

## 5. Environmental Impact Analysis

This section examines the environmental setting of the Project, analyzes its effects and the significance of its potential impacts, and recommends mitigation measures, as necessary, to reduce or avoid impacts. This section is divided into subsections for each environmental issue area that was determined to need further study in the Draft EIR through the Notice of Preparation review and comment process (see EIR Appendix A). Environmental topic areas discussed in this Draft EIR include the following:

5.1 Aesthetics	5.10 Hydrology and Water Quality
5.2 Agriculture and Forestry Resources	5.11 Land Use and Planning
5.3 Air Quality	5.12 Noise
5.4 Biological Resources	5.13 Population and Housing
5.5 Cultural Resources	5.14 Public Services
5.6 Energy	5.15 Recreation
5.7 Geology and Soils	5.16 Transportation
5.8 Greenhouse Gas Emissions	5.17 Tribal Cultural Resources
5.9 Hazards and Hazardous Materials	5.18 Utilities and Service Systems

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

### FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Introduction.** This subsection describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting.** This subsection describes applicable federal, State, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting.** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance.** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significance of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology.** This subsection provides a description of the methods used to analyze the potential impact and determine whether it would be significant, less than significant, or no impact.
- **Environmental Impacts.** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
  - A statement of the CEQA threshold being analyzed.
  - The Draft EIR’s conclusion as to the significance of the impact.
  - An impact assessment that evaluates the changes to the physical environment that would result from the Project.
  - An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
  - Identification of any needed mitigation measures and the reduction of impacts that would occur with implementation of the measures.

- **Cumulative Impacts.** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 5-1).
- **Existing Regulations.** This subsection includes a list of applicable laws and regulations that would reduce potentially significant impacts.
- **Project Design Features.** This subsection lists Project Design Features that contribute towards reducing potentially significant impacts.
- **Level of Significance Before Mitigation.** This subsection includes a determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
  - Avoid a significant impact;
  - Minimize the severity of a significant impact;
  - Rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
  - Reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
  - Compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance After Mitigation.** This subsection provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.
- **References.** This subsection includes a list of references for the information contained within the section.

## IMPACT SIGNIFICANCE CLASSIFICATIONS

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

## CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts.

According to Section 15355 of the CEQA Guidelines, 'cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this Draft EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects. Additionally, pursuant to CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as the Southern California Regional Transportation Plan, Southern California Association of Governments growth projections, and the Riverside County Model (RIVCOM). The cumulative analyses for other environmental issues use the list of projects approach.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of aesthetic resources, for which cumulative impacts are limited to project area viewsheds. Thus, in assessing aesthetic resources impacts, only development within and immediately adjacent to the Project area would contribute to a cumulative visual effect is analyzed, whereas cumulative transportation impacts are based upon annual growth projections and the other proposed and/or foreseeable development within the traffic study area of roadways and intersections. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 5-1 shows the locations.

