the southeast shall be prohibited.

Other equipment anticipated to be used during project construction generate lower PPV. Therefore, groundborne vibration generated by project construction would not exceed the levels necessary to cause architectural damage or severe annoyance to persons living or working in nearby buildings with implementation of mitigation measure MM N-3.

The most substantial sources of groundborne vibration during post-construction project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by project operation would not exceed those modeled for project construction.

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

Less Than Significant Impact. The closest airport to the Project Sites is March ARB/IPA, with airport runways located as close as approximately 0.41 mile to the north of the Project Sites. Per the March ARB/IPA ALUCP (2014), the Project Sites are located within Compatibility Zones B1 (Inner Approach/Departure Zone) and B2 (High Noise Zone). Figure 4-2 of the Final AICUZ Study shows that the Project Sites are located within the airport's 60, 65, and 70 dBA CNEL noise contours.

Per the 2018 AICUZ Study, the Air Force provides planning contours–noise contours based on reasonable projections of future missions and operations. AICUZ studies using planning contours provide a description of the long-term (5-10 year) aircraft noise environment for projected aircraft operations that is more consistent with the planning horizon used by State, tribal, regional and local planning bodies.

According to the City of Perris General Plan Noise Element, exterior noise levels of up to 70 dBA CNEL are considered to be "Normally Acceptable" for industrial uses based on the assumption that any building is of normal conventional construction without any special noise attenuation requirements. Noise levels between 70 and 80 dBA CNEL are "Conditionally Acceptable" and that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. The proposed buildings would be built using conventional construction techniques with closed windows with air conditioning within the office areas.

Section 19.51.080 of the Perris Municipal Code includes a requirement of 45 dBA CNEL for office space. Section 19.51.080 of the Perris Municipal Code further states that standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior noise standard is 20 dB or less. Per the Final AICUZ Study (2018), the portions of the Project Sites where the proposed office uses are to be located

are within the airport's 60 to 65 dBA CNEL noise contours. Therefore, with standard building construction, the associated office use would not be anticipated to have airport related noise levels exceeding 45 dBA CNEL.

The Project would not expose people residing or working in the project area to excessive noise levels associated with airports. This potential impact would be less than significant and no mitigation is required.

Best Management Practices

1. Project construction shall not occur outside of the hours outlined in Section 7.34.060 of the Perris Municipal Code.
2. All equipment, whether fixed or mobile, shall be equipped with properly operating and maintained mufflers, consistent with manufacturer standards.
3. All stationary construction equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.
4. As applicable, all equipment shall be shut off and not left to idle when not in use.
5. To the degree possible, equipment staging shall be located in areas that create the greatest distance between construction-related noise and vibration sources and existing sensitive receptors.
6. Portable stationary noise sources shall be directed away and shielded from existing residences in the vicinity of the Project Site. Either one-inch plywood or sound blankets shall be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding shall be without holes and cracks.
7. No amplified music and/or voice shall be allowed on the Project Sites.
8. Haul truck deliveries shall not occur outside of the hours presented as exempt for construction per Perris Municipal Code Section 7.34.060.

Mitigation Measures:

MM Noise 1 (PVCCSP EIR):

> 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 (PVCCSP EIR):

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 (PVCCSP EIR):

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 (PVCCSP EIR):

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

MM N-1

An eight-foot temporary construction barrier shall be installed along the eastern and western property lines of 953 West Nance Street during the entirety of construction activities on adjacent lots. Either one-inch plywood or sound blankets that provide a sound level reduction of at least 16 dB shall be utilized for this purpose. They should reach up from the ground and block the line of sight between equipment and existing residences. The shielding shall be without holes and cracks.

MM N-2

The use of back up alarms shall be prohibited[15] within 60 feet of the property line of the parcel located at 953 West Nance Street during nighttime hours (10:00 PM – 7:00 AM).

MM N-3

The use of vibratory rollers, or other similar vibratory equipment, within 15 feet and large bulldozers within 8 feet of commercial structures to the southeast shall be prohibited.

Conclusion

Implementation of PVCCSP EIR mitigation measures **MM Noise 1, MM Noise 2, MM Noise 3, MM Noise 4**, and Project mitigation measures **MM N-1, MM N-2,** and **MM N-3**, along with Project BMPs, would reduce potential construction-related and operational impacts to less than significant.

[15] *California Code of Regulations, Title 8, Section 1592. Warning Methods*

5.14 Population and Housing

Environmental Setting

Census data in 2019 identified the population of the City of Perris as 79,291, which is a 15 percent increase from the population identified in 2010. The 2019 Census did not have data on the number of housing units in the City but identified that 65 percent of the housing was owner occupied. The City spans over 32 miles and has a population density estimated at 2,537 people per square mile.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines for residential development; however, those standards do not apply because the Proposed Project is a General Industrial use. There were no mitigation measures in the PVCCSP EIR related to impacts to population and housing.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

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

Less Than Significant Impact. The Proposed Project may create jobs both during construction and operation and therefore, may indirectly contribute to population growth within the City. However, it is anticipated that the majority of new jobs would be filled by workers who already

reside in the City and surrounding area, and that the Proposed Project would not attract a substantial number of new residents to the City.

Although the Proposed Project would include some expansion of infrastructure, this new infrastructure would all be constructed to serve the needs of the Proposed Project and would not cause additional unplanned growth within the PVCC area. The creation of jobs and necessary infrastructure to support the land uses planned for in the PVCC were already addressed and analyzed in the previous PVCCSP EIR.

Therefore, potential impacts associated with population growth would be less than significant and no mitigation would be required.

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

No Impact. The Project Sites are currently vacant and do not contain any structures. The Proposed Project would not displace any existing housing and would not necessitate construction of replacement housing elsewhere. The Project Sites are undeveloped and surrounded by a mix of vacant (north), industrial (south and east), non-conforming rural residential (west and between Sites 2 and 3), and commercial (east and south). Neither construction nor operation of the Proposed Project would displace these existing homes or substantial numbers of people necessitating the construction of replacement housing elsewhere. Therefore, no impact associated with displacement of existing people or housing would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to population and housing apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with population and housing would be less than significant and no mitigation would be required.

5.15 Public Services

Environmental Setting

Fire and police services are provided by contract with the County of Riverside. The Val Verde Unified School District provides the public school services within the vicinity of the Project Sites. Recreation services are provided by the City of Perris.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines related to public services. There were no mitigation measures in the PVCCSP EIR related to impacts to public services.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection

Less Than Significant Impact. The closest fire station to the Project Sites is Fire Station 90 (North Perris Station) at 333 Placentia Avenue, approximately 2.75 miles southwest of the Project Sites. This station would be the first to respond to calls for service from the Project Sites. Fire Station 1 (Perris Station) at 210 West San Jacinto Avenue, approximately 4.75 miles south of the Project Sites, could provide secondary response to the Project Sites.

The Proposed Project involves the construction of three trailer maintenance and storage lots on three non-contiguous sites within proximity to one another, westerly of intersection of Nance Street and Webster Avenue. The facility may increase the number of fire or emergency services calls. However, considering the proposed use, existing firefighting resources available at the North Perris Station 3.75 miles from the Project Sites, potential adverse impacts on the Riverside County Fire Department services are not expected to occur. The increase in fire service demand generated by the Proposed Project would not require the construction of a new fire station or improvements to either Fire Department stations serving the City of Perris.

Additionally, the Proposed Project would be required to comply with the most current adopted fire, building, and electrical codes and nationally recognized fire and life safety standards of the City and Riverside County Fire Department, as outlined in Chapter 16.08 (Building, Plumbing and Other Codes Adopted) of the Perris Municipal Code. Compliance with these codes and standards would be enforced through the City's development review and building plan check process.

