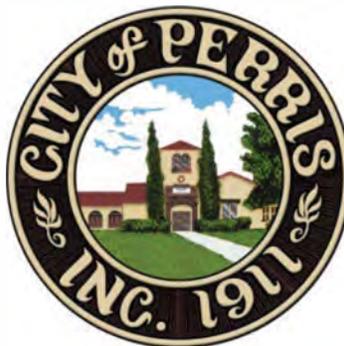


Draft Environmental Impact Report

SCH No. 2022040023

Ramona Gateway Project



Lead Agency:

City of Perris
11 South "D" Street
Perris CA, 92570

October 2022

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October 2022

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and State government agency decision-makers, special districts, and the public with an analysis of potential environmental consequences to support informed decision making.

This EIR has been prepared to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed Ramona Gateway Project (herein referred to as the “Project”), which is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris.

This EIR has been prepared pursuant to the requirements of the CEQA, and the Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines, found at Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.). As discussed in Section 2.2, Type of EIR, of this EIR, and in accordance with CEQA, this EIR is “tiered” from the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse [SCH] No. 2009081086) certified by the City of Perris in January 2012. The City of Perris is the lead agency for the Project under CEQA and is responsible for preparing this EIR. The City, as the lead agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Project.

A summary description of the proposed development and actions is provided in Section 1.3 below, and a complete description of the Project is provided in Section 3.0, Project Description. This document focuses on those environmental impacts identified as potentially significant in the Notice of Preparation (NOP) completed for this Project (refer to Section 2.3, Scope of this Draft EIR, and Appendix A of this EIR).

The City of Perris has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports for consistency with City policies and requirements and this EIR reflect its own independent judgment. Preparation of this EIR included reliance on appropriate City technical personnel and a review of all technical subconsultant reports.

This Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the lead agency including issues raised by agencies and the public; and 3) issues to be resolved, including the choice among alternatives and how to mitigate the significant effects.

1.2 PROJECT LOCATION AND SETTING

The approximately 50-gross-acre (49.2-net-acre)¹ Project site is located in the western portion of the PVCCSP planning area, in the City of Perris, in Riverside County. The Project site is located south of Ramona Expressway; west of Webster Avenue; east of Nevada Avenue; and north of Val Verde Academy, Val Verde High School, and the Val Verde Regional Learning Center. The Project also includes off-site improvements along the site-adjacent roadways; the off-site improvement area encompasses approximately 11 acres. The Project site is located approximately 600 feet east of Interstate (I)-215 and approximately 6.7 miles south of State Route (SR)-60. Figure 3-1, Regional and Local Vicinity Map, depicts the regional location and local vicinity of the Project site.

Under existing conditions, the Project site consists of undeveloped land that has been subject to a variety of anthropogenic disturbances associated with historic agricultural activities and a previous residential use, surrounding development, and routine weed abatement/disking activities. The Project site is relatively flat with elevations ranging from approximately 1,479 to 1,495 feet above mean sea level (amsl). Based on the California Department of Conservation's (DOC's) 2018 Farmland Mapping and Monitoring Program (FMMP), the Project site includes Farmland of Local Importance. The natural drainage pattern for the Project site flows generally from west to east as surface flows. One ephemeral water feature occurs onsite and originates at Nevada Avenue in the middle of the western boundary of the Project site. The Project site also receives un-detained bulk sheet flows from the property west of the Project site, on the opposite side of Nevada Avenue. The Project site is not within a 100-year flood zone. It is also not within the Dam Inundation Zone for Perris Dam. As further discussion is Section 4.4, Biological Resources, of this EIR, the Project site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project site is not within any MSHCP Criteria Cell or designated conservation area, Core or Linkage area, Mammal Survey Area, Amphibian Survey Area, Criteria Area Species Survey Area, Narrow Endemic Plant Species Survey Area, or Burrowing Owl Survey Area. No native plant communities occur within the Project site or off-site improvement areas. The Project site supports one plant community (non-native grassland), and one land cover type that would be classified as disturbed. No sensitive plant or animal species are expected to occur within the Project site due to the lack of suitable habitat; however, the Project site and off-site improvement areas have a moderate potential to support foraging habitat for certain species. Additionally, suitable resources (i.e., low growing vegetation that provides line of site opportunities) for burrowing owl are present throughout the Project site. The onsite ephemeral feature does not present a surface hydrologic connection to any downstream waters, and does not support any riparian vegetation. Therefore, this feature does not qualify as jurisdictional by the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), or California Department of Fish and Wildlife (CDFW), and does not qualify as riparian/riverine habitat under the MSHCP. Notwithstanding, based on input from the Regional Board received during the EIR scoping process, the Regional Board is likely to assert jurisdiction over the onsite feature. As a result, it is expected that the CDFW will also assert jurisdiction over the feature, and the Regional Conservation Authority (RCA) will also assert jurisdiction over the feature under Section 6.1.2 of the MSHCP addressing Riparian/Riverine areas.

The Project site is located approximately 1.2 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA), is within the Airport Influence Area, and is within the City's Airport Overlay Zone. Specifically, the Project within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal

¹ Assessor Parcel Numbers (APNs) 317-120-021; 317-130-048, -025, -021, and -017.

Aviation Regulations (FAR), Part 77 (Imaginary Surfaces), and Compatibility Zone C1 (Primary Approach/Departure Zone) of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP).

The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP). The southern portion of the Project site is designated for Business Professional Office uses and the northern portion of the Project site is designated for Commercial uses in the PVCCSP. The area adjacent to and south of the Project has a Public/Semi-Public land use designation in the PVCCSP and is developed with school uses, as identified previously. The area to the north of the Project site (north of Ramona Expressway) has Commercial and Light Industrial PVCCSP land use designations. The area adjacent to and immediately north of Ramona Expressway (with a Commercial land use designation) remains undeveloped but is planned for future commercial development. There are existing industrial uses to the north of the undeveloped area. The area west of the Project site (west of Nevada Avenue) has Commercial and Potential Basin Area PVCCSP land use designations and is currently undeveloped. I-215 is located approximately 600 feet to the west of the Project site and forms the western boundary of the City of Perris and the PVCCSP planning area. The area east of the Project site (east of Webster Avenue) is currently undeveloped and has a Light Industrial PVCCSP land use designation. There are existing industrial uses further to the east.

1.3 PROJECT DESCRIPTION

As described in Section 3.0, Project Description, of this EIR, the Project Applicant is requesting discretionary approvals to develop the Project site with eight retail buildings (totaling 37,215 square feet [sf]) on 6.95 net acres within the northern portion of the Project site, and a 950,224-sf (850,224-sf footprint and 100,000 sf mezzanine) industrial warehouse building on 42.22 net acres within the southern portion of the Project site. Figure 3-3 in Section 3.0 of this EIR depicts the consolidated site plan including the proposed retail and industrial land uses. The Project has been designed to comply with the standards and guidelines set forth in the PVCCSP including, but not limited to, the following: onsite design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscape standards and guidelines, commercial and industrial design standards and guidelines, and infrastructure.

At the time this EIR was prepared, the specific occupants of the proposed retail buildings and industrial warehouse building were unknown. However, for purposes of analysis is assumed that the retail buildings would consist of three drive-thru restaurant buildings; two multi-tenant buildings, one of which would include a drive-thru; one coffee shop with drive-thru; one convenience store with a gas station; and one drive-thru express carwash facility. It is also assumed that the proposed industrial building would be operated as a high-cube non-sort fulfillment center (95% of the building space) and high cube cold storage warehouse use (5% of the building space). Based on the employment generation rates identified in the PVCCSP EIR Table 4.8-E, Development Intensity and Employment Projections, the proposed retail uses are estimated to generate approximately 74 employees and the proposed industrial building is estimated to generate approximately 923 employees, resulting in approximately 997 new jobs in the City.

Access to the Project would be provided from driveways along the site-adjacent roadways (Ramona Expressway, Webster Avenue and Nevada Avenue) which would be improved as part of the Project. Truck access to the industrial uses would be restricted to two driveways along Nevada Avenue; there would be no truck access from Webster Avenue. To access the nearest designated truck route, based on input from the City and Val Verde Unified School District, trucks would use Nevada Avenue, the

Frontage Road, and Placentia Avenue, a PVCCSP-designated truck route, to travel to and from I-215. Improvements to be implemented as part of the Project to encourage use of alternative to modes of transportation include, but are not limited to, Class I multipurpose trails along the site-adjacent roadway and construction of bus turnout along Ramona Expressway, west of Webster Avenue.

Additional improvements associated with the Project include, but are not limited to, surface parking areas (automobile and truck trailer spaces), vehicle drive aisles, landscaping, walls/fences, storm water quality/storage, utility infrastructure, exterior lighting, and signage. Truck trailer spaces would be on the east and west sides of the proposed industrial building. The southern parking area for the industrial use, which is adjacent to the existing school uses, would be limited to a heavily landscaped parking area. A solid wall would be installed to provide a physical barrier between the Project site and school uses. With respect to drainage improvements, to address the un-detained bulk sheet flows from the property located west of the Project site, a 60-inch RCP storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue, would be installed and would connect to the existing 60-inch RCP storm drain stub out at the southeast corner of Ramona Expressway and Webster Avenue. An emergency bypass channel would be installed onsite along Nevada Avenue and the northern boundary of the industrial site to pick-up any remaining sheet-flow runoff that flows over Nevada toward the industrial site and does not enter the proposed public 60-inch RCP storm drain (on the retail site).

Construction of the Project's proposed retail and industrial warehouse components are anticipated to generally occur concurrently, and for purposes of analysis purposes it is estimated that construction would occur over an approximate 12-month period. The Project's earthwork quantities are anticipated to balance; no import or export of soil is anticipated.

The following discretionary actions are required for the Project:

- **Conditional Use Permit (CUP) (Case No. PLN21-05216)** for uses within the Commercial area.
- **Development Plan Review (DPR) (Case No. DPR21-00013)** for the proposed industrial warehouse site plan and building elevations.
- **Specific Plan Amendment (SPA) (Case No. PLN21-05218)** to change the existing PVCCSP land use designation for the proposed industrial warehouse component of the Project from Business Professional Office (19.23 acres) and Commercial (23.19 acres) to Light Industrial.
- **Tentative Parcel Map (TPM) No. 38292 (Case No. PLN21-05219)** to re-subdivide the existing 5-parcel Project site into eight parcels (seven parcels for the proposed retail uses and one parcel for the proposed industrial use), and to vacate Dawes Street (Case No. PLN21-05220) within the Project site.
- **Development Agreement (Case No. PLN22-05297)** between the Project Applicant and the City.

1.3.1 PROJECT ALTERNATIVES

In accordance with Section 15126.6 of the State CEQA Guidelines, Section 5.0 of this EIR addresses alternatives that can eliminate or reduce the potentially significant impacts of the Project. Section 5.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Project, and a discussion of each alternative's ability to

meet the Project objectives. Following is a summary description of the alternatives evaluated in this EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to Section 5.0, Alternatives. As required by CEQA, Section 5.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative.