**Table 5-1: Cumulative Projects List**

No.	Project	Land Use	Size
<b>City of Perris</b>			
P1	Burge Industrial 2	Light Industrial	43,000 Sq. Ft.
P2	Burge Industrial 1	Light Industrial	18,000 Sq. Ft.
P3	Seefried Indus	Warehousing	165,000 Sq. Ft.
P4	Calivo Ind	Warehousing	43,000 Sq. Ft.
P5	Calivo Ind 2	Warehousing	30,000 Sq. Ft.
P6	Pulliam Indus	Warehousing	16,000 Sq. Ft.
P7	Chartwell Ind	Warehousing	132,000 Sq. Ft.
P8	Redlands Indus	Warehousing	113,000 Sq. Ft.
P9	Rider Self Storage	Warehousing	70,000 Sq. Ft.
P10	LPC West Industrial	Warehousing	157,000 Sq. Ft.
P11	Rider 4	High-Cube Warehouse	548,000 Sq. Ft.
P12	Patriot Ind	High-Cube Warehouse	286,000 Sq. Ft.
P13	First Indus (Goodwin)	High-Cube Warehouse	248,000 Sq. Ft.
P14	Lakecreek West	High-Cube Warehouse	300,000 Sq. Ft.
P15	Lakecreek East	High-Cube Warehouse	256,000 Sq. Ft.
P16	Lakecreek Placentia	High-Cube Warehouse	509,000 Sq. Ft.
P17	First Sinclair	High-Cube Warehouse	423,000 Sq. Ft.
P18	Sinclair Indu	High-Cube Warehouse	436,000 Sq. Ft.
P19	Orbis Indus Truck Yard	Truck/ Trailer Parking Lot	26 Acres
P20	Vida Church Expansion	Church	25,000 Sq. Ft.
P21	Target	Free-Standing Discount Superstore	151,000 Sq. Ft.
P22	Commercial Shopping Plaza	Shopping Plaza	93,000 Sq. Ft.
P23	Habit & QSRs	High-Turnover (Sit-Down) Restaurant	8,000 Sq. Ft.
P24	Pollo Campero	High Turnover (Sit-Down) Restaurant	3,000 Sq. Ft.
P25	Raising Canes	Fast-Food Restaurant with Drive-Through Window	4,000 Sq. Ft.
P26	Panera	Fast-Food Restaurant with Drive-Through Window	4,000 Sq. Ft.
P27	Better Buzz Coffee Shop	Coffee/ Donut Shop with Drive-Through Window	2,000 Sq. Ft.
P28	Gas Station carwash & Hotel	Mixed Use	8 Vehicle Fueling Positions, 75 Rooms
P29	Beyond Market; drive-thru wash	Automated Car Wash	9,000 Sq. Ft.
P30	Tommy's carwash & QSR	Automated Car Wash	9,000 Sq. Ft.
P31	7-Eleven Auto Carwash	Automated Car Wash	4,000 Sq. Ft.
<b>City of Moreno Valley</b>			
MR 1	Cresta Bella	Mixed Use	367 units, 8,000 Sq. Ft. of strip retail plaza,

No.	Project	Land Use	Size
			6,000 Sq. Ft. of fast casual restaurant.
MR 2	Beyond Food Market	Convenience Store/ Gas Station	16,000 Sq. Ft.
MR 3	Kaiser Expansion Project	Medical-Dental Office Building	405,000 Sq. Ft.
MR 4	Aquabella Specific Plan	Mixed Use	7,500 units of low-rise residential, 7,500 units of mid-rise housing, 50,000 Sq. Ft. of shopping center, 300 hotel rooms, 3,995 Elementary school student, 2,049 middle school students, 15 acres of public parks, 25 acres of active sports park