Therefore, potential impacts associated with fire protection services would be less than significant and no mitigation would be required.

Police Protection

Less Than Significant Impact. The Perris Police Station is located at 137 North Perris Boulevard, approximately 4.75 miles south of the Project Sites. Typically, impacts on police services are analyzed based on increases in permanent residents from projects involving residential developments. Although the Proposed Project does not involve an increase in residential development, the Proposed Project could generate a typical range of police service calls, such as vehicular burglaries or thefts and disturbances.

The Project Sites would have perimeter fences/walls and would be secured during closure hours. It is unlikely that that the facility would trigger the need for new or expanded police facilities. Additionally, because the Project Sites are already within the Perris Police service area, the Proposed Project would not require an expansion of Riverside County Sheriff's Office service area.

Development of the Project Sites would not result in the need for new or physically altered police protection facilities. Therefore, potential impacts associated with police protection services would be less than significant and no mitigation would be required.

Schools

Less Than Significant Impact. The Project Sites are in the boundaries of the Val Verde Unified School District. The Proposed Project would not directly increase the City's population as it does not increase residential land use designations nor construct any housing. The Proposed Project would not generate the need for new or altered school facilities. It may indirectly affect schools by providing a source of employment that may draw new residents into the area; however,

appropriate developer impact fees, as required by state law, would be assessed and paid to the school district. Since the Proposed Project does not include any new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate development impact fees. Therefore, potential impacts associated with schools would be less than significant and no mitigation would be required.

Recreational/Parks

Less Than Significant Impact. The Proposed Project would not directly require the construction or expansion of public recreational facilities as it does not propose new residential uses. However, it may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. The applicable Recreational Facilities Development Impact Fees (DIFs) would be assessed and paid towards parks. With the payment of these fees, the impacts to parks and other public recreational facilities are considered mitigated to a less than significant level. Recreational amenities for future employees would be provided in accordance with the PVCCSP Industrial Development Standards and Guidelines. The physical impacts of building these amenities are addressed through the overall analysis of the site development and no unique or separate environmental impacts would occur because of building these facilities. Therefore, potential impacts associated with park facilities would be less than significant and no mitigation would be required.

Other public facilities

Less Than Significant Impact. The Proposed Project would not directly increase the demand for library or other public services because it does not include new residential uses. The City contracts with the Riverside County Public Library System and provides library services at the Cesar E. Chavez Library located at 163 E. San Jacinto Boulevard. The Proposed Project would be subject to development impact fees that are used to construct new library facilities or expand existing library facilities subsequent to increased demand. Since the Proposed Project does not include new housing, any potential impacts would be considered incremental and can be offset through the payment of the appropriate library mitigation fees. Therefore, potential impacts associated with library facilities would be less than significant and no mitigation would be required.

The nearest emergency medical service available to the Project Sites is the Riverside County Regional Medical Facility located at 26520 Cactus Avenue in the City of Moreno Valley. Healthcare facilities are developed in response to perceived market demand by free enterprise. The development of the Proposed Project would not result in the construction for new or expanded medical facilities. The PVCCSP EIR determined that any substantial adverse physical impacts associated with the provisions of new or physically altered medical facilities associated with development within the PVCC area would be less than significant. Therefore, potential impacts associated with medical facilities would be less than significant and no mitigation measures would be required.

The Proposed Project includes roadway improvements to West Nance Street between Nevada Avenue and Webster Avenue to a local street standard. Trucks accessing the Project Sites would travel along the City's established truck routes from the I-215 to Harley Knox Boulevard and Webster Avenue, to West Nance Street, and travel the reverse route to leave the Project Sites. There would be no additional wear and tear to public streets as the entire route to access the Project Sites is an established truck route.

Mitigation Measures

No mitigation measures associated with impacts to public services apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with public services would be less than significant and no mitigation would be required.

5.16 Recreation

The City of Perris provides recreational services throughout the City. There are no parks or recreational facilities within the vicinity of the Project Site.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines related to recreation. There were no mitigation measures in the PVCCSP EIR related to impacts to recreation.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion

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

Less Than Significant Impact. Impacts on parks and recreational facilities are typically analyzed based on increases in permanent residents from projects involving residential developments. The Project Applicant proposes to construct a trailer maintenance and storage facility on vacant land in the General Industrial zone and, therefore, the Project does not include any residential development or permanent residents. Although the Proposed Project may indirectly affect recreational facilities by creating new jobs in the area which may draw new residents to the area, it is anticipated that most jobs would be filled by individuals already residing in the vicinity of the Project Sites. Indirect impacts to park facilities would be offset through payment of the applicable Recreational Facilities DIFs. Therefore, with payment of these fees, potential impacts associated

with parks and other public recreational facilities would be less than significant and no mitigation would be required.

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?

Less Than Significant Impact. The Proposed Project facility includes a covered outdoor picnic area adjacent to the office on Site 1. This amenity is integrated in the Project design and the potential impacts of the associated development of this amenity has been addressed in this Initial Study. No adverse physical impacts beyond those already disclosed in this Initial Study would occur because of implementation of the Proposed Project's on-site recreational facilities. Further, no construction or expansion of existing facilities off-site would occur as a result of the Proposed Project. Therefore, the potential impacts associated with the construction or expansion of recreational facilities would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to recreation apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with recreation would be less than significant and no mitigation would be required.

5.17 Transportation

Ganddini Group prepared a Traffic Impact Analysis to determine potential impacts from transportation associated with the development of the Proposed Project (**Appendix I** – *Nance Street Trailer Yard Traffic Impact Analysis*, Ganddini Group, April 18, 2024).

Regulatory Setting

Senate Bill 743

California SB 743, passed in 2013, updated the way transportation impacts are measured in California for new development projects, to allow Californians more options to drive less. The change was made as part of the California Global Warming Solutions Act of 2006 (AB 32) to assist with achieving climate commitments.

In December 2018, the California Natural Resources Agency certified and adopted updated State CEQA Guidelines to require that lead agencies utilize VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, beginning on July 1, 2020. Until that time, jurisdictions utilized a Level of Service (LOS) to analyze traffic impacts. The OPR guidelines require that projects be evaluated using VMT metrics but also allows jurisdictions to continue to use the LOS method as a secondary methodology for non-CEQA purposes.

The State Office of Planning and Research also set forth guidance for agencies to use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (refer to State CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and State CEQA Guidelines Appendix G). The types of projects that are exempt from preparing a detailed VMT analysis are based on project size, maps, transit availability, and provision of affordable housing. Consistent with the requirements of State CEQA Guidelines Section 15064.3, the City of Perris adopted significance criteria for transportation impacts based on VMT when evaluating VMT to determine traffic-related impacts for land use development projects. The screening criteria and significance criteria are contained in the *City of Perris Transportation Impact Analysis Guidelines for CEQA* (May 12, 2020) ["the City TIA Guidelines"].

Regional Transportation Plans

The Southern California Association of Governments (SCAG) is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 4, 2024, SCAG's Regional Council adopted Connect SoCal 2024, the 2024-2050 Regional Transportation Plan / Sustainable Communities Strategy for the SCAG region. Connect SoCal 2024 outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

City of Perris

The City of Perris's General Plan contains a Circulation Element that addresses the physical circulation system consisting of streets, highways, bicycle routes, equestrian facilities, paths, and sidewalks, as well as available modes of transportation, including cars, buses, bicycles, and walking. The Circulation Element also identifies goals and policies with respect to the City's transportation network. Table 10 identifies the Goals, Policies and Implementation Measures identified in the Circulation Element of the General Plan that are applicable to the Proposed Project.