- **Alternative 1 – No Project/No Development.** Under the No Project/No Development Alternative, the proposed development of retail and industrial warehouse buildings and associated parking, infrastructure, and landscaping would not occur. Additionally, the planned 60-inch RCP storm drain would not be implemented nor would any other offsite improvements. The Project site would remain in its current condition and remain vacant. This No Project Alternative was evaluated in accordance with Section 15126.6(e)(3) of the State CEQA Guidelines.
- **Alternative 2 – No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative.** Under the Reduced Intensity Alternative, the Project site would be developed with uses allowed pursuant to the existing PVCCSP land use designations for the Project site (Commercial and Business Professional Office). For purposes of analysis in this EIR, a potential development scenario for the existing PVCCSP land use designations, which involves: (1) a total of 256,115 of commercial/retail uses, with a total floor-to-area (FAR) of approximately 0.2 (maximum 0.75 allowed), and lot coverage of approximately 19.6% (50% allowed), and (2) 605,804 sf of building area for light industrial, business park, professional office, medical care clinic and professional services uses, with a total FAR of 0.72 (0.75 allowed), and lot coverage of approximately 45.2% (50% allowed). This No Project Alternative was also evaluated in accordance with Section 15126.6(e)(3) of the State CEQA Guidelines.
- **Alternative 3 – Increased School Buffer/Reduced Daily Trips Alternative.** Under this alternative, the proposed retail uses along Ramona Expressway would be eliminated and the proposed industrial building would shift to the north, providing a “buffer” area between the school property and industrial use. The buffer would be approximately 250 feet (similar to the width of the current retail parcel) and would remain undeveloped, and would increase the current buffer area provided by the proposed southern automobile parking lot included as part of the Project. The proposed industrial building area would be the same as the Project and truck access would be limited to Nevada Avenue, as with the Project. It is also assumed that required utility infrastructure and roadway improvements similar to that described for the Project would occur with this alternative. The public storm drain and emergency bypass channel would also occur at the northern end of the site between Ramona Expressway and the industrial use. Notwithstanding the lack of significant environmental impacts to the school uses to the south of the Project site, the purpose of the Increased School Buffer/Reduced Daily Trips Alternative is to address comments received during the scoping process about the proximity of the proposed industrial use to the school uses, and to reduce overall trip generation. This alternative also addresses the significant and unavoidable impacts of the Project related to operational air quality and GHG emissions.
- **Alternative 4 – Reduced Retail and Industrial Intensity/No Cold Storage Alternative.** Under this alternative, the industrial building would be reduced from 950,224 sf to approximately 760,180 sf, a reduction of approximately 190,045 sf. The warehouse building would include 680,180 sf of ground floor building area and up to 80,000 sf of mezzanine area. The retail development would

be reduced from 37,215 sf to 29,770 sf (a reduction of approximately 7,445 sf), and would include elimination of one drive-thru retail pad. This represents a total reduction in development of 197,490 sf compared to the Project (approximately 20 percent). This alternative would not include any building area for cold storage (eliminating 5% cold storage assumed with the Project). The purpose of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative is to address significant and unavoidable impacts of the Project related to operational air quality and GHG emissions. Each of these impacts is primarily associated with vehicular trips.

1.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the Project, the key issues to be resolved include decisions by the City of Perris as lead agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Project.
- Whether the recommended mitigation measures should be modified and/or adopted.
- Whether the Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.
- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

1.5 AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from the public and various agencies in response to the NOP and a public scoping meeting with the City of Perris Planning Commission. Written comments received during the NOP and scoping period are contained in Appendix A. Environmental issues that have been raised during opportunities for public input on the project are summarized in Section 2.3, Scope of this EIR, and are addressed in each relevant issue area analyzed in Section 4.0 of this EIR.

Based on input received from the public during the scoping process, there are no areas of controversy known to the City at this time. However, concerns have been raised about potential impacts to the adjacent school uses related to air quality, health risk, and noise associated with the proposed industrial use.

1.6 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

Table 1-1, presents a summary of the environmental impacts resulting from the proposed Ramona Gateway Project. Table 1-1 addresses those topical issues and associated thresholds for which it was determined in the NOP that impacts would be potentially significant and Project-level analysis has been provided in this EIR. Topics for which it was determined that no further analysis is required in this EIR are discussed in Section 6.0, Other CEQA Considerations and include: mineral resources, population and housing, public services, recreation and wildfire.

The environmental issue areas identified for study this EIR are aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. The potential Project and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0, Other CEQA Considerations.

For each environmental topic, Table 1-1 includes required PVCCSP EIR mitigation measures that have been incorporated into the Project and assumed as part of the analysis for potential impacts. Additional Project-Level mitigation measures are identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in less than significant impacts with the incorporation of PVCCSP EIR mitigation measures and Project-level mitigation measures for the following topical issues evaluated in this EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Tribal Cultural Resources
- Utilities and Service Systems

As described below, significant and unavoidable air quality, GHG emissions, and transportation (vehicle miles traveled [VMT]) impacts resulting from the Project are identified in this EIR. Because the Project would result in unavoidable significant adverse impacts, the City, as the lead agency, must prepare a “Statement of Overriding Considerations” before it can approve the Project. A Statement of Overriding Considerations (SOC) states that the decision-making body has balanced the benefits of the Project against its unavoidable significant environmental effects and has determined that the benefits of the Project outweigh the adverse effects and, therefore, the adverse effect are acceptable. A summary of the significant and unavoidable impacts of the Project is included below.

- **Cumulatively Considerable Increase in Criteria Pollutant During Operation.** As evaluated in Section 4.3, Air Quality, of this EIR, maximum daily emissions from Project operations would exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x), and cannot be effectively reduced to a level below the SCAQMD thresholds. With respect to operations, the magnitude of VOC and NO_x reductions from identified mitigation measures would be relatively small because the majority of the operational-source VOC and NO_x emissions would be

generated from the mobile activities. Because VOC and NO_x are ozone (O₃) precursors, this could also result in additional violations of the State and federal O₃ standards. O₃ is a nonattainment pollutant. There are no additional feasible mitigation measures beyond those identified in Section 4.3 that would reduce the project's VOC and NO_x emissions to a less than significant level. Therefore, the Project's construction and operational air quality impacts are significant and unavoidable relative to VOC and NO_x emissions, and the Project would result in a cumulatively considerable net increase in a criteria pollutant for which the Project region is in non-attainment, which is a significant and unavoidable impact.

- **Cumulative Greenhouse Gas Emissions.** As discussed in Section 4.8, Greenhouse Gas Emissions, of this EIR, the Project's greenhouse gas (GHG) emissions would exceed the 3,000 metric tons of carbon dioxide equivalent per year (MTCO₂e/yr) threshold of significance used for this analysis. There are no additional feasible mitigation measures beyond those identified that would reduce the Project's GHG emissions to a less than significant level. Therefore, this impact would be cumulatively considerable and significant and unavoidable.
- **Project and Cumulative Transportation/Vehicle Miles Traveled (VMT).** As discussed in Section 4.13, Transportation, of this EIR, the Project's retail component would have a less than significant VMT impact. However, the industrial component VMT impact is potentially significant because the average VMT per employee (12.02 VMT) exceeds the citywide average (11.62 VMT). A 3.3% reduction in VMT is required to reduce this impact to a less than significant level. The Project's VMT impact would be reduced by more than 3.3% through the implementation of a pedestrian network, and a voluntary commute trip reduction program. However, the actual amount of VMT reduction from these measures cannot be guaranteed; therefore, the Project-level and cumulative VMT impacts from the industrial component of the Project are considered significant and unavoidable.

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
4.1 AESTHETICS		
<i>Less Than Significant Impacts</i>		
<p>Have a substantial adverse effect on a scenic vista. The project is not within a scenic vista, so the development of the Project will not have adverse effects on a scenic vista. Implementation of the Project would preserve existing views of scenic vistas. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Substantially degrade scenic resources with a State scenic highway. The Project site is not within a State scenic highway corridor and does not contain any scenic resources such as trees, rock outcroppings, and historic buildings. Therefore, the Project would not substantially degrade scenic resources in a state scenic highway. It should be noted that the Project site is in proximity to a Major Roadway Visual Corridor. As such, the Project would be required to comply with the Design Standards and Guidelines outlined in the PVCCSP. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Substantially degrade the existing visual character of the site. The Project would change the visual character of the Project site, which is currently undeveloped. However, the Project would be designed and constructed in compliance with applicable PVCCSP Standards and Guidelines and would involve an attractive, well-designed development using architectural elements, landscaping, and project</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
design. Impacts would be less than significant.		
<p>Light during operation, and glare during construction and operation. Implementation of the Project would introduce new sources of light and glare. All lighting would be subject to lighting requirements contained in the PVCCSP, the City's Municipal Code, and the County of Riverside Ordinance No. 655, which establishes lighting restrictions. Operational impacts related to lighting would be less than significant.</p> <p>Building materials would be subject to the PVCCSP Standards and Guidelines related to exterior materials and would not include reflective surfaces that result in substantial glare. No impact related to glare during construction or operation would occur.</p>	<p>No mitigation is required.</p> <p>Refer to PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5, which address potential hazards to MARB/IPA operations but are also relevant to the analysis of light and glare impacts.</p>	Less than Significant
Potentially Significant Impacts		
<p>Light during construction. Night time lighting and security lighting is often unshielded and may shine onto adjacent properties and roadways causing a potentially significant impact. Implementation of Project-level mitigation measure MM 1-1 would reduce construction-related lighting impacts to a less than significant level.</p>	<p>Additional Project-Level Mitigation Measures</p> <p>MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that: (1) construction staging areas shall be located as far as possible from school uses south of the Project site; and, (2) any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky, onto adjacent. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.</p>	Less Than Significant

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
4.2 AGRICULTURAL RESOURCES		
<i>Less Than Significant Impact</i>		
<p>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Implementation of the Project would result in the loss of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Therefore, no impact would occur. Based on review of the Project using the California Agricultural Land Evaluation and Site Assessment (LESA) Model, the Project's impact to Farmland of Local Importance would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Conflict with existing zoning for agricultural use or Williamson Act Contract. The Project site is not zoned for agricultural use. Additionally, the Project site is not within an area of the City that contains active Williamson Act Contracts. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>Conflict with existing zoning or cause rezoning of forest land or Timberland.</p> <p>Result in the loss of forest land or conversion of forest to a non-forest use.</p> <p>Implementation of the Project would not conflict with areas currently zoned as forest, timberland, or Timberland Production, and would not result in the loss or conversion of forest land. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Involve other changes to the existing environment that would result in the conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use. No agricultural activities currently occur at the Project site. The Project would result in a less than significant impact related to the conversion of Farmland to non-agricultural uses. Additionally, the Project would not involve other changes in the existing environment that would result in the conversion of forest land to a non-forest use. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>4.3 AIR QUALITY</p>		
<p>Less Than Significant Impacts</p>		
<p>Air Quality Management Plan consistency. The Project would result in a net decrease in long-term operational emissions, as compared to development under the existing PVCCSP land use designations, which is the basis for the current 2016 AQMP, and would not exceed growth assumptions in the 2016 AQMP. Therefore, the Project would not conflict with or obstruct implementation of the AQMP and no impact would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>Cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment during construction. With implementation of applicable PVCCSP EIR mitigation measures, emissions resulting from the Project construction would not exceed the regional thresholds established by the SCAQMD for criteria pollutants.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Air 1 To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p> <p>The Project-specific construction-related air quality and LST analyses required by this PVCCSP EIR mitigation measure have been provided in the Air Quality Impact Analysis included in Appendix C1 of this EIR to comply with this mitigation measure. The URBEMIS model has been replaced by CalEEMod.</p> <p>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.</p> <p>MM Air 3 To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> • requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), • keeping disturbed/loose soil moist at all times, • requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, • installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip, • posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site, 	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • 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 PM10 generation, • sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, replacement of ground cover in disturbed areas as quickly as possible. <p>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.</p> <p>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.</p> <p>MM Air 6 The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.</p> <p>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.</p> <p>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.</p>	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>MM Air 9 To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD’s Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris’ Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.</p>	
<p>Exposure of sensitive receptors to substantial pollutant concentrations.</p> <p>With incorporation of PVCCSP EIR mitigation measures, Project construction activities would not exceed SCAQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant.</p> <p>Project operations would not exceed SCAQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant.</p> <p>Project-related DPM emissions during construction would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.</p> <p>DPM emissions during operation would not result in health risks that exceed the SCAQMD thresholds for cancer risk and non-cancer risk (Hazard Index). This impact would be less than significant.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Refer to previously referenced PVCCSP EIR mitigation measures MM Air 1 through MM Air 9 above.</p> <p>MM Air 10 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project’s CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD’s Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.</p> <p>This mitigation measure has been completed with preparation of the Project-specific Air Quality Impact Analysis included in Appendix C1 of this EIR.</p> <p>MM Air 15 To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs [Transport Refrigeration Units] per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by</p>	<p>Less Than Significant</p>