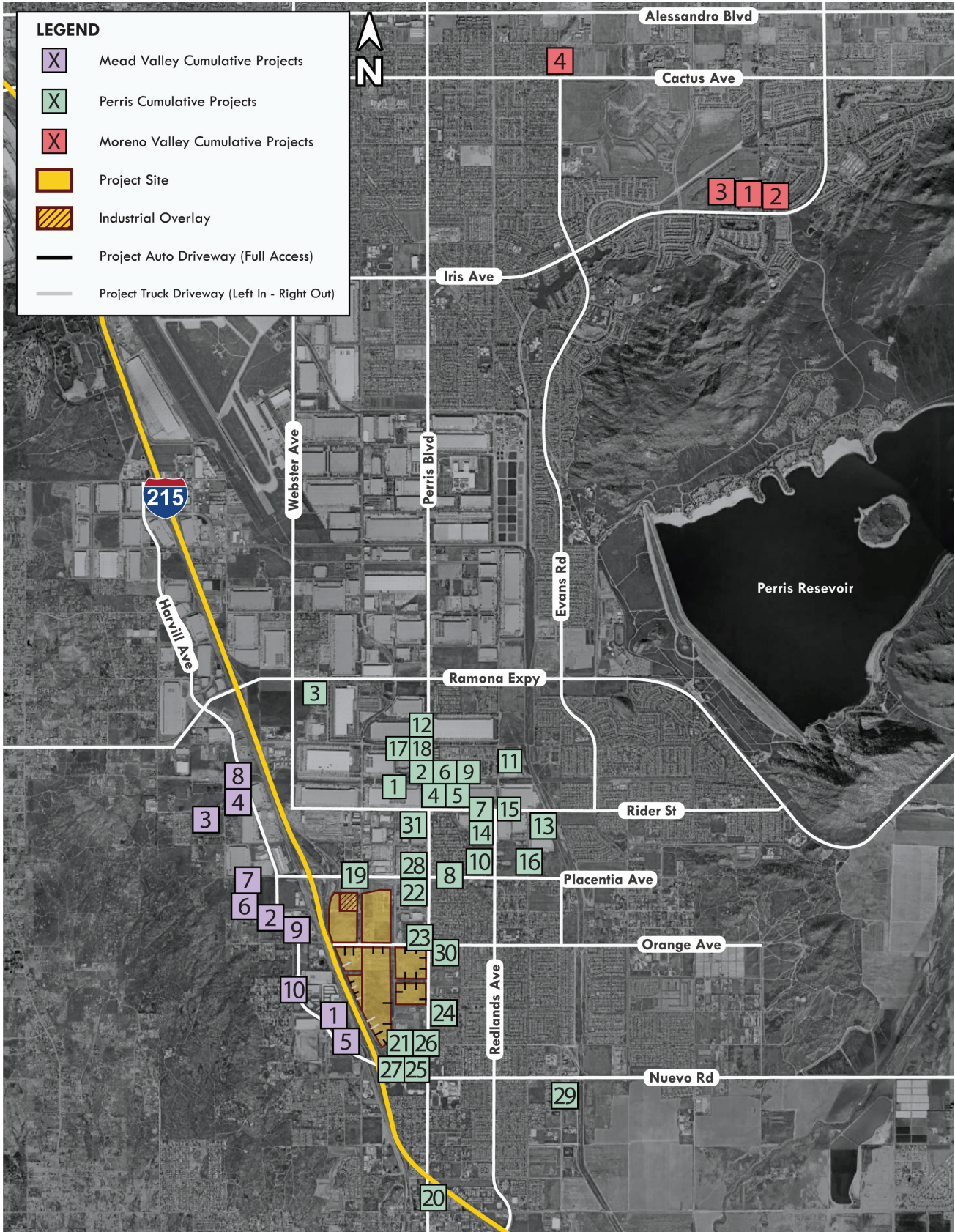
**Mead Valley**

MV 1	PP23170	High-Cube Warehouse	287,000 Sq. Ft.
MV 2	PPT220002	High-Cube Warehouse	435,000 Sq. Ft.
MV 3	TPM38337	High-Cube Warehouse	591,000 Sq. Ft.
MV 4	PPT180023	High-Cube Warehouse	203,000 Sq. Ft.
MV 5	PPT240005	Hotel	310 Rooms
MV 6	PPT220047	Warehouse	192,000 Sq. Ft.
MV 7	PPT230048	Warehouse	186,000 Sq. Ft.
MV 8	PPT190032	Mixed Use	53,000 Sq. Ft of Warehouse., 10 Acres of Truck/Trailer parking lot
MV 9	PPT210021	Mixed Use	16,000 Sq. Ft., 11 Acres of Truck/Trailer parking lot
MV 10	PP23170	Mixed Use	12,000 Sq. Ft., 14 Acres of Truck/ Trailer parking lot

Notes: Provided by City of Perris Development Services Department. Sq. Ft. – square feet.

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# Cumulative Projects



Harvest Landing Retail Center & Business Park Project  
City of Perris

Figure 5-1

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