LOS analysis is generally performed for assessing conformance with General Plan and operational standards established by the City. LOS is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

In accordance with current CEQA provisions, a project's effect on automobile delay as measured by LOS shall not constitute a significant environmental impact. Therefore, LOS shall not be discussed as a measure of analysis as part of this document. Analysis related to LOS shall be discussed as part of the Planning entitlement review process associated with this Project.

Study Methodology

The Traffic Impact Analysis (Appendix I) utilized the City TIA Guidelines for assessing VMT.

Vehicle Miles Traveled

The City TIA Guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study. The Proposed Project was evaluated for transportation impacts under CEQA using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines. The screening criteria for the City of Perris are:

A. Is the Project 100% affordable housing?

B. Is the Project within ½ mile of qualifying transit?

C. Is the Project a local serving land use?

D. Is the Project in a low VMT area?

E. Are the Project's net Daily Trips less than 500 average daily trips (ADT)?

Environmental Setting

Regional access to the Project Sites is provided by the I-215 Freeway, approximately 0.5-0.7 mile west of the Project Sites. Key roadways providing local circulation include Nance Street, Webster Avenue, and Harley Knox Boulevard.

Truck Routes

The Circulation Element and PVCCSP identify Nance Street and Webster Avenue as local streets. Harley Knox Boulevard is classified as an arterial and designated truck route. Harley Knox Boulevard is the closest designated Truck Route serving the Project Sites and has direct access to I-215.

Public/Mass Transit

The Riverside Transit Authority (RTA) operates 29 fixed bus routes providing public transit service throughout a 2,500 square mile area of Western Riverside County. Other public transportation available in the region includes Greyhound Bus Lines, Amtrak Passenger Rail Service and Metrolink. RTA currently has an existing bus route on Rider Street (Bus Route 41), approximately 1.75 miles south of the Project Sites. There is no transit service immediately adjacent to the Project Sites.

Bicycle and Pedestrian Facilities

There are currently no existing bicycle lanes along Nance Street or Webster Avenue adjacent to the Project Sites. The City of Perris Active Transportation Plan (City of Perris, December 2020) identifies a proposed Class II bicycle lane on Webster Avenue along the Project Sites frontage.

Sidewalks are not currently provided on Nance Street or Webster Avenue along the Project Sites frontage.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP contains Standards and Guidelines relative to circulation and traffic. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which are assumed to be implemented in the analysis presented in this section. The following table identifies how the Proposed Project would implement the PVCCSP EIR mitigation measures associated with impacts to Transportation.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
MM Trans 1:	Future implementing development projects shall construct on-site roadway improvements pursuant to the general plan alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.	Included in Project design
MM Trans 2:	Site 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.	Included in Project design
MM Trans 3:	Each implementing development project shall participate in the phased construction of the off-site traffic signals through payment if that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which include TUMF (Transportation Uniform Mitigation Fee), DIF (Development Impact Fee) and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.	Included in Project conditions
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 designated 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	Included in Project approval process, but also included as a Project mitigation.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
	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.	Included in Project design
MM Trans 6:	Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail.	Not applicable – Project is not near the MWD Trail.
MM Trans 7:	Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.	Included in Project submittals
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 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.	Included in Project submittals

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

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

Less Than Significant Impact. The City of Perris General Plan Circulation Element, the PVCCSP, and the Active Transportation Plan govern the circulation system in the vicinity of the Project Sites.

City of Perris General Plan

The City of Perris General Plan Circulation Element was established to provide for a safe, convenient and efficient transportation system for the City. To meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. Table 8 identified that the Proposed Project would be consistent with applicable Circulation Element policies.

Truck Routes

Nance Street and Webster Avenue are designated by the City as Local Streets providing direct access to the Project Sites (between Harley Knox Boulevard to the north and Markham Street to the south). Harley Knox Boulevard is a designated Truck Route and is the closet truck route adjacent to the Project Sites. Truck access would be from Nance Street, easterly to Webster Avenue, northerly to Harley Knox Boulevard, and westerly to I-215. Trucks would not access the sites via Harley Knox Boulevard to Nevada Street to Nance Street. Therefore, the Proposed

Project would be consistent with the truck routes identified in the Circulation Element of the General Plan.

Public/Mass Transit

The RTA currently has an existing bus route on Rider Street (Bus Route 41), approximately 1.75 miles south of the Project Sites. No bus stops are identified to be placed along Nance Street or Webster Avenue. Therefore, the Proposed Project would not conflict with this aspect of the Circulation Element.

Bicycle and Pedestrian Facilities

There are currently no existing bicycle lanes or sidewalks along Nance Street or Webster Avenue adjacent to the Project Sites. The Project Site Plan (**Figure 5**) includes construction of curb, gutter, sidewalk on Nance Street and Webster Avenue, and a Class II bicycle lane on the street frontage of Webster Avenue, consistent with the recently adopted Active Transportation Plan. Therefore, the Proposed Project would be consistent with the objectives to support bicycle and pedestrian facilities near the Project Site.

Perris Valley Commerce Center Specific Plan

Public/Mass Transit

The PVCCSP does not identify existing or planned bus stops along the Project Site frontage. Therefore, the Proposed Project would not require a bus stop on its frontage based on the PVCCSP.

However, consistent with PVCCSP EIR mitigation measure MM Trans 4, the Project Applicant contacted the RTA on July 13, 2024, to request information for future bus routing that would potentially require a bus stop on the frontage of the Project Sites. The RTA has not yet responded. The requirement of PVCCSP EIR mitigation measure MM Trans 4 has been met and it is included as mitigation to ensure continued compliance through the CEQA process.

Bicycle and Pedestrian Facilities

To facilitate future planned bicycle facilities for employees, PVCCSP EIR mitigation measure MM Trans 5 requires that bike racks be installed in the parking lots for new projects. This has been included as a Project design feature. Therefore, the Proposed Project would be consistent with this aspect of the PVCCSP.

Roadway Classification

As with the Circulation Element, the PVCCSP identifies Nance Street and Webster Avenue in front of the Project Sites as Local Streets. The components of the Proposed Project do not change the street designations, but would involve improvements to construct paved streets, curb, gutter, and sidewalk along the project frontages.

The PVCCSP EIR also included mitigation measures for projects in the PVCC area to ensure design compatibility with the road system. The requirements of PVCCSP EIR mitigation measures MM Trans 1 and MM Trans 2 have been included as Project design features. Therefore, the Proposed Project would be consistent with the PVCCSP's requirements for roadway design.

Roadway Operations

The PVCCSP EIR concluded that implementation of the PVCCSP would result in less than significant impacts associated with levels of service on roadways with implementation of PVCCSP EIR mitigation measures MM Trans 1 through MM Trans 8. PVCCSP EIR mitigation measures MM Trans 3 and MM Trans 7 are applicable to the Proposed Project and are included in its design and submittals. Therefore, the Proposed Project would be consistent with the PVCCSP's requirements for roadway design.

The Proposed Project would be consistent with the programs, plans, ordinances and policies that address the circulation system, including transit, roadways, bicycle and pedestrian facilities. Therefore, potential impacts associated with the circulation system would be less than significant and no mitigation would be required.

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

Less Than Significant Impact.

Trip Generation

The Proposed Project is forecast to generate approximately 419 daily vehicle trips, including 17 vehicle trips during the AM peak hour and 27 vehicle trips during the PM peak hour.