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<p>The Project would not produce the volume of traffic required to generate a CO “hot spot” and localized air quality impacts related to mobile-source emissions would therefore be less than significant.</p>	<p>that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.</p> <p>The required Project-specific HRA has been prepared for the Project to comply with this PVCCSP EIR mitigation measure, and is included in Appendix C2 of this EIR.</p>	
<p>Result in other emissions (such as those leading to odors). The Project’s construction odor emissions would be temporary and intermittent in nature. Additionally, construction odor emissions would cease upon completion of construction activities. The Project does not involve any land uses or operations that are typically associated with emitting objectionable odors. Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Potentially Significant Impacts</p>		
<p>Cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment during operation. Even with implementation of the PVCCSP EIR operational mitigation measures, operational VOC and NOx emissions would exceed the SCAQMD regional significance thresholds. The operational emissions are primarily associated with vehicle emissions. Additional Project-specific mitigation measures MM 3-1</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Refer to previously referenced PVCCSP EIR mitigation measures MM Air 10 and MM Air 15 above.</p> <p>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.</p> <p>MM Air 12 Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.</p> <p>MM Air 13 In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that</p>	<p>Significant and Unavoidable Impact</p>

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Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>through MM 3-13 would reduce operational VOC and NOx emissions. However, the City of Perris and the Project Applicant do not have regulatory authority to control tailpipe emissions and no additional feasible mitigation measures beyond the measures identified herein exist that would reduce VOC and NOx emissions to levels below the regional thresholds established by the SCAQMD.</p> <p>Therefore, operation of the Project would contribute to existing violations of the O₃ standard (VOC and NOx are O₃ precursors). The Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.</p>	<p>restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 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 [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD’s website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.</p> <p>MM Air 14 Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits.</p> <p>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 sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.</p> <p>The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries. The RTA indicated that a bus stop should be provided as part of the Project near the southwest corner of Ramona Expressway and Webster Avenue, and the Project has incorporated the bus stop, as requested. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.</p> <p>MM Air 19 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project</p>	

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	<p>site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets.</p> <p>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 requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.</p> <p>Additional Project-Level Mitigation Measures</p> <p>MM 3-1 Prior to issuance of occupancy permits for the proposed buildings, the Project Applicant shall provide evidence to the City of Perris Building Division that legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.</p> <p>MM 3-2 Prior to issuance of occupancy permits, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.</p> <p>MM 3-3 Prior to the issuance of each building permit, the Project Applicant proponent and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance.</p> <p>MM 3-4 Once constructed, the Project Applicant shall ensure that all building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements.</p> <p>MM 3-5 Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard</p>	

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	<p>trucks (hostlers), pallet jacks and forklifts, and other on-site equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.</p> <p>MM 3-6 Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.</p> <p>MM 3-7 Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program would include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees. • Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work. • Inform employees of public transit and commuting services available to them (e.g., social media, signage). 	

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	<ul style="list-style-type: none"> • Provide on-site transit pass sales and discounted transit passes. • Guarantee a ride home. • Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted. • Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program. • Implement a commute trip reduction (CTR) program to provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. The CTR program would be a multi-strategy program that could include the following individual measures: <ul style="list-style-type: none"> ○ Carpooling encouragement ○ Ride-matching assistance ○ Preferential carpool parking ○ Flexible work schedules for carpools ○ Half-time transportation coordinator ○ New employee orientation of trip reduction and alternative travel mode options ○ Vanpool assistance ○ Bicycle end-trip facilities (parking and lockers) <p>MM 3-8 Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.</p> <p>MM 3-9 Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:</p> <ul style="list-style-type: none"> • Building energy efficiency, solid waste reduction, recycling, and water conservation. • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting. 	

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	<ul style="list-style-type: none"> • Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies. • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling. • The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity. <p>MM 3-10 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.</p> <p>MM 3-11 Prior to issuance of occupancy permits, the City of Perris Building Division shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project area.</p> <p>MM 3-12 Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Municipal Code violations. The tenant’s representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant’s representative shall endeavor to resolve complaints within 24 hours.</p> <p>MM 3-13 Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer’s data. Electrical system upgrades that exceed reasonable costs shall not be required.</p>	
4.4 BIOLOGICAL RESOURCES		
<i>Less Than Significant Impacts</i>		
<p>Have a substantial adverse effect on a candidate, sensitive, or special status species through habitat modification. The Project site and off-site improvement</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Bio 1 In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCC implementing</p>	<p>Less Than Significant</p>

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<p>areas do not support native or natural vegetation communities; therefore, no direct impacts to native or natural vegetation communities, including special-status vegetation communities, would result from the project. The Project would not impact lands designated as critical habitat by USFWS, as none are present within the Project site or off-site improvement areas.</p> <p>Based on habitat requirements for specific species and the availability and quality of habitat, it was determined that the Project site and off-site improvement areas do not provide suitable habitat for NEPSSA or CAPSSA plant species, or other special status plant species. Therefore, the Project would not result in any impacts to special status plants.</p> <p>The Project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP). Although SKR is not expected to occur within the Project site, the Project would be required to pay fees to the HCP to reduce potential impacts to SKR to a less than significant level.</p> <p>There is a moderate potential to support foraging habitat for Cooper's hawk, sharp-shinned hawk, California horned lark, great egret, great blue heron, and low potential to support foraging habitat for the great egret, great blue heron, burrowing owl, and northern harrier. All remaining special-status wildlife species were presumed to be absent from the Project site and off-site improvement areas due to the lack of native habitat,</p>	<p>development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project area and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active.</p> <p>MM Bio 2 Project-specific habitat assessments and focused surveys for burrowing owls will be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls will also be conducted by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. 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.</p> <p>If active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.</p> <p>If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the CDFG. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation</p>	

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<p>routine on-site disturbances, and isolation of the site from suitable habitats. To ensure impacts to the aforementioned species do not occur from implementation of the Project, and in accordance with PVCCSP EIR mitigation measures MM Bio 1, pre-construction surveys for nesting birds would be conducted.</p> <p>Burrowing owls or signs of burrowing owls are not present within the Project site or off-site improvement areas. With implementation of PVCCSP EIR mitigation measure MM Bio 2, the Project's potential impacts to burrowing owls would be less than significant.</p> <p>The Project site and off-site improvement areas are not within a federally designated Critical Habitat. Therefore, no impacts would occur.</p> <p>The Project site and off-site improvement areas are not located in proximity to MSHCP Conservation Areas, or areas known to support special status plant or wildlife species. Therefore, no indirect impacts to special status biological resources would result and no mitigation is required.</p>	<p>is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing 1-way doors in burrow entrances. These 1-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for 1 week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.</p>	

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<p>Have a substantial adverse effect on riparian habitat or other sensitive natural community. The Project site and off-site improvement areas do not support special status habitats, CDFW special-status plant communities, or riparian habitat. The only vegetation community identified is non-native grassland. No impacts would result.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Have a substantial adverse effect on federally protected wetlands. The Project site does not contain any federally protected wetlands. The onsite drainage feature dissipates/infiltrates onsite, does not present a surface hydrologic connection to any downstream waters, does not provide fish and wildlife resources. Notwithstanding, the Regional Water Quality Control Board (Regional Board) California Department of Fish and Wildlife (CDFW) are expected to assert jurisdiction over the onsite drainage feature. Therefore, the Project would directly impact approximately 0.18 acres (3,150 linear feet) of non-wetland waters of the State, and CDFW jurisdictional waters, resulting in a significant impact. With implementation of Project-level mitigation measure MM 4-1 this impact would be reduced to a less than significant impact.</p>	<p>PVCCSP EIR Mitigation Measure</p> <p>MM Bio 3 Project specific delineations will be required to determine the limits of Corps, Regional Board, and CDFW jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the Corps, a Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from CDFW.</p> <p>The required Project-specific jurisdictional delineation has been prepared for the Project to comply with this PVCCSP EIR mitigation measure, and is included in Appendix D2 of this EIR.</p> <p>Additional Project-Level Mitigation Measure</p> <p>MM Bio 4-1 Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits/approvals from the regulatory agencies, including a RWQCB Section 401 Water Quality Certification and CDFW Section 1602 Streambed Alteration Agreement for impacts to jurisdictional areas, and RCA review/approval of impacts to MSHCP riverine resources. As part of the permitting process, it is expected that the regulatory agencies shall require compensatory mitigation for permanent impacts to 0.18-acre of jurisdiction and MSHCP riverine resources, none of which consist of jurisdictional wetlands through the purchase of mitigation credits (0.18 acre) at the Riverpark</p>	<p>Less Than Significant</p>

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	Mitigation Bank. In the event that compensatory mitigation credits are not available from the Riverpark Mitigation Bank at the time of proposed work commencement, the Project Applicant shall coordinate with the regulatory agencies, the City and RCA to secure alternate mitigation totaling a minimum of 0.18 acre at another approved mitigation bank or in-lieu fee program.	
<p>Interfere with the movement of wildlife or impede the use of a wildlife nursery. The Project site does not support movement of migratory fish, or wildlife nurseries. Additionally, there are no MSHCP Cores or Linkages adjacent to or within the Project site. Impacts to wildlife movement would be less than significant.</p>	No mitigation is required.	Less Than Significant
<p>Conflict with local policies or ordinances protecting biological resources. As discussed above, any potential impacts to SKR would be less than significant with payment of the required SKR HCP fee. Additionally, the Project Applicant would pay required MSCHP fees to the City of Perris. The removal of existing trees onsite, which are not protected, and the planting and maintenance of trees as part of the Project would comply with the City's Urban Forestry Ordinance, and no impacts would result. The Project would not conflict with policies or ordinances in place to protect biological resources resulting in a less than significant impact.</p>	No mitigation is required.	Less Than Significant
<p>Conflict with a Habitat Conservation Plan, Natural Conservation Community Plan. The Project site does not occur within an MSHCP Criteria area nor is it located within any Criteria Cell. As such, the Project is not required to set aside conservation lands pursuant to the MSHCP, and the Project is not subject to</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Previously referenced mitigation measure MM Bio 2.</p> <p>MM Bio 4 Project specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then</p>	Less Than Significant