VMT Assessment and Screening

The Project VMT impact has been assessed in accordance with guidance from the City TIA Guidelines. The transportation guidelines provide a framework for "screening thresholds" for certain projects that are expected to cause a less than significant impact without conducting a detailed VMT study.

The project requirements for evaluation of transportation impacts under CEQA was assessed using the City of Perris VMT Scoping Form for Land Use Projects as appended to the City of Perris TIA Guidelines and included in Appendix B of this letter. As documented in the VMT Scoping Form, the Proposed Project satisfies the following VMT screening criteria:

A. Is the project 100% affordable housing? No

B. Is the project within half a mile of qualifying transit? No

C. Is the project a local serving land use? No

D. Is the project in a low VMT area? No

E. Are the project's net daily trips less than 500 ADT? Yes

Therefore, the Proposed Project is presumed to have a less than significant impact on VMT since it satisfies one of the VMT screening criteria established by the City of Perris (the Proposed Project is forecast to generate fewer than 500 daily vehicle trips). Therefore, potential impacts associated with a conflict or inconsistency with State CEQA Guidelines section 15064.3, subdivision (b) would be less than significant and no mitigation would be required.

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

Less Than Significant Impact. The Proposed Project includes dedication of road right-of-way along Nance Street and Webster Avenue, consistent with the Circulation Element and Active Transportation Plan. The Proposed Project does not involve any design features that would increase traffic hazards due to geometric design.

Roadway improvements and driveway locations along Nance Street would reduce potential conflicts for trucks and passenger vehicles by providing separate driveways for trucks and passenger vehicles and limiting turn movements into and from these driveways.

This analysis assumes the following improvements would be constructed by the Project Developer to provide Project Site access, as necessary based on Nance Street City of Perris General Plan classification as a Local Street (60-foot right-of-way):

Project Driveway 1 (Truck Only) (NS) at Nance Street (EW) [Study Intersection #1]
- Construct one inbound lane and one outbound lane with northbound stop-control for truck access only
- Northbound: one shared left/right turn lane
- Eastbound: one shared through/right turn lane
- Westbound: one shared left turn/through lane

Project Driveway 2 (Auto Only) (NS) at Nance Street (EW) [Study Intersection #2]
- Construct one inbound lane and one outbound lane with northbound stop-control for passenger car access only
- Northbound: one shared left/right turn lane
- Eastbound: one shared through/right turn lane
- Westbound: one shared left turn/through lane

Project Driveway 3 (NS) at Nance Street (EW) [Study Intersection #3]
- Construct one inbound lane and one outbound lane with northbound and southbound

stop-control
- Northbound: one shared left/through/right turn lane
- Southbound: one shared left/through/right turn lane
- Eastbound: one shared left/through/right turn lane
- Westbound: one shared left/through/right turn lane

Project Driveway 4 (Truck Only) (NS) at Nance Street (EW) [Study Intersection #4]
- Construct one inbound lane and one outbound lane with southbound stop-control for truck access only
- Southbound: one shared left/right turn lane
- Eastbound: one shared left turn/through lane
- Westbound: one shared through/right turn lane

Employee auto parking would be provided adjacent to the maintenance buildings on Sites 1 and 2, and adjacent to the guard shack on Site 3. The parking configuration places workers near the building so workers do not have to cross truck traveled ways to enter and exit the buildings.

Gate Stacking Analysis

Gate stacking at the proposed trailer maintenance and storage yard access gates was evaluated to ensure adequate storage lengths are provided and vehicle queues do not overflow into the public right-of-way or obstruct on-site circulation.

Project Driveway 1 (Truck Only) at Nance Street (Int. #1) gate entrances provide approximately 120 feet of storage length, which is sufficient to accommodate the forecast queue length of 75 feet (approximately one truck) during the peak hours. Project Driveway 4 (Truck Only) at Nance Street (Int. #4) gate entrances provide approximately 80 feet of storage length, which is sufficient to accommodate the forecast queue length of 75 feet (approximately one truck) during the peak hours.

Project Driveway 3 at Nance Street (Int. #3) gate entrances provide approximately 68 feet of storage length, which is not sufficient to accommodate the forecast queue length of 75 feet (approximately one truck) during the peak hours. It is projected that the proposed development will have one inbound truck during the AM peak hour and four inbound trucks during the PM peak hour for Project Driveway 3 at Nance Street (Int. #3). Thus, an inbound truck is expected every 15 minutes during the PM peak hour. Since the storage length for the Project Driveway 3 at Nance Street (Int. #3) is less than the length of a 73.5-foot-long WB-67 truck, the entrance gate would be required to remain open during operating hours.

Truck Turning Templates

Truck turning path analysis for trucks entering/exiting the Project Sites driveways along Nance Street are provided on Figure 26 to Figure 28 in Appendix I. Based on the truck turning path analysis, the Project driveways are expected to adequately accommodate truck turning movements to/from Nance Street.

Driveway Spacing Analysis

PVCCSP Table 4.0-2 states that appropriate driveway spacing for intersections along a Local Road is 200 feet. The distance between Project driveways along Nance Street is more than 200 feet except between Project Driveway 1 (Truck Only) and Project Driveway 2 (Auto Only) which is approximately 195 feet. This is approximately five feet less than the 200 feet requirement.

Nance Street from Nevada Avenue to Webster Avenue would almost exclusively be utilized by the Proposed Project for trailer storage uses. Thus, nearly all trips on the roadway would be Project-specific, especially between the Project driveways located at the southeast corner of Nevada Avenue and Nance Street. Additionally, in the interest of minimizing potential conflicts between passenger cars and trucks, the proposed layout maximizes the driveway spacing within the available frontage while providing two separate access driveways for passenger cars and trucks, thus providing an optimal balance between competing design criteria. For these reasons, it is reasonable that an exception be applied for these driveways to be less than the 200 feet requirement by only five feet.

The PVCCSP states that the intended functions of the facility regarding vehicular access and on-site safety (including driveway spacing) begin with "safe, definable site access that creates a sense of arrival". Thus, for the reasons specified above, the Proposed Project would meet the intent of the PVCCSP even though the distance between Project Driveway 1 and Project Driveway 2 is five feet less than the 200 feet requirement.

Project Driveway Analysis

Project Driveway 1 (Truck Only) at Nance Street (Int. #1) is slightly offset from the Nevada Avenue centerline to the north; however, Nevada Avenue has been vacated south of Nance Street. Ultimate buildout will consist of a stop-controlled "L" intersection between southbound Nevada Avenue and westbound Nance Street. Project volumes are not forecast to exceed two to three passenger car equivalent trips entering or exiting Project Driveway 1 during the AM or PM peak hours. Based on the stop-controlled, two-legged intersection of Nevada Avenue/Nance Street and the negligible project-related volume, it is reasonable that an exception be applied to PVCCSP requirements.

The driveway for Project Driveway 3 at Nance Street (Int. #2) is a single driveway for both trucks and autos. There are four passenger car vehicle parking spaces available upon entering the driveway prior to entering the storage yard. Since there would be no operational building structure on this site, any automobile access usage would be minimal as the site would functionally be truck storage only. Since the driveway would have negligible automobile usage, it is reasonable that an exception be applied to PVCCSP requirements.