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<p>the MSHCP’s Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process nor Joint Project Review (JPR). Accordingly, the Project would not conflict with the MSHCP Reserve Assembly requirements.</p> <p>There is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project site; therefore, no impact to these resources would occur.</p> <p>The Project would result in permanent impacts to approximately 0.18 acres of area being considered riparian/riverine habitat for purposes of analysis, which would be considered a potentially significant impact. As identified in PVCCSP EIR mitigation measure MM Bio 4, the Project is subject to the Determination of Biologically Equivalent or Superior Preservation (DBESP) process, and fulfillment of this requirement would be consistent with Volume I, Section 6.1.2 of the MSHCP. The loss of riparian/riverine habitat would be reduced to a level considered less than significant with implementation of Project-level mitigation measure MM 4-1.</p> <p>Riparian/riverine resources off-site on the property west of Nevada Avenue would remain and would potentially be subject to indirect effects from the Project, resulting in a potentially significant</p>	<p>such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell’s vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.</p> <p>The required Project-specific jurisdictional delineation and DBESP have been prepared for the Project to comply with this PVCCSP EIR mitigation measure, and are included in Appendix D2 and Appendix D3 of this EIR.</p> <p><i>Additional Project-Level Mitigation Measures</i></p> <p>Refer to previously referenced mitigation measure MM 4-1.</p> <p>MM 4-2 As identified in RR 10-2, prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. In addition to the BMPs to be implemented in the SWPPP identified RR 10-2, the following additional BMPS shall be implemented to protect Riparian/Riverine resources:</p> <ul style="list-style-type: none"> • Permittee shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material, within and adjacent to jurisdictional areas. • All fiber rolls², straw waddles, and/or hay bales utilized within and adjacent to the project site shall be free of non-native plant materials. • Permittee shall comply with all litter and pollution laws. All contractors, subcontractors, and employees shall also obey these laws and it shall be the responsibility of Permittee to ensure compliance. 	

² Fiber rolls or erosion control mesh shall be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber, or other products without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>impact if preventative measures are not implemented. With implementation of PVCCSP EIR mitigation measure MM Air 3 (to address fugitive dust); implementation of a SWPPP (refer to regulatory requirement [RR] 10-2), and specific BMP requirements outlined in Project-level mitigation measure MM 4-2, implementation of Project-level mitigation measure MM 4-3, and installation of required landscaping along the perimeter of the Project site, potentially indirect effects to riparian/riverine resources west of Nevada Avenue would be less than significant.</p> <p>To address accidental encroachments into the Riparian/Riverine resource west of Nevada Avenue during construction, Project-level mitigation measure MM 4-3 requires the construction worker training be completed by a qualified biologist prior to construction, and that equipment not be operated in areas of flowing water.</p> <p>The Project is not located in the designated survey area for NEPSSA. Based on the results of the field investigation, the Project site and off-site improvement areas do not provide suitable habitat for MSHCP listed Narrow Endemic Plant Species. Therefore, the Project would not conflict with Section 6.1.3 of the MSHCP. No impacts would occur.</p> <p>The Project site and off-site improvement areas are not located within or in proximity of any Criteria Cells or designated conservation areas.</p>	<ul style="list-style-type: none"> • Permittee shall not allow water containing mud, silt, or other pollutants from grading, aggregate washing, or other activities to enter a lake, streambed, or flowing stream or be placed in locations that may be subjected to high storm flows. • Spoil sites shall not be located within a lake, streambed, or flowing stream or locations that may be subjected to high storm flows, where spoil shall be washed back into a lake, streambed, or flowing stream where it will impact streambed habitat and aquatic or riparian vegetation. • Raw cement/concrete or washings thereof, asphalt, paint, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to fish and wildlife resources resulting from Project-related activities shall be prevented from contaminating the soil and/or entering the waters of the State. These materials, placed within or where they may enter a lake, streambed, or flowing stream by Permittee or any party working under contract or with the permission of Permittee, shall be removed immediately. • No equipment maintenance shall be done within or near any lake, streambed, or flowing stream where petroleum products or other pollutants from the equipment may enter these areas under any flow. • No broken concrete, cement, debris, soil, silt, sand, bark, slash, sawdust, rubbish, or washings thereof, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into waters of the State. When operations are completed, any excess materials or debris shall be removed from the work area. No rubbish shall be deposited within 150 feet of the edge of any lake, streambed, or flowing stream. <p>MM 4-3 Prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:</p> <ul style="list-style-type: none"> • Construction worker training shall be provided by a qualified biologist at the first pre-construction meeting, and • No equipment shall be operated in areas of flowing water. 	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Therefore, the Project would not need to comply with the Urban/Wildlands Interface Guidelines. The Project would not conflict with Section 6.1.4 of the MSHCP.</p> <p>As identified in PVCCSP EIR mitigation measure MM Bio 2, pre-construction surveys would be conducted to ensure that Project construction activities would not result in the direct harm of burrowing owls should they occur onsite in the future. The Project would not conflict with Section 6.3.2 of the MSHCP. No impacts would occur.</p>		
<p>4.5 CULTURAL RESOURCES</p>		
<p>Less Than Significant Impacts</p>		
<p>Historical resources. Based on the lack of historic resources or evidence of previously existing resources at the Project site, no impacts related to historic resources would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>Human remains. The PVCCSP area has been historically used for agricultural use and is, therefore, not expected to contain human remains including those interred outside of formal cemeteries. However, compliance with Section 7050.5 of the <i>California Health and Safety Code</i> and Section 5097.98 of the <i>California Public Resources Code</i> would ensure that impacts to human remains, in the unlikely event they are encountered, would be less than significant. Additionally, Project-level mitigation measure MM 5-2, which implements PVCCSP EIR MM Cultural 6, as subsequently revised by the City of Perris, further identifies</p>	<p>Additional Project-Level Mitigation Measure</p> <p>MM 5-2 In the event that human remains (or remains that may be human) are discovered at the Project site of within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>measures that would be taken in the event of the discovery of human remains, and would be implemented to further reduce this less than significant impact.</p>	<p>his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).</p> <p>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 consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).</p>	
Potentially Significant Impacts		
<p>Archaeological resources. There is a low potential for prehistoric cultural resources to be located within the Project site or off-site improvement areas. However, due to the unknown presence of structures being located historically within the Project site, the presence of remnants of a residence and well, and previous disturbances, there is a potential for resources to be discovered during Project construction activities. If any buried historic or prehistoric resources are unearthed during construction that meet the definition of an archaeological resource cited in State CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to archaeological resources would be potentially significant. Incorporation of Project-level mitigation MM 5-1, which implements PVCCSP EIR MM Cultural 2</p>	<p>Applicable PVCCSP EIR Mitigation Measure</p> <p>MM Cultural 1 Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist³ shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:</p> <ol style="list-style-type: none"> 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives. 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC. 	<p>Less Than Significant</p>

³ For the purpose of this measure, the City of Perris considers professional archaeologists to be those who meet the United States Secretary of the Interior’s standards for recognition as a professional, including an advanced degree in anthropology, archaeology, or a related field, and the local experience necessary to evaluate the specific project. The professional archaeologist must also meet the minimum criteria for recognition by the Register for Professional Archaeologists (RPA), although membership is not required.

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>through MM Cultural 4, as subsequently revised by the City, would reduce impacts to a less than significant level.</p>	<p>3. Field survey of the implementing development or infrastructure project site.</p> <p>The proponents of the subject implementing development projects and the professional archaeologists shall also contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site.</p> <p>Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for historic resources shall be considered in the following order of preference:</p> <ol style="list-style-type: none"> 1. Avoidance. 2. Changes to the structure provided pursuant to the Secretary of Interior's Standards. 3. Relocation of the structure. 4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. <p>Avoidance is the preferred treatment for known and discovered significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas.</p> <p>The Phase I Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project.</p>	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>The required Project-specific cultural resources study has been prepared for the Project to comply with this PVCCSP EIR mitigation measure, and is included in Appendix E of this EIR.</p> <p>Additional Project-Level Mitigation Measure</p> <p>MM 5-1 Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject property and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site improvement areas until the archaeologist has been approved by the City.</p> <p>The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources. The archaeological monitor will continually assess the potential for resources throughout the course of ground disturbing activities and shall have the power to modify or reduce the level of monitoring should the potential to encounter resources be significantly reduced.</p> <p>In the event that archaeological resources are discovered at the project or within the off-site 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 consulting archaeologist.</p> <p>If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project</p>	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Luiseño tribal representative will be given adequate time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the project or within the off-site project improvement areas, Project-level mitigation measure MM 5-2 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.</p> <p>Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied onsite and in an area of permanent protection to be agreed upon between sponsor and the designated Native American representative, if requested, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.</p> <p>Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.</p> <p>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.</p> <p>Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p>	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, [EIC] and the Luiseño tribe(s) involved with the project.</p>	
4.6 ENERGY		
<i>Less Than Significant Impacts</i>		
<p>Result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources.</p> <p>The Project would consume energy during construction and operation, including from construction equipment, construction vendors and workers, transportation during operation, electric vehicle parking, and building operations. Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Additionally, the Project would implement PVCCSP EIR mitigation measures MM Air 19 and MM Air 20, which would lessen the Project's energy use.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Refer to previously referenced mitigation measure MM Air 19 and MM Air 20.</p>	<p>Less Than Significant</p>
<p>Conflicts with a State or local plan for renewable energy or energy efficiency. The Project would not conflict with State or local plans for renewable energy or energy efficient. The Project would be subject to applicable PVCCSP EIR mitigation measures that would serve to reduce the Project's level of energy consumption, and would be implemented in compliance with current California Building Code requirements, including the Title 24 Energy Efficiency</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Refer to previously referenced mitigation measures MM Air 19 and MM Air 20.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Standards. This impact would be less than significant.		
4.7 GEOLOGY AND SOILS		
Less Than Significant Impacts		
Result in direct or indirect effects due to the rupture of a known earthquake fault. The PVCCSP planning area, including the Project site, is not within an Alquist-Priolo Earthquake Fault Zone and there are no other faults in the vicinity. No impacts would occur.	No mitigation is required.	No Impact
Result in direct or indirect effects due to strong seismic ground shaking. The Project site is in a seismically active region of Southern California and would be subject to strong ground shaking. The Project would be required to implement the site-specific recommendations included in the Project-specific Geotechnical Investigation. Additionally, the Project would be required to comply with the guidelines and parameters within the PVCCSP EIR and City of Perris Municipal Code. Impacts would be less than significant.	Applicable PVCCSP EIR Mitigation Measures MM Geo 1 Concurrent with the City of Perris' review of implementing development projects, the Project proponent of the implementing development Project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over-excavated, backfilled, compaction) being used to implement the project's design.	Less Than Significant
Result in direct or indirect effects due to seismic-related ground failure, including liquefaction. The Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations and the Geotechnical Investigation shall be	Applicable PVCCSP EIR Mitigation Measures Refer to previously referenced mitigation measure MM Geo 1.	Less Than Significant

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>reviewed and approved by the City Engineer. With adherence to the City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death from seismic-related ground failure, including liquefaction. This impact would be less than significant.</p>		
<p>Result in direct or indirect effects due to landslides. The Project site is relatively flat and not located near any areas that possess potential landslide characteristics. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>Soil erosion or loss of topsoil. Construction and operation of the Project would occur in compliance with applicable regulations that address water and soil erosion. This includes but is not limited to compliance with SCAQMD requirements to minimize fugitive dust (Rule 403), obtaining a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, and implementing best management practices outlined in the required Project-specific SWPPP, and Water Quality Management Plan (WQMP). Impacts would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant.</p>
<p>Unstable geologic unit or soil. The Project site includes soils potentially subject to settlement and</p>	<p>Applicable PVCCSP EIR Mitigation Measures Refer to previously referenced mitigation measure MM Geo 1.</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
shrinkage/subsidence, and that can be corrosive. With adherence to City General Plan measures, the recommendations of the final Geotechnical Investigation, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to location on an unstable geologic unit or soil would be less than significant.		
Table 18-I-B expansive soil. The Project site soils possess a low expansion potential. The Project would be designed and constructed in accordance with all final Geotechnical Investigations recommendations. With adherence to the City General Plan measures, the recommendations of the final Geotechnical Investigations, and MM Geo 1, impacts related to expansive soils would be less than significant.	Applicable PVCCSP EIR Mitigation Measures Refer to previously referenced mitigation measure MM Geo 1.	Less Than Significant
Septic tanks or alternative waste water disposal systems. The Project would connect to an existing municipal sewer line and does not include any alternative waste water disposal systems or septic tanks. No impacts would occur.	No mitigation is required.	No Impact
Paleontological resources. No paleontological resources have been identified within the vicinity of the Project site; however, the very old Pleistocene alluvial fan deposits that directly underlie the younger alluvial valley sediments have a high potential to contain significant nonrenewable paleontological resources. Deeper ground-disturbing activities associated with construction have the potential to encounter previously unknown unique paleontological resources.	Additional Project-Level Mitigation Measures MM 7-1 Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds five (5) feet in depth below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within off-site Project improvement areas until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly	Less Than Significant

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Implementation of MM 7-1, which, is an updated version of PVCCSP EIR mitigation measure MM Cultural 5, as subsequently revised by the City, is incorporated into the Project, and would ensure that potential impacts to paleontological resources, if present, are less than significant.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	
<p>4.8 GREENHOUSE GAS EMISSIONS</p>		
<p>Potentially Significant Impacts</p>		
<p>Generate greenhouse gas emissions. The total annual estimated GHG emissions (construction and operation) for the Project would be greater than the threshold of significance used for this analysis, resulting in a cumulatively considerable and significant impact. Even with implementation of the identified mitigation measures, this impact would be significant and unavoidable.</p>	<p>Applicable PVCCSP EIR Mitigation Measures Refer to previously referenced mitigation measures MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM 14, MM Air 18, MM Air 19, and MM Air 20.</p> <p>Additional Project-Level Mitigation Measures Refer to previously referenced mitigation measures MM 3-1 through MM 3-13.</p>	<p>Significant and Unavoidable Cumulative Impact</p>
<p>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project would not conflict with the 2017 CARB Scoping Plan or the City's Climate Action Plan (CAP) and this impact would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>4.9 HAZARDS AND HAZARDOUS MATERIALS</p>		
<p>Less Than Significant Impacts</p>		

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Create hazard through the routine transport, use, or disposal of hazardous materials. The Project's construction activities would pose a standard risk that is present on all construction sites. During the Project's construction phase, the Project's construction contractors would be required to comply with all applicable federal, State, and local laws and regulations related to the transport, handling, and use of hazardous materials. Impacts would be less than significant.</p> <p>Operations of the retail uses would have the potential to use common hazardous materials. The proposed gas station would involve the transport and use of hazardous materials (i.e., gasoline, diesel, diesel exhaust fluids, biodiesel fuels, and oil) during the course of daily operations. Manufacturing and other chemical processing would not occur within the proposed buildings. With adherence to applicable regulations, operation of the Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Create hazard through reasonably foreseeable upset and accident conditions. There are no recognized environmental conditions, controlled recognized environmental conditions, or historical recognized environmental conditions identified for the Project site.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Haz 7 Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Based on the results of soil sampling conducted at the Project site, with the exception of arsenic there are no contaminants at concentrations that exceeded regulatory screening levels for commercial or industrial uses, and at the concentrations detected there is no threat to human health or the environment. Arsenic levels are within the range of USGS Background Concentrations for Riverside County and California Department of Toxic Substances Control (DTSC) Soil Background Levels, and are not considered evidence of impacts from the historical agricultural usage of the Project site.</p> <p>Because the southeastern portion of the Project site was previously developed with rural residential and farm-related uses, there is the possibility that an inactive septic system exists in the vicinity of the former structures. Should a septic system or cesspool be encountered during development activities, it would be properly abandoned in compliance with applicable regulatory requirements.</p> <p>In the unlikely event that unknown contaminated soils are encountered during earth-moving activities, PVCCSP EIR mitigation measure MM Haz 7 presented above, would be implemented and would fully address the presence of contaminated soil through appropriate</p>	<p>Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination.</p>	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>sampling and testing, disposal, and/or remediation.</p> <p>With adherence to applicable State and local regulations related to the handling, transport, and usage of hazardous materials during construction and operation, impacts would be less than significant.</p>		
<p>Emit hazards within 1-quarter mile of an existing or proposed school. The Val Verde High School, Val Verde Academy and Val Verde Regional Learning Center are located adjacent to and south of the Project site. Additionally, Nevada Avenue, which is the designated truck route for the Project, is located along the western boundary of the VVUSD property; therefore, trucks traveling to/from the Project site would pass by or near these uses. The proposed industrial use is within one-quarter mile of existing school uses, and accordingly has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. As required by PVCCSP EIR mitigation measure MM Haz 1, this EIR provides the required analysis related to the potential for the proposed industrial use to resulting in Project-specific impacts.</p> <p>As identified in Section 4.3, Air Quality, of this EIR, a Project-specific Health Risk Assessment (HRA) has been prepared for the Project, and the Project would not</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Haz 1 Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.</p> <p>The required analysis to comply with this PVCCSP EIR mitigation measure has been completed through preparation of this EIR, as discussed in Section 4.3, Air Quality, and Section 4.9, Hazards and Hazardous Materials.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>cause a significant human health or cancer risk to school children at the school uses south of the Project site.</p> <p>The retail component of the Project includes a proposed gas station that would emit fuel vapors; however, the gas station is approximately 1,560 feet (approximately) 0.3-miles north of the school property and no impact would occur under this threshold. Notwithstanding, emissions from the gas station would not affect students at the school, as the gasoline odors and vapors during filling and fueling activities would dissipate rapidly from the source (i.e., gas pumps and underground storage tank) with an increase in distance. The operation of the fueling station in compliance with all applicable federal, State, and local regulations would ensure the proper transport, use, and disposal of hazardous substances, and a less than significant impact with respect to this issue.</p> <p>The Project would be required to comply with applicable federal, State, and local regulations to preclude substantial public safety hazards. Therefore, the potential for existing or proposed schools to be exposed to substantial safety hazards associated with emission, handling of, or the routine transport of hazardous substances or materials to-and-from the Project site would be less than significant.</p>		
<p>Be located on a list of hazardous materials sites. The Project site is not</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>included on any list of hazardous materials sites. No impacts would occur.</p>		
<p>Safety hazard or excessive noise related to airport uses. The Project site is located near the MARB/IPA and is within the AIA and the City’s Airport Overlay Zone. The Project would not expose people working at the building sites to excessive noise levels from airport operations.</p> <p>The maximum single-acre intensity and average people per acre for the Project are within the allowable parameters of the MARB/IPA Airport Land Use Compatibility Plan (ALUCP).</p> <p>Hazards to flight are prohibited in Compatibility Zone C1. Relevant to the Project, this includes physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Additionally, land use development that may cause the attraction of birds to increase is also prohibited. Further, the Project incorporates MM Haz 2 through MM Haz 6, which reflect the PVCCSP Standards and Guidelines addressing MARB/IPA requirements outlined in the ALUCP, including these hazards to flight. With respect to PVCCSP EIR mitigation measure MM Haz 6, the FAA has reviewed the Project and made a Determination of No Hazard to Air Navigation as a result of the Project.</p> <p>Therefore, the Project would not result in a safety hazard for people residing or</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Haz 2 Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority.</p> <p>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.</p> <p>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)”</p> <p>MM Haz 5 The following uses shall be prohibited:</p> <ul style="list-style-type: none"> (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. 	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>excessive noise for people working in the Project site. Accordingly, impacts would be less than significant.</p>	<p>(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.</p> <p>MM Haz 6 A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.</p>	
<p>Impair or interfere with an emergency response or evacuation plan.</p> <p>Implementation of the Project would include roadway improvements along Ramona Expressway, Webster Avenue, and Nevada Avenue, which would be consistent with the requirements of the PVCCSP. During construction there may be temporary lane and roadway closures; however, PVCCSP EIR mitigation measures MM Air 2 requires preparation of traffic control plan. Emergency access to the Project would be provided via driveways to these roadways. Implementation of the circulation system pursuant to the PVCCSP would improve emergency access to the site and the area. Accordingly, construction and operation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Refer to previously referenced mitigation measure MM Air 2.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>Expose people or structures to wildland fires. The Project site is not within or in proximity to any wildlands and is not within a high fire hazard severity zone. No impacts would occur</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>4.10 HYDROLOGY AND WATER QUALITY</p>		
<p>Less Than Significant Impacts</p>		
<p>Violate water quality standards, alter drainage patterns resulting in substantial erosion or siltation onsite or offsite, or otherwise degrade water quality.</p> <p><i>Construction.</i> The construction-phase BMPs would ensure effective control of sediment discharge and pollutants associated with sediments. Implementation of regulatory requirements RR 10-1 through RR 10-3 would reduce short-term construction-related water quality impacts to less than significant levels.</p> <p><i>Operational.</i> By complying with the NPDES permit and WQMP requirements (refer to RR 10-4) and by incorporating Standards and Guidelines from the PVCCSP related to water quality, the Project would not provide substantial additional sources of polluted runoff to receiving waters. Long-term water quality impacts would be less than significant.</p> <p><i>Groundwater Impacts.</i> Groundwater is located at depths greater than 30 feet. The Project's excavation activities are not anticipated to reach groundwater depths. Nonetheless, the Project would comply with regulatory requirements (refer to RR 10-1 through RR 10-3) and</p>	<p>Applicable Standard Regulatory Requirements</p> <p>RR 10-1 Prior to grading plan approval and the issuance of a grading permits, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.</p> <p>RR 10-2 Prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:</p> <ul style="list-style-type: none"> • Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made, when necessary, as required by the SWPPP. • No materials of any kind shall be placed in drainage ways. • Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas. • All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per Regional Board standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences. • The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance. 	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>implement the requirements of the WQMP (refer to RR 10-4), which would ensure that the Project's impacts on groundwater quality would be less than significant.</p>	<ul style="list-style-type: none"> • Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary. • The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local Regional Board for inspection at any time. <p>In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.</p> <p>RR 10-3 Prior to issuance of grading permits, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:</p> <ul style="list-style-type: none"> • The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board. <p>RR 10-4 Prior to grading plan approval and issuance of a grading permit by the City, the Project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP) for each site plan. The Final WQMP shall specifically identify pollution-prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. In the event that it is not feasible to implement the BMPs identified in the Final WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.</p>	
<p>Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Potable water would be provided to the Project by the EMWD. The EMWD has determined that it would be able to provide adequate water supplies to meet the potable water</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>demand for the Project as part of its existing and future demand. Therefore, the Project would not substantially decrease groundwater supplies. The Project site is not within a recharge area for the basin. Impacts would be less than significant.</p>		
<p>Alter the existing drainage pattern resulting in substantial erosion or siltation on- or off-site; increasing the amount rate or amount of surface runoff that would result in on- or off-site flooding; resulting in runoff that would exceed the capacity of stormwater drainage systems or the impediment or redirection of flood flows. The Project would increase the amount of impervious surface coverage on-site; however, the Project site's drainage pattern would be similar to existing conditions as flows would continue to discharge to the east. The proposed storm drain improvements (public and private), and the detention systems, which are properly sized to attenuate the difference between pre-development runoff and runoff from the completed development, would provide adequate capacity to handle the storm water runoff from the Project site, and would not exceed the capacity of existing or planned storm water drainage systems. The proposed development design flows can be conveyed to the proposed detention systems without danger of site flooding. Additionally, because the Project would implement short- and long-term water quality controls (i.e., BMPs) consistent with</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>applicable regulatory requirements, the Project would not result in substantial erosion or siltation on or off site during both construction and operation or provide substantial additional sources of polluted runoff. Implementation of the Project would result in less than significant impact. Impacts would be less than significant.</p>		
<p>Risk of the release of pollutants due to project inundation. The Project site would not be susceptible to inundation from a tsunami or seiche condition, and is outside the 100-year floodplain. The Project would have a less than significant related to the release of pollutants due to project inundation.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Conflict or obstruct a water quality control plan or sustainable groundwater management plan. The Project's construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Control Plan. Compliance with the Basin Plan would ensure no conflicts would occur. No impacts would occur.</p> <p>The Project site is within the San Jacinto Groundwater Basin, which is a "high-priority" basin. The EMWD Board of Directors is the Groundwater Sustainability Agency for this basin and is responsible for development and implementation of the Groundwater Sustainability Plan (GSP), which has been adopted. The Project would not</p>	<p>No mitigation is required.</p>	<p>No Impacts</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>deplete groundwater supplies or interfere with groundwater recharge. Further, the EMWD anticipates that it will have enough supplies to meet demands under all water year conditions through 2045. Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and no impact would occur.</p>		
<p>4.11 LAND USE AND PLANNING</p>		
<p><i>Less Than Significant Impacts</i></p>		
<p>Physically divide an established community. The Project site is undeveloped, but planned for non-residential development in the PVCCSP. Rather than dividing a community, consistent with the intent of the PVCCSP, the Project would bring the area together as a unified neighborhood for higher quality business development including industrial and retail uses. The Project would not physically divide an established community and no impact would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project would be implemented in accordance with requirements of the PVCCSP for Commercial and Light Industrial land uses. The Project would not conflict with any applicable local or regional land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. No impact would result.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
4.12 NOISE		
<i>Less than Significant Impacts</i>		
<p>Substantial temporary or Permanent increase in ambient noise levels in excess of established standards.</p> <p><i>On-Site Operational Noise Sources.</i> On-site operational sources would not exceed the established noise standards at the nearest sensitive noise receptors, and would not would not exceed the established significance criteria for noise level increases at sensitive noise receptors. Therefore, operational noise impacts would be less than significant.</p> <p><i>Off-Site Traffic Noise.</i> Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to Project-related traffic noise levels.</p>	No mitigation is required.	Less Than Significant
<p>Excessive groundborne vibration or groundborne noise levels. Project construction and operations would not result in vibration levels that exceed the established thresholds of significance and the impact would be less than significant.</p>	No mitigation is required.	Less than Significant
<p>Exposure to excessive noise levels from airport operations. The Project site is outside the 60 dB CNEL contour for the MARB/IPA. This indicates that there are no anticipated significant noise impacts to the Project, especially since the Property would be used for retail and industrial purposes. The Project would</p>	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>not expose people working at the Project site to excessive noise levels from airport operations and this impact would be less than significant.</p>		
<p>Potentially Significant Impacts</p>		
<p>Substantial permanent or temporary increase in ambient noise levels in excess of established standards.</p> <p><i>Construction.</i> Even with implementation of PVCCSP EIR MM Noise 1 through MM Noise 4, construction-related noise levels at the school uses south of the Project site would exceed the City's construction noise standards resulting in a potentially significant impact. Implementation of Project-level mitigation measure MM 12-1 would reduce this impact to a less than significant level.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Noise 1 During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.</p> <p>MM Noise 2 During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.</p> <p>MM Noise 3 No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.</p> <p>MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.</p> <p>Additional Project-Level Mitigation Measure</p> <p>MM 12-1 Prior to the start of grading activities the Project contractor shall install a 8-foot-high noise barrier (temporary or permanent) at the southern Project site boundary for the duration of construction activities. The limits of the noise barrier are shown on Figure</p>	<p>Less Than Significant</p>