The Proposed Project does not include a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. The Proposed Project would not create hazards or conflicts between pedestrians and vehicles internally, nor would it create a conflict between

autos and trucks for ingress and egress. Therefore, potential impacts associated with hazards or incompatible uses would be less than significant and no mitigation would be required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. The Proposed Project would be required to comply with the City's development review process including review by the County Fire Department for compliance with all applicable fire code requirements for construction and access to the Project Sites. The access and circulation features within the Project Sites would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project Sites using driveway entrances along Nance Street. The internal circulation includes areas that can accommodate vehicle delivery trucks as well as fire trucks. The roadway paving and design as well as the final design plans for the Project Sites' ingress and egress would be reviewed by the City Engineer for appropriate width and lanes. All access lanes will meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project Sites.

Each of the Proposed Project's driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The Project Sites would be accessible to emergency responders during construction and operation of the Proposed Project and would not result in inadequate emergency access. Therefore, potential impacts associated with inadequate emergency access would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to transportation apply to the Proposed Project. The Proposed Project has complied with PVCCSP EIR mitigation measures MM Trans 1, MM Trans 2, MM Trans 3, MM Trans 4, MM Trans 5, MM Trans 6, and MM Trans 7 through integration into its design and submittal of the technical studies that support this environmental analysis.

Conclusion

Potential impacts of the Proposed Project associated with transportation would be less than significant and no mitigation would be required.

5.18 Tribal Cultural Resources

Cogstone prepared a Cultural and Paleontological Resources Assessment for the Proposed Project (**Appendix C** – *Cultural and Paleontological Resources Assessment Report for the Nance Street Trailer Yard Project*, City of Perris, Cogstone, April 2024. The assessment addressed the ethnographic and archaeology of the Native American occupation in the City of Perris.

Sacred Lands File Search and Native American Scoping

Cogstone requested a Sacred Lands File search from the Native American Heritage Commission (NAHC) on May 25, 2023. The NAHC responded on June 19, 2023, with a positive Sacred Lands File search result and said that the Pechanga Band of Indians should be contacted for information and provided contact information for the Tribal Chairperson and the Cultural Resources Coordinator. The NAHC also recommended 22 other Native American tribal organizations and individuals be contacted for further information regarding the Project vicinity. Cogstone sent Native American scoping letters to these 24 Native American tribal organizations and individuals on November 14, 2023, via United States Postal Service certified mail. Follow-up emails were sent on February 6, 2024, and telephone calls were made on February 13, 2024. Three responses have been received.

- On December 5, 2023, Agua Caliente Band of Cahuilla Indians Cultural Resources Analyst Claritsa Duarte responded vial electronic mail indicating that the Project Area is not located within the boundaries of the Agua Caliente Band Reservation but is within the Tribe's Traditional Use Area and that the Project Area had previously been surveyed but no cultural resources were identified. They requested:
  - A copy of the records search with associated survey reports and site records from the information center.
  - Copies of any cultural resource documentation (report and site records) generated in connection with this project.
  - Tribal cultural resources located within one mile radius of the Project Area.
- On February 9, 2024, Morongo Band of Mission Indians Cultural Resource Specialist Laura Chatterton responded via electronic mail that the proposed Project is located within the ancestral territory and traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians, Projects within this area are highly sensitive for cultural resources regardless of the presence or absence of remaining surface artifacts and features, and that the Tribal Historic Preservation Office will request government-to-government consultation under AB 52 (California Public Resources Code § 21080.3.1) with the City of Perris.
- On February 20, 2024, Soboba Band of Luiseño Indians Tribal Historic Preservation Officer Joseph Ontiveros indicated that he has concerns with the Proposed Project as there are numerous resources and traditional trails. He requested consultation with the City.

City of Perris AB 52 Tribal Consultation

On January 14, 2024, the City of Perris notified the following tribal entity representatives of the Proposed Project and the 30-day timeframe in which to request AB 52 consultation:

- Cheryl Madrigal, Tribal Historic Preservation Officer, Rincon Band of Luiseño Indians
- Bo Mazzetti, Chairperson, Rincon Band of Luiseño Indians
- Paul Macarro, Cultural Resources Coordinator, Pechanga Band of Luiseño Indians
- Mark Macarro, Chairperson, Pechanga Band of Indians
- Jeff Grubbe, Chairperson, Agua Caliente Band of Cahuilla Indians
- Patricia Garcia-Plotkin, Director of THPO, Agua Caliente Band of Cahuilla Indians
- Jill McCormick, Historic Preservation Officer, Quechan Tribe of the Fort Yuma Reservation
- Manfred Scott Acting Chairperson Kw'ts'an Cultural Committee, Quechan Tribe of the Fort Yuma Reservation
- Amanda Vance, Chairperson, Augustine Band of Cahuilla Mission Indians
- Doug Welmas, Chairperson, Cabazon Band of Mission Indians
- Daniel Salgado, Chairperson, Cahuilla Band of Mission Indians of the Cahuilla Reservation
- Ray Chapparosa, Chairperson, Los Coyotes Band of Cahuilla & Cupeno Indians
- Ann Brierty, THPO, Morongo Band of Mission Indians
- Robert Martin, Chairperson, Morongo Band of Mission Indians
- Shasta Gaughen, THPO, Pala Band of Mission Indians
- Joseph Hamilton, Chairperson, Ramona Band of Cahuilla, California
- John Gomez, Environmental Coordinator, Ramona Band of Mission Indians
- Lovina Redner, Tribal Chair, Santa Rosa Band of Cahuilla Indians
- John Ontiveros, Cultural Resources Department, Soboba Band of Mission Indians
- Isaiah Vivanco, Chairperson, Soboba Band of Mission Indians
- Michael Mirelez, Cultural Resources Coordinator, Torres-Martinez Band of Desert Cahuilla Indians

Environmental Setting

According to current ethnohistorical scholarship, the traditional territories of several Native American groups, including the Luiseño, the Serrano, the Gabrielino, and the Cahuilla, overlapped one another in the present-day Riverside-San Bernardino region during the Late Prehistoric

Period. The Perris Valley area is generally recognized as a part of the traditional homeland of the Luiseño, a Takic-speaking people whose territory extended from present-day Riverside to Escondido and Oceanside. The Project Sites are within the traditional territory of the Luiseño.

Anthropologists have divided the Luiseño into several autonomous lineages or kin groups, which represented the basic political unit among most Native Americans in southern California. Each Luiseño lineage possessed a permanent base camp, or village, on the valley floor and another in the mountain regions for acorn collection. Luiseño villages were made up of family members and relatives, the chiefs inherited their positions, and each village owned its own land. Villages were usually located in sheltered canyons or near year-round sources of fresh water, always near subsistence resources.

The map provided in Volume 8 of the Smithsonian Institution's *Handbook of North American Indians, California* also shows that the Project Sites are within Cahuilla territory (Appendix C). Although the Cahuilla have not described the Project Sites with a place name, the oral histories documented by Francisco Patencio, nét of the Agua Caliente Band of Cahuilla Indians, in the book *Legends and Stories of the Palm Springs Indians* shows that the Perris Valley is important to the Cahuilla. Patencio stated that the Moreno Valley, located to the north of Perris, was where the first gathering of "a great people" occurred prior to separating and going to the four directions (Appendix C). It is also from Moreno Valley that Evon ga net, the leader of the Fox people (now known as the Agua Caliente Cahuilla), started naming areas on the landscape for the Cahuilla people.

It is estimated that when Spanish colonization of Alta California began in 1769, the Luiseño had approximately 50 active villages with an average population of 200 individuals each, although other estimates place the total Luiseño population at 4,000-5,000 (Appendix C). Some of the villages were forcefully moved to the Spanish missions, while others were left largely intact. Ultimately, Luiseño population declined rapidly after European contact because of diseases such as smallpox and harsh living conditions at the missions and, later, on the Mexican ranchos, where the Native people often worked as seasonal ranch hands.

After the American annexation of Alta California, the substantial number of non-Native settlers further eroded the foundation of traditional Luiseño society. During the latter half of the 19th century, almost all of the remaining Luiseño villages were displaced, their occupants eventually removed to the various reservations. Today, the nearest Native American groups of Luiseño heritage live on the Soboba, Pechanga, and Pala Indian Reservations.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to tribal cultural resources. The PVCCSP EIR did not analyze tribal cultural resources under its own threshold, as it was not included as its own topic with thresholds in State CEQA Guidelines Appendix G at the time that the PVCCSP EIR was written and certified. However, the PVCCSP EIR did discuss impacts related to tribal cultural resources in thresholds in the Cultural Resources section. The PVCCSP EIR

identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The mitigation measures contained in the PVCCSP EIR relative to Tribal Cultural Resources are reflected in the mitigation measures for Cultural Resources (Initial Study, Section 5.5).

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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		X		
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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c)

of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation Incorporated. According to Public Resources Code Chapter 2.5, Section 21074, Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

No resources are listed on or have been identified as eligible for listing on the California Register of Historic Places within or near the Project Sites. In addition, no tribal cultural resources were identified during the surveys of the Project Sites by Cogstone. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources.

Project-specific mitigation measure **MM CR-1** would be implemented to require monitoring by a Project archaeologist and a Native American representative during any ground disturbing activities at the Project Sites and to avoid potential impacts to tribal cultural resources that may be unearthed by construction activities. Project-specific mitigation measure **MM CR-2** would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. Implementation of these measures would ensure that potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures:

The Proposed Project would implement mitigation measures MM CR-1 and MM CR-2 as identified in Section 5.5 of this Initial Study, which would ensure that potential impacts to tribal cultural resources would be less than significant.

Conclusion

Implementation of mitigation measures MM CR-1 and MM CR-2 as identified in Section 5.5 would reduce potential impacts of the Proposed Project associated with tribal cultural resources to less than significant levels.

5.19 Utilities and Service Systems

The Project Applicant has obtained letters from various utilities indicating that they can serve the Proposed Project (**Appendix J** – *Will Serve Letters*).

Environmental Setting

Water and wastewater services are supplied to the Project Site vicinity by the Eastern Municipal Water District (EMWD). Electricity is provided by Southern California Edison (SCE) and natural gas is provided by the Southern California Gas Company (SoCalGas).

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to utilities, except for standards for streetlights and project lighting. There were no mitigation measures contained in the PVCCSP EIR for utility and service system impacts.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. 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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

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

Less than Significant Impact.

Water and Wastewater

Water and wastewater service is provided to the Project Sites vicinity by the EMWD. The Project Applicant has obtained a "will serve" letter from the EMWD (Appendix J) indicating that it can serve the water and sewer needs of the Proposed Project without impacts to their systems. Therefore, potential impacts associated with water and wastewater would be less than significant and no mitigation would be required.

Storm Drainage

Stormwater runoff from the Project Sites would ultimately discharge to the Perris Valley Master Drainage Plan Lateral B-5 via concentrated street flow. The Proposed Project includes construction of three non-contiguous trailer storage lots in proximity to one another with each including paved surface, a small building, self-retaining low impact development landscaped areas, and a proprietary Modular Wetland System for pollutant control (Appendix F-1, Appendix F-2 and Appendix F-3).

The existing drainage patterns were identified in the PWQMPs (Appendix F-1, Appendix F-2 and Appendix F-3). The Proposed Project has been designed in a manner where the overall drainage pattern would be preserved for each of the sites. The sites are currently undeveloped lots with sparse vegetation. The sites generally sheet flow northeasterly to Webster Avenue. Flows are conveyed northerly in the street and discharge into an existing catch basin in Webster Avenue.

Development of the Proposed Project would involve paving each of the three lots, which are a combined total of 9.73 acres, thereby increasing impervious surfaces on the Project Sites. Three separate PWQMPs were prepared for the Proposed Project. They each identify that all runoff from each of the three sites would be captured via proposed catch basins and conveyed via proposed storm drainpipes towards proposed biotreatment low impact development BMPs and a proprietary Modular Wetland Systems for treatment purpose prior to discharging into a proposed catch basin on west side of Webster Avenue.

Site 1: In the proposed condition, Site 1 would continue to generally drain northeasterly. The westerly parking lot and landscaped area drains to a catch basin located in the parking lot. A proposed onsite storm drain system would convey water easterly around the proposed building and northeasterly through the trailer parking area. The trailer parking area would drain northeasterly to catch basins located in the parking area. Flows would confluence with runoff from the west and continue easterly toward N. Webster Avenue. Flows would ultimately

discharge into the existing RCB in N. Webster Avenue. The driveway and landscaped area fronting Nance Street and the landscaped area fronting N. Webster Avenue sheet flow to each respective street. Flows would be conveyed northerly in N. Webster Avenue and discharge into the existing curb opening catch basin. The landscaped areas are considered self-treating.

Site 2: In the proposed condition, Site 2 would drain onto Nance Street which then continues surface draining easterly, similar to existing conditions. Runoff from the site would first drain to three catch basins; one located at each entry driveway along Nance Street and the third one located in the trailer yard. A proposed onsite storm drain system would convey runoff northeasterly towards Nance Street. Runoff would ultimately exit the site via a parkway drain. A portion of the easterly driveway and landscaped area fronting Nance Street sheet flow offsite without being routed to LID BMPs. The landscaped areas are considered self-treating. Offsite run-on along the westerly property line would be captured via two inlets and routed to the north– via a separate storm drain system – where run-on is then discharged offsite via a separate parkway drain. Treated flows from the Modular Wetland Systems would be pumped offsite via a separate parkway drain. Onsite and offsite flows trapped below the parkway drain's spillover elevations would also be pumped offsite.

Site 3: In the proposed condition, Site 3 would drain onto Nance Street which then continues surface draining easterly, similar to existing conditions. Runoff from the site would first drain to two catch basins; one located at the entrance of the site (along Nance Street) and the other on the east side of the trailer yard. A proposed onsite storm drain system would convey runoff northeasterly towards Nance Street. Runoff would ultimately exit the site via a parkway drain. A portion of the driveway and landscaped area fronting Nance Street sheet flow offsite without being routed to LID BMPs. The landscaped areas are considered self-treating. Offsite run-on along the westerly property line would be captured via two inlets and routed to the northeasterly corner – via a separate storm drain system – where run-on is then discharged offsite via a separate parkway drain. Treated flows from the Modular Wetland Systems would be pumped offsite via a separate parkway drain. Onsite and offsite flows trapped below the parkway drain's spillover elevations would also be pumped offsite.

Electric Power, Natural Gas, or Telecommunications Facilities

Electric power service is provided to the City of Perris by SCE. The Project Applicant has obtained a "will serve" letter from SCE (Appendix J) indicating that it can serve the electrical needs of the Proposed Project without impacts to its systems. Therefore, potential impacts associated with providing electric power would be less than significant and no mitigation would be required.

Natural gas in the area is serviced by SoCalGas, and telecommunications facilities are provided by Frontier Communications and Charter Communications. The Project area is an urban area and these services are readily available. The Project Applicant has obtained "will serve" letters from all three companies (Appendix J). Therefore, potential impacts associated with providing natural gas and telecommunications would be less than significant and no mitigation would be required.

Summary

Based on the utilities' ability to serve the Proposed Project and that the Proposed Project has been designed consistent with existing drainage plans, the Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Potential impacts to utilities would be less than significant and no mitigation would be required.