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Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>4.12-4, Construction Noise Mitigation Measures. The noise control barrier shall include the following:</p> <ul style="list-style-type: none"> • The noise control barriers must present a solid face from top to bottom. • The noise barriers shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired. • The temporary noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source: <ul style="list-style-type: none"> ○ An acoustical blanket (e.g., vinyl acoustic curtains, quilted blankets, or equivalent) attached to the construction site perimeter fence or equivalent temporary fence posts. • The permanent noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source: <ul style="list-style-type: none"> ○ Masonry block; ○ Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot; ○ Earthen berm; ○ Any combination of these construction materials. 	
4.13 Transportation		
<i>Less Than Significant Impacts</i>		
<p>Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project, which incorporates applicable PVCCSP EIR mitigation measures related to transportation and circulation, and would provide a bus turnout (refer to project design feature PDF 13-3) would not conflict with applicable plans, ordinances or policies addressing the</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>MM Trans 3 Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.</p>	<p>No impact.</p>

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<p>circulation system, including: SCAG's 2016 RTP/SCS (Connect SoCal), the City of Perris General Plan Circulation Element and Active Transportation Plan, and the PVCCSP, and applicable fee mitigation programs. No impact would result.</p>	<p>MM Trans 4 Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.</p> <p>The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries. The RTA indicated that a bus stop should be provided as part of the Project near the southwest corner of Ramona Expressway and Webster Avenue, and the Project has incorporated the bus stop, as requested. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.</p> <p>MM Trans 5 Bike racks shall be installed in all parking lots in compliance with City of Perris standards.</p> <p>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.</p> <p>MM Trans 8 Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD.</p> <p>Project Design Feature</p> <p>PDF 13-3 The Project Applicant shall provide an ADA compliant bus turnout on the south side of Ramona Expressway just west of the intersection Webster Avenue. The bus turnout shall adhere to the Riverside Transit Agency Bus Stop Design Guidelines.</p>	
<p>Increase hazards due to a design feature. The presence of construction</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>equipment, narrowing of traffic lanes and the occasional interruption of traffic flow on streets associated with Project-related construction activities could pose hazards to vehicular traffic due to localized traffic congestion, decreased turning radii, or the condition of roadway surfaces. However, the Project incorporates PVCCSP EIR mitigation measure MM Air 2, which requires implementation of a Traffic Control Plan. Impacts would be less than significant.</p> <p>Roadway, circulation, and access improvements have been designed in compliance with Standards and Guidelines set forth in the PVCCSP. The Project circulation system separates passenger vehicles from trucks such that there would be no conflict for these vehicles within the Project site. Additionally, the Project incorporates PVCCSP EIR mitigation measures MM Trans 1 and MM Trans 2. With the incorporation of these mitigation measures, this impact would be less than significant.</p> <p>Compliance with circulation improvements required by the PVCCSP is demonstrated through project design features PDF 13-1, PDF 13-2, and PDF 13-4.</p>	<p>Refer to previously referenced mitigation measure MM Air 2.</p> <p>MM Trans 1 Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.</p> <p>MM Trans 2 Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.</p> <p>Project Design Features</p> <p>PDF 13-1 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall be improved consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval for the Project and applicable City of Perris standards.</p> <ul style="list-style-type: none"> • Construct Ramona Expressway at its ultimate half-section width (92-foot right-of-way) as an Expressway (184-foot right-of-way) between Nevada Avenue and Webster Avenue. Project improvements along Ramona Expressway shall include landscaping and an 8-foot Class I multipurpose trail in conjunction with a 12-foot acceleration/deceleration lane plus 10-foot shoulder. Improvements along Ramona Expressway shall also include the construction of raised median and would ultimately accommodate three travel lanes in the eastbound direction with auxiliary acceleration and deceleration lanes along the Project's frontage. Frontage improvements shall also include an approximately 6- to 7-foot landscaped areas on either side of an 8-foot meandering Class I multipurpose trail along with 2-feet on either side of decomposed granite as a buffer between the landscaping and trail. The improvements along Ramona Expressway shall include a third westbound through lane between Nevada Avenue and Webster Avenue; the lane configuration shall transition back to two lanes before reaching Nevada Avenue • Construct Nevada Avenue at its ultimate half-section width (33-foot right-of-way) as a Collector (66-foot right-of-way) between Ramona Expressway and 	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>the southern Project boundary. Project improvements along Nevada Avenue shall include accommodating a two-way left turn lane, landscaping, and an 8-foot Class I multipurpose trail adjacent to the Project. The half-section improvement along the Project's frontage includes an additional 5-foot easement to accommodate 3-feet of the proposed Class I multipurpose trail and 2-feet of decomposed granite. Lastly, frontage improvements along Nevada Avenue shall include 4-feet of landscaping between the traveled way and the Class I multipurpose trail in conjunction with 2-feet of decomposed granite on either side of the Class I multipurpose trail.</p> <ul style="list-style-type: none"> • Webster Avenue is currently constructed to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Ramona Expressway and the southern Project boundary. The Project shall install landscaping and an 8-foot Class I multipurpose trail adjacent to the Project. Frontage improvements along Webster Avenue shall include 4-feet of landscaping between the travel way and the Class I multipurpose trail in conjunction with 2-feet of decomposed granite on either side of the Class I multipurpose trail. <p>PDF 13-2 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site adjacent access improvements outlined below and depicted on Figure 3-6, Site Access Improvements, consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval for the Project and applicable City of Perris standards.</p> <ul style="list-style-type: none"> • Nevada Avenue & Ramona Expressway – Install a traffic signal and accommodate crosswalks on all applicable approaches in conjunction with Americans with Disabilities Act (ADA) compliant ramps to connect the surrounding pedestrian facilities with those to be implemented by the Project (Class I multipurpose trail). Project to construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: Construct a left turn lane with a minimum of 100-feet of storage. • Nevada Avenue & Driveway 1 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: 	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane. ○ Westbound Approach (Project Driveway 1): One shared right-left turn lane. ● Nevada Avenue & Driveway 2 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane. ○ Westbound Approach (Project Driveway 2): One shared right-left turn lane. ● Nevada Avenue & Driveway 3 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane. ○ Westbound Approach (Project Driveway 3): One shared right-left turn lane. ● Nevada Avenue & Driveway 4 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One shared through-right turn lane. ○ Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane. ○ Westbound Approach (Project Driveway 4): One shared right-left turn lane. 	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Driveway 5 & Ramona Expressway – Install a traffic signal and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach (Driveway 5): One left turn lane and one right turn lane. ○ Eastbound Approach: Three through lanes and a right turn deceleration lane with a minimum of 250-feet of storage. ○ Westbound Approach: One left turn lane with a minimum of 300-feet of storage and three through lanes. <p>Project to also accommodate crosswalks on all applicable approaches in conjunction with Americans with Disabilities Act (ADA) compliant ramps to connect the surrounding pedestrian facilities with those to be implemented by the Project (Class I multipurpose trail).</p> • Driveway 6 & Ramona Expressway – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the northbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Eastbound Approach: Three through lanes and a shared through-right turn lane. ○ Westbound Approach: Three through lanes. • Webster Avenue & Ramona Expressway – Maintain the existing traffic control and modify the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: Increase the storage to accommodate 250-feet for the northbound left turn lane. ○ Eastbound Approach: Construct a 2nd left turn lane and accommodate a minimum of 215-feet of storage and a trap right turn lane. ○ Westbound Approach: Modify the left turn storage to accommodate 400-feet. ○ Maintain the existing crosswalks (no crosswalk across the west leg). • Webster Avenue & Driveway 7 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the 	

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	<p>eastbound approach, and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> ○ Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes. ○ Southbound Approach: One through lane and a shared through-right turn lane. ○ Eastbound Approach (Driveway 7): One shared left-right turn lane. <ul style="list-style-type: none"> ● Webster Avenue & Driveway 8 – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the eastbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> ○ Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes. ○ Southbound Approach: One through lane and a shared through-right turn lane. ○ Eastbound Approach (Driveway 8): One shared left-right turn lane. <p>On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site. Sight distance at each Project access point shall be reviewed with respect to City of Perris and PVCCSP sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.</p> <p>PDF 13-4</p> <p>Prior to the issuance of occupancy permits for the industrial use, the Project Applicant shall construct the truck access roadway improvements at the following driveways to provide the necessary curb radii to accommodate a truck with a 67-foot wheelbase (WB-67).</p> <ul style="list-style-type: none"> ● Nevada Avenue and Driveway 2 shall be 50-feet wide and shall have a 35-foot curb radius on the northeast and southeast corners. ● Nevada Avenue and Driveway 3 shall be 50-feet wide and shall have a 35-foot curb radius. 	
<p>Result in inadequate emergency access. Construction activities may temporarily restrict vehicular traffic flow;</p>	<p>Applicable PVCCSP EIR Mitigation Measure</p> <p>Refer to previously referenced mitigation measure MM Air 2.</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>however, as required by PVCCSP EIR mitigation measures MM Air 2, adequate measures to facilitate the passage of vehicles through/around any required lane or road closures would be implemented as part of the traffic control plan. Impacts to emergency access during construction would be less than significant.</p> <p>Implementation of the Project would result in roadway improvements that would be incorporated in accordance with the PVCCSP and would improve the ability of emergency vehicles to access the Project site and surrounding properties. Impacts would be less than significant.</p>		
Potentially Significant Impacts		
<p>Be inconsistent or conflict with CEQA Guidelines Section 15064.3 subdivision (b). The City's local-serving land use screening criteria outlined in the City's Transportation Impact Analysis Guidelines is met for the Project's retail component; therefore, the proposed retail uses would result in a less than significant VMT impact.</p> <p>Based on the traffic analysis zone (TAZ) the Project is located in, the average VMT per employee for the industrial component of the Project is 12.02, which exceeds the citywide average of 11.62 VMT per employee. A 3.3% reduction in VMT is required to reduce this impact to a less than significant level. The Project's VMT impact would be reduced by more than 3.3% through the implementation of</p>	<p>Additional Project-Level Mitigation Measure</p> <p>Refer to previously referenced Project-level mitigation measure MM 3-7.</p>	<p>Significant and Unavoidable Impact</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
<p>a pedestrian network (refer to project design feature PDF 13-1), and a voluntary commute trip reduction program (Project-level mitigation measure MM 3-7). However, the actual amount of VMT reduction from these measures cannot be guaranteed; therefore, the Project-level and cumulative VMT impacts from the industrial component of the Project are considered significant and unavoidable.</p>		
<p>4.14 TRIBAL CULTURAL RESOURCES</p>		
<p><i>Less Than Significant Impacts</i></p>		
<p>Change the significance of a listed or eligible for listing tribal cultural resources. There are no tribal cultural resources eligible for listing or that are listed on the California Register of Historical Resources within the Project site. No impacts would occur.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p><i>Potentially Significant Impacts</i></p>		
<p>Change the significance of a tribal cultural resource that is significant to a California Native American tribe. No cultural resources, including tribal cultural resources, were observed and no information was obtained through Native American Consultation indicating the presence of tribal cultural resources within the Project site. However, there is a remote possibility for unknown tribal cultural resources to be encountered during construction. The Project would incorporate Project-level mitigation (MM 5-1 and MM 5-2) to ensure potential impacts to tribal cultural resources would be less than significant.</p>	<p><i>Additional Project-Level Mitigation Measures</i> Refer to previously referenced Project-level mitigation measures MM 5-1 and MM 5-2 under Cultural Resources.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
4.15 UTILITIES AND SERVICE SYSTEMS		
<i>Less Than Significant Impacts</i>		
<p>Environmental effects from installation of utility infrastructure. Project involves the installation of utility infrastructure to serve the proposed uses; utility lines would be installed along the site adjacent roadways, and along Ramona Expressway between the Project site and Brennan Avenue to the east (natural gas line). The environmental impacts associated with construction and installation of utility infrastructure is addressed for each topical issue and no additional impacts would result beyond those previously discussed.</p>	<p>No additional mitigation is required.</p>	<p>Less Than Significant</p>
<p>Wastewater treatment capacity. Wastewater generated by the Project would be within the anticipated wastewater generation for the PVCCSP and the Perris Valley Regional Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to the EMWD's existing commitments. This impact would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>
<p>Water supplies. Based on the Project-specific Water Supply Assessment (WSA) prepared for the Project by the EMWD, the Project would consume less water than estimated for the Project site in EMWD's 2020 Urban Water Management Plan, and EMWD determined would be able to provide adequate water supplies to meet the potable water demands for the Project as</p>	<p>No mitigation is required.</p>	<p>Less Than Significant</p>

Table 1-1 Summary of Environmental Impacts for the Proposed Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements, Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
part of its existing and future demands. Impacts would be less than significant.		
Landfill capacity. The Project's estimated construction and operation generated solid waste would not exceed the permitted daily permitted tonnage at the Badlands and El Sobrante Landfills. Impacts would be less than significant.	No mitigation is required.	Less Than Significant
Federal, State, and local solid waste regulations. The Project would be implemented in compliance with mandatory federal, State, and local solid waste management and reduction regulations. Building operators would participate in the City's recycling programs and comply with hazardous waste disposal regulations. Impacts would be less than significant.	No mitigation is required.	Less Than Significant

2.0 INTRODUCTION

2.1 PURPOSE OF THE EIR

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the proposed Ramona Gateway Project (Project). The Project involves development of eight retail buildings (totaling 37,215 square feet [sf]) on 6.95 net acres within the northern portion of the Project site, a 950,224-sf industrial warehouse building on 42.22 net acres within the southern portion of the Project site, and associated on-site parking and landscaping, and roadway and infrastructure improvements. The City of Perris is the lead agency under the California Environmental Quality Act (CEQA) and is responsible for preparing the EIR. The determination that the City of Perris is the “lead agency” is made in accordance with Sections 15051 and 15367 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project.

This Draft EIR is an informational document prepared by the City of Perris for the following purposes:

- To satisfy the requirements of CEQA (California Public Resources Code, Sections 21000–21178) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 14, Sections 15000–15387).
- To inform the general public, the local community, and responsible and interested public agencies of the scope of the Project and to describe the potential environmental effects, measures to mitigate significant effects, and alternatives to the Project.
- To enable the City to consider environmental consequences when deciding whether to approve the Project.
- To serve as a source document for responsible agencies to issue permits and approvals, as required, for development of the Project.

As described in CEQA and the State CEQA Guidelines, public agencies are charged with the duty of avoiding or substantially lessening significant environmental effects of proposed projects, where feasible. In satisfying this duty, a public agency has an obligation to balance the project’s potentially significant effects on the environment with its benefits, including economic, social, technological, legal, and other benefits. The lead agency is required to consider the information in the EIR, along with any other relevant information, in making its decisions on the Project. Although the EIR does not determine the ultimate decision that will be made regarding approval of a project, CEQA requires the City to consider the information in the EIR and make findings regarding each significant and unavoidable effect identified in the EIR. The City will review and consider certification of the Final EIR prior to any decision on whether to approve the proposed Project.

This Draft EIR has been prepared utilizing information from City planning and environmental documents, technical studies prepared for the Project, and other publicly available data. As permitted under the State CEQA Guidelines (Section 15084[d–e]), this Draft EIR has been prepared by a consultant under the

direction of professional City planning staff. However, prior to certification, the City must independently review the methods and conclusions reached in the Draft EIR. The City is undertaking an independent review of this Draft EIR by having City planning staff work with the consultant on the EIR, and by employing a third-party consultant to independently review the EIR. If certified by the City, the information included in, and the conclusions reached in the EIR will therefore represent the City's independent judgment regarding the potential environmental impacts of the Project.

2.2 TYPE OF EIR

The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284), and has been subsequently amended 12 times prior to the publication of this EIR. The Project site is within the PVCCSP planning 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 [SCH] No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and was prepared in accordance with CEQA and the State CEQA Guidelines. Project-specific evaluation in a later-tier environmental document for individual development projects within the PVCCSP area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, the program EIR can “focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before”. As such, the environmental analysis for the Project presented in this Draft EIR is based on, or “tiered” from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference (refer to Section 2.4).

Section 15152 of the State CEQA Guidelines states, “Tiering refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on issues specific to the later project.” CEQA and the State CEQA Guidelines encourage the use of tiered environmental documents to eliminate repetitive discussions of the same issues.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Section 15152(f) of the State CEQA Guidelines instructs that, when tiering, a later EIR or Negative Declaration shall be prepared when the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. Significant environmental effects are considered to have been “adequately addressed” if the lead agency determines that:

- A. they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or,
- B. they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Following review of the Project, which requires an amendment to the PVCCSP, and the analysis presented in the PVCCSP EIR, the lead agency has determined that the Project is a “project” under CEQA that was not fully addressed in the PVCCSP EIR. Additional information regarding issues to be further evaluated in this Draft EIR is provided in Section 2.3, Scope of this EIR.

2.2.1 REVIEW OF AN EIR

The City of Perris—as lead agency for the Project—and other public agencies (i.e., responsible and trustee agencies) that may use the Final EIR in their decision making or permitting processes will consider the information in this EIR along with other information that may be presented during the CEQA process.