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

Less than Significant Impact. The Project Applicant has obtained a "will serve" letter from the EMWD which indicates there are sufficient water supplies to serve the Proposed Project. Therefore, potential impacts associated with water supplies would be less than significant and no mitigation would be required.

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

Less than Significant Impact. The Project Applicant has obtained a "will serve" letter from the EMWD which indicates there is sufficient wastewater capacity to serve the Proposed Project (Appendix J). Therefore, potential impacts associated with the EMWD's wastewater treatment capacity would be less than significant and no mitigation would be required.

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

Less than Significant Impact. Trash, recycling, and green waste service in the City of Perris is provided by CR&R Environmental Services. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road. At this facility, recyclable materials are separated from solid waste. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from the Proposed Project would be transported to a variety of landfills.

Overall, construction associated with projects within the PVCC area is anticipated to generate approximately 104,671 tons of construction-related solid waste over a 20-year buildout period. Given the limited contribution of solid waste during an extended construction period, the PVCCSP EIR concluded that construction within the PVCCSP area would have a less than significant contribution to the exceedance of the permitted capacity of the designated landfills. The Project Sites are within the PVCC area. Therefore, potential impacts associated with solid waste production during construction would be less than significant and no mitigation would be required. For operations, the Proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Proposed Project's solid waste disposal needs.

Construction-Related Solid Waste

Construction of the Proposed Project would result in the generation of construction-related waste, primarily consisting of discarded materials and packaging. Based on the U.S. Environmental Protection Agency's (EPA's) new construction waste generation rate of 3.89 pounds per square foot for nonresidential uses, construction of the Project (Site 1 = 11,700 square feet and Site 2 = 11,700 square feet) and a trailer storage lot on Site 3 would generate approximately 45.51 tons of solid waste over the construction period. The Proposed Project's building construction is anticipated to occur over a period of approximately 8 months, which corresponds to an average of approximately 0.19 tons of construction waste generated per day from building construction activity. The Badlands Landfill, accepts a maximum of 5,000 tons per day, and the El Sobrante Landfill, is permitted to accept 16,054 tons per day. The Proposed Project's construction-related solid waste represents approximately 0.0038 percent of the Badlands Landfill maximum daily capacity and 0.0012 percent of the El Sobrante Landfill maximum daily capacity.

However, based on more stringent requirements for waste reduction and diversion from landfills (65 percent per the CALGreen Code), it is anticipated the solid waste generated by the Proposed Project during construction that would be diverted to landfills would be reduced even further. Therefore, the disposal of construction-related solid waste associated with the Proposed Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills, and the impact would be less than significant. Therefore, the Proposed Project would result in a less than significant impact related to exceeding landfill capacity during construction.

Operational Solid Waste

As noted above, CR&R transports solid waste from the City to either the El Sobrante Landfill or Badlands Landfill. Future development within the City anticipated at General Plan build-out is anticipated to generate an additional 396,963 tons per year of solid waste. The Proposed Project is consistent with the General Plan zoning and land use designations for the Project Site. The General Plan EIR determined that the remaining capacity at both the Badlands Landfill and the El Sobrante Landfill would be sufficient to meet the City's solid waste demands at buildout.

Additionally, the Proposed Project would be required to comply with AB 939 which mandates the reduction of solid waste disposal in landfills. As noted above, Section 5.408.1 of the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated.

Therefore, compliance with the General Plan policies, existing regulations, and local programs would ensure the Proposed Project would not result in significant impacts to landfill capacities to accommodate the City's increased service population. Therefore, impacts would be less than significant, and no mitigation would be required.

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

Less than Significant Impact. Solid waste generated by the Proposed Project would be disposed of at a variety of landfills and transfer stations in Riverside County. Disposal of solid waste would be required to comply with all federal state, and local statutes and regulations related to solid waste. This would include providing receptacles for green waste, recyclables, and garbage. Therefore, potential impacts associated with compliance with solid waste statutes and regulations would be less than significant and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to utilities and service systems apply to the Proposed Project.

Conclusion

Potential impacts of the Proposed Project associated with utilities and service systems would be less than significant and no mitigation would be required.

5.20 Wildfire

Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of brush fires. The Project Site is relatively flat and not within a high fire zone or near hillsides that are subject to fires.

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to wildfire prevention. There were no mitigation measures in the PVCCSP EIR associated with impacts from wildfire.

Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

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

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

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

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

No Impact. The Project Sites are not within a very high fire hazard severity zone according to City General Plan maps or Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). Therefore, no impacts associated with wildfire would occur and no mitigation would be required.

Mitigation Measures

No mitigation measures associated with impacts to wildfire apply to the Proposed Project.

Conclusion

The Proposed Project would have no impact associated with wildfire risk and no mitigation would be required.

5.21 Mandatory Findings of Significance

PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines that apply to all projects within the Plan area. Applicable elements of the PVCCSP have been included in the Proposed Project design, construction and operations plan. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which would be implemented to reduce impacts to less than significant.

Impact Analysis

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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 viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

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

Less Than Significant with Mitigation Incorporated. The Project Sites are vacant, contain no drainages, do not contain suitable habitat for any sensitive species, and would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, other approved local, regional, or state habitat conservation plan. However, the Project Sites are within the PVCC area and the PVCCSP EIR requires that projects comply with PVCCSP EIR mitigation measures to reduce potential impacts to nesting birds and burrowing owls to less than significant levels. These requirements would be implemented by Project mitigation measures **MM BR-1** and **MM BR-2**. Although no other biological issues were identified with construction or operation of the Proposed Project, the General Biological Resources Assessment identified several recommendations to further reduce potential impacts to biological resources. These measures are incorporated as Project-specific mitigation measures **MM BR-3** and **MM BR-4**.

According to the Phase I Cultural Resources Assessment (Appendix C), no cultural resources have been recorded within the Project Sites. The Project Sites have identified positive for tribal cultural resources and archaeological and Native American monitoring is required for ground disturbing activities. The City of Perris requires projects to comply with mitigation measure **MM CR-1** to manage unanticipated discoveries of archeological and Native American resources when monitoring is recommended by the Phase 1 cultural resources survey and mitigation measure **MM CR-2** to manage unanticipated discoveries of human remains. The Project Sites are within Area 1 "High Sensitivity" for potential paleontological resources according to the City of Perris General Plan Conservation Element and the Project Developer would be required to comply with City mitigation measure **MM GEO-1** and Project mitigation measure **MM GEO-2** to monitor for and manage unanticipated discoveries of paleontological resources.

Implementation of these measures would ensure that potential Project-specific impacts would be less than significant.

With the implementation of Project mitigation measures **MM BR-1, MM BR-2, MM BR-3, MM BR-4, MM CR-1, MM CR-2, MM GEO-1,** and **MM GEO-2** the Proposed Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or an 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 viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The Proposed Project would be developed according to the PVCCSP and would be consistent with and allowed use under the PVCCSP General Industrial land use designation. The analysis contained in the PVCCSP EIR determined that construction associated within the PVCC may have cumulatively significant impacts in the following areas: (PVCCSP EIR, p. 5.0-13.)

- *Air Quality:* Emissions generated by the overall PVCCSP area will exceed the South Coast AQMD's recommended thresholds of significance.
- *Noise:* Development in the overall PVCCSP 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 Perris GP.

The Proposed Project would be consistent with local and regional plans, and its air quality emissions do not exceed established thresholds of significance. The Proposed Project would not cause a substantial increase in ambient noise levels or a significant increase in traffic volumes within the surrounding area.

Although the impacts of the Proposed Project would be less than significant, the Proposed Project would be subject to all of the applicable PVCCSP EIR mitigation measures as identified in this Initial Study Sections 5.3 (Air Quality), 5.9 (Hazards and Hazardous Materials), 5.13 (Noise), and 5.17 (Transportation), which would further ensure that any contribution to cumulative impacts resulting from implementation of the Proposed Project would be minimized. Therefore, with implementation of PVCCSP Mitigation Measures, potential cumulative impacts associated with Air Quality, Hazards and Hazardous Materials, Noise, and Transportation would be less than significant.

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

All potential impacts of the Proposed Project have been identified and mitigation measures have been provided, where applicable, to reduce potential impacts to less than significant levels. Upon implementation of mitigation measures, the Proposed Project would not result in substantial direct or indirect adverse impacts on human beings.

The Proposed Project would comply with PVCCSP and Project-specific mitigation measures that are identified throughout this document. Implementation of these measures would ensure that Project-specific impacts would be less than significant.

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Public Works Traffic

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8 REFERENCES

The following reports and/or studies apply to development of the Project Site and are hereby incorporated by reference:

Appendix A – Nance Street Trailer Yard Air Quality, Global Climate Change, HRA, and Energy Impact Analysis, Ganddini Group, April 25, 2024

Appendix B – Nance Street Trailer Storage & Maintenance Yard Project General Biological Resources Assessment, NOREAS Environmental Engineering and Science, May 2024

Appendix B-1 – Nance Street Trailer Storage & Maintenance Yard, Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, NOREAS, Inc. May 2024

Appendix B-2 – Nance Street Trailer Storage & Maintenance Yard, Burrowing Owl Survey, NOREAS, Inc. May 2024

Appendix C – Cultural and Paleontological Resources Assessment Report for the Nance Street Trailer Yard Project, Cogstone, April 2024

Appendix D-1 – Geotechnical Investigation Proposed Maintenance Building and Parking Lot NWC West Nance Street and North Webster Avenue, Perris, California, for Lake Creek Industrial, LLC, Southern California Geotechnical, June 2022

Appendix D-2 – Geotechnical Investigation Proposed Industrial Building and Trailer Storage South Side of West Nance Street, 550± Feet West of North Webster Avenue, Perris, California, for Lake Creek Industrial, LLC, Southern California Geotechnical, November 2022

Appendix E-1 – (Site 1 – North Nance) Phase I Environmental Site Assessment Report, Nance Street Northwest Corner of Nance Street and North Webster Avenue, Partner Engineering and Science, Inc., June 1, 2022

Appendix E-2 – Phase I Environmental Site Assessment Report, South Nance Street Southeast Corner of Nance Street and Nevada Avenue, Partner Engineering and Science, Inc., July 26, 2022

Appendix F-1 – (Site 1 – North Nance) Project Specific Preliminary Water Quality Management Plan, North Nance Trailer Yard, Northwest Corner of Webster Avenue And Nance Street, Thienes Engineering, Inc., July 22, 2022

Appendix F-2 – (Site 2 – South Nance West) Project Specific Preliminary Water Quality Management Plan, Perris Industrial Building, Nance Street and Nevada Avenue, Thienes Engineering, Inc., February 23, 2023

Appendix F-3 – (Site 3 – South Nance East) Project Specific Preliminary Water Quality Management Plan, Perris Trailer Yard Nance Street, Thienes Engineering, Inc., February 23, 2023

Appendix G-1 – (Site 1 – North Nance) Preliminary Hydrology Calculations for Perris Trailer Yard Nance Street and Webster Avenue, Thienes Engineering, Inc., November 15, 2022

Appendix G-2 – (Site 2 – South Nance West) Preliminary Hydrology Calculations for South Nance Trailer Yard – West, Thienes Engineering, Inc., January 27, 2023

Appendix G-3 – (Site 3 – South Nance East) Preliminary Hydrology Calculations for South Nance Trailer Yard – East, Thienes Engineering, Inc., January 27, 2023

Appendix H – Nance Street Trailer Yard Noise Impact Analysis, Ganddini Group, March 1, 2024, Revised December 10, 2024, Revised March 17, 2025

Appendix I – Nance Street Trailer Yard Traffic Impact Analysis (Revised), Ganddini Group, April 18, 2024

Appendix J – Utility Will Serve Letters

Appendix K – Perris Valley Commerce Center Specific Plan Mitigation Monitoring and Reporting Program, City of Perris, November 2011

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Appendix A

Nance Street Trailer Yard

Air Quality, Global Climate Change, HRA, and Energy Impact Analysis

Ganddini Group

April 25, 2024

Appendix B

Nance Street Trailer Storage & Maintenance Yard Project
General Biological Resources Assessment

NOREAS Environmental Engineering and Science, Inc.

May 2024

Appendix B-1

Nance Street Trailer Storage & Maintenance Yard

Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis

NOREAS Environmental Engineering and Science, Inc.

May 2024

Appendix B-2

Nance Street Trailer Storage & Maintenance Yard
Burrowing Owl Survey

NOREAS Environmental Engineering and Science, Inc.

May 2024

Appendix B

Cultural and Paleontological Resources Assessment Report for the Nance Street Trailer Yard Project

Cogstone

April 2024

Appendix D-1

Geotechnical Investigation
Proposed Maintenance Building and Parking Lot
NWC West Nance Street and North Webster Avenue
Perris, California, for Lake Creek Industrial, LLC

Southern California Geotechnical

June 2022

Appendix D-2

Geotechnical Investigation

Proposed Industrial Building and Trailer Storage South Side of West Nance Street, 550± Feet West of North Webster Avenue

Perris, California, for Lake Creek Industrial, LLC

Southern California Geotechnical

November 2022

Appendix E-1

(Site 1 – North Nance)

Phase I Environmental Site Assessment Report Nance Street

Northwest Corner of Nance Street and North Webster Avenue

Partner Engineering and Science, Inc.,

June 1, 2022

Appendix E-2

Phase I Environmental Site Assessment Report
South Nance Street
Southeast Corner of Nance Street and Nevada Avenue
Partner Engineering and Science, Inc.
July 26, 2022

Appendix F-1

(Site 1 – North Nance)

Project Specific Preliminary Water Quality Management Plan

North Nance Trailer Yard

Northwest Corner of Webster Avenue and Nance Street

Thienes Engineering, Inc.

July 22, 2022

Appendix F-2

(Site 2 – South Nance West)

Project Specific Preliminary Water Quality Management Plan

Perris Industrial Building, Nance Street and Nevada Avenue

Thienes Engineering, Inc.

February 23, 2023

Appendix F-3

(Site 3 – South Nance East)

Project Specific Preliminary Water Quality Management Plan

Perris Trailer Yard Nance Street

Thienes Engineering, Inc.

February 23, 2023

Appendix G-1

(Site 1 – North Nance)

Preliminary Hydrology Calculations

Perris Trailer Yard Nance Street and Webster Avenue

Thienes Engineering, Inc.

November 15, 2022

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Thienes Engineering, Inc.

January 27, 2023

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January 27, 2023

Appendix C

Nance Street Trailer Yard Noise Impact Analysis

Ganddini Group

March 1, 2024, Revised December 10, 2024, Revised March 17, 2025

Appendix D

Nance Street Trailer Yard Traffic Impact Analysis (Revised)

Ganddini Group

April 18, 2024

Appendix J

Utility Will Serve Letters

Appendix K

Perris Valley Commerce Center Specific Plan
Mitigation Monitoring and Reporting Program
City of Perris
November 2011