Upon certification of the Final EIR, the City of Perris will consider whether to approve the proposed Ramona Gateway Project. Where feasible mitigation measures are not available to reduce significant environmental impacts to a less than significant level, impacts are considered significant and unavoidable. Written Findings of Fact will be prepared for each significant adverse environmental effect identified in the Final EIR, as required by Section 15091 of the State CEQA Guidelines. If the City certifies a Final EIR for a project that has significant and unavoidable impacts, the City shall also state, in writing, the specific reasons for approving the project based on the Final EIR and any other information in the public record. This is called a “Statement of Overriding Considerations” and is used to explain the specific reasons that the benefits of a proposed project make its unavoidable environmental effects acceptable. The Statement of Overriding Considerations is adopted after the Final EIR is certified and before the action to approve the proposed project has been taken. Additionally, the City must adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with mitigation measures that have been incorporated into the Project to reduce or avoid significant effects on the environment during construction and/or implementation.

The actions that may be involved in implementing the Project are described in Section 3.7, Summary of Requested Actions, of this EIR. Other agencies that may have discretionary approval over the Project, or components thereof, including responsible and trustee agencies, are also listed in Section 3.7.

2.3 SCOPE OF THIS EIR

2.3.1 EIR SCOPING PROCESS

In compliance with Section 15201 of the State CEQA Guidelines, the City of Perris has taken steps to provide opportunities for public participation in the initial environmental review process. A Notice of Preparation (NOP) was distributed on March 30, 2022, to 35 public agencies, interested organizations and individuals, and to adjacent property owners. Additionally, the NOP was posted on the Governor’s Office of Planning and Research CEQAnet Web Portal. The NOP was also posted at the Riverside County Clerk’s office. The Project was described, potential environmental effects associated with Project implementation were identified, and agencies and the public were invited to review and comment on the NOP.

The City received eight responses to the NOP. Table 2-1 provides a summary of the NOP responses and issues raised. A copy of the NOP and responses received are included in Appendix A to this Draft EIR.

Table 2-1 Notice of Preparation Comments Received

Agency	Date	Comments	Addressed in EIR Section(s)
State Agencies			
California Air Resources Board (CARB)	April 27, 2022	<ul style="list-style-type: none"> • Due to proximity to residences and a school, a health risk assessment (HRA) should be prepared accounting for potential operational health risks from Project-related diesel particulate (PM). Project and cumulative health risks should be addressed, and air pollution reduction measures should be incorporated. • Air pollutant emissions from on-site transport refrigeration units (TRUs) should be modeled, and potential cancer risks from TRUs should be included in the HRA. • Diesel PM emissions from construction should be included in the EIR and HRA. • Guidance on preparation of the HRA is provided. • Recommended measures to reduce emissions are provided. 	Section 4.3
California Native American Heritage Commission (NAHC)	April 14, 2022	<ul style="list-style-type: none"> • Requirements for Native American consultation pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18 are outlined. • Standard guidance on the scope of the analysis of potential impacts to tribal cultural resources is provided. • Native American tribal consultation with tribes that are traditionally and culturally affiliated with the geographic area of the Project site is recommended. • In areas with archaeological sensitivity, monitoring of ground-disturbing activities should be required as part of the mitigation monitoring and reporting program, along with provisions for actions to take if cultural items or human remains are discovered. 	Section 4.14
Regional Agencies			
Riverside County Flood Control and Water Conservation District (RCFC&WCD)	May 2, 2022	<ul style="list-style-type: none"> • The Project is located within the RCFC&WCD Perris Valley Master Drainage Plan (MDP) boundaries and the EIR should address impacts to MDP facilities in the Project area. • In order for RCFC&WCD to accept ownership responsibilities for storm drain facilities, a CEQA document containing analysis of impacts must be submitted. • The Project is also located within the limits of the RCFC&WCD Perris Valley Area Drainage 	Section 4.10

Agency	Date	Comments	Addressed in EIR Section(s)
		Plan for which drainage fees have been adopted.	
Riverside County Airport Land Use Commission (ALUC)	April 4, 2022	The Project site is located within Zone C1 of the March Air Reserve Base/Inland Port Airport Influence Area, and ALUC review of the Project is required because a Specific Plan amendment is proposed.	Section 4.9 Section 4.11
Santa Ana Regional Water Quality Control Board (RWQCB)	March 30, 2022	<ul style="list-style-type: none"> • The onsite ephemeral channels are waters of the state for which the Santa Ana RWQCB will accept jurisdiction. However, the run-on flows need to be reviewed to determine whether onsite waters of the state are substantial and warrant regulation. • A jurisdictional delineation should be conducted and included in the Draft EIR. • Waste discharge requirements and mitigation measures to permit the Project impacts to waters of the state may be required, subject to further review by the Santa Ana RWQCB. 	Section 4.4
South Coast Air Quality Management Quality (SCAQMD)	April 14, 2022	<ul style="list-style-type: none"> • Recommendations on the scope of the air quality and greenhouse gas analysis for the Project, and thresholds of significance are provided. • A mobile source HRA addressing diesel emissions should be prepared. • The EIR will be the basis for any permits to be issued by the SCAQMD, which would be a responsible agency. • CARB's guidance for evaluating and reducing air pollution impacts associated with new projects, and on strategies to reduce air pollution exposure near high-volume freeways is referenced. • The EIR should include feasible mitigation measures to avoid or minimize the Project's significant air quality and health risk impacts, and mitigation measure to be considered are identified. • Information on SCAQMD Rule 2305 (Warehouse Indirect Source Rule-Warehouse Actions and Investments to Reduce Emissions [WAIRE] Program), and Rule 316 (Fees for Rule 2305) is provided. 	Section 4.3 Section 4.8
Organizations			
Californians Allied for a Response Economy (CARE CA)	April 29, 2022	<ul style="list-style-type: none"> • Complete analysis of impacts, imposition of all feasible mitigation, and a study of a reasonable range of alternatives to the Project is requested. 	Section 4.1 through Section 4.15 Section 5.0

Agency	Date	Comments	Addressed in EIR Section(s)
		<ul style="list-style-type: none"> • If the tenant for the Project is unknown, the DEIR must consider all reasonably foreseeable uses including higher intensity uses. • A HRA addressing potential impacts to the high school must be prepared. • Large drought-tolerant trees should be planted to serve as a buffer between the high school and the massive industrial use. • Air pollutant emissions from onsite TRUs should be modeled and potential cancer risks to nearby sensitive receptors addressed in the HRA. • Analyze lack of sufficient electricity to power operations in the proposed warehouse. • Identify effect and enforceable mitigation measures, including measures that incorporate modern technology. 	
Center for Community Action and Environmental Justice (CCA EJ)	April 28, 2022	<ul style="list-style-type: none"> • Discuss how the Project would meet requirements from the SCAQMD Air Quality Management Plan. • Address potential health risks for the population of children at school uses adjacent to the Project site. • Trucks should use the Ramona Expressway interchange rather than Placentia Avenue to avoid trucks passing the school uses. • The Alternate Retail Access Site Plan limiting driveways on Ramona Expressway is preferred for safety purposes. • The proposed Class I bikeway should be 10-foot wide, without curves, and with bike signals for the signalized driveway. 	Section 4.3 Section 4.13 Section 5

A Draft EIR public scoping meeting with the City of Perris Planning Commission was held at the Perris City Hall, City Council Chambers on April 20, 2022, at 6:00 PM. City staff described the Project to the Planning Commissioners and provided a conceptual site plan for the Project and architectural elevations. Following a brief explanation of the environmental review process by the EIR consultant, comments from the commissioners on the scope of the EIR analysis were solicited. The Planning Commissioners did not provide input on the merits of the Project, as approval of the Project was not under consideration. There were no other agency representatives in attendance. Four members of the public provided comments.

In summary, the following comments on the scope of the EIR were provided, and these issues are addressed in this EIR. Comments regarding the fiscal impact of the Project or other issues unrelated to the scope of the EIR are not included in this summary.

- Truck and passenger vehicle access should be separated, and potential conflicts (on-site and off-site) between trucks, vehicles and pedestrians should be evaluated. With respect to onsite circulation, it was clarified for the Planning Commission that the Project has been designed so that truck and passenger vehicle access are not shared, and there will be no “comingling” of trucks and vehicles. Access for emergency vehicles (e.g., fire trucks) is accommodated.
- Regarding Val Verde Unified School District (VVUSD) and Riverside County Office of Education (RCOE) Uses south of the Project site:
 - Provide information on outreach to the VVUSD that has been conducted, the VVUSD response to the NOP, and any outreach conducted by the VVUSD to notify parents;
 - Confirm that the VVUSD has been notified of the Project and the proposed Zone Change (Specific Plan amendment);
 - Confirm the VVUSD prefers truck access and travel along Nevada Avenue rather than Webster Avenue;
 - Confirm existing uses at the school facilities south of the Project site, including the VVUSD offices south of Morgan Avenue, and ensure that impacts to these facilities and students/faculty/staff, which are sensitive receptors, are addressed in the EIR (e.g., noise, air quality, water quality, safety, and traffic-related impacts);
 - Address noise impacts from construction and operation (e.g., loading dock activities, and mechanical equipment) using the appropriate method of analysis for determining the distance of the source of the noise to the sensitive receptor;
 - Address the number of trucks and potential impacts from trucks passing by the school uses; and,
 - Refer to the CARB handbook, which provides guidance on siting uses near sensitive receptors.
- Address operational impacts based on the industrial building operating as a fulfillment center 24 hours per day/7 days per week.
- Address the truck routes that would be used for the Project, and ensure that trucks do not use Ramona Expressway as this is not a City-designated truck route. It was explained at the scoping meeting that trucks would be routed to the south along Nevada Avenue to the new Placentia Avenue interchange with Interstate (I)-215, and that this truck route is the basis for analyses of impacts associated with truck travel.
- Address the need for acceleration and/or decelerations lanes and other traffic operations along Ramona Expressway, at intersections adjacent to the Project site, and at the intersection of Morgan Street and Nevada Avenue.
- In the Alternatives section of the EIR, identify the type of uses/development that could occur with development pursuant to the existing PVCCSP land use designations (Commercial and Business Professional Office [BPO], and compare the impacts from that type of development (e.g., vehicles miles traveled, air quality impacts, etc.) to those that would result from the Project.

With respect to community outreach, it should be noted that in addition to the transmittal of the NOP, the City also contacted the Val Verde Unified School District (VVUSD) regarding the Project, and informed the VVUSD that the Project involves an amendment to the PVCCSP to allow for the proposed industrial use. The City also requested input on the VVUSD's preferred truck route (Nevada Avenue or Webster Avenue); the use of Nevada Avenue as the preferred truck route was confirmed by the VVUSD as most drivers access the school site from Webster Avenue. Therefore, as further discussed in Section 5.0, Alternatives, of this Draft EIR, at the City's request, the site plan was modified to move truck access driveways to Nevada Avenue rather than Webster Avenue as originally proposed. The EIR consultant also contacted the VVUSD and to obtain information about operations at the school facilities located south of the Project site, which is pertinent to the analysis of potential environmental impacts. The information provided as a result of this communication is outlined in Section 4.11, Land Use and Planning, of this EIR.

In addition, the Project Applicant has also coordinated with the VVUSD, RCOE, and other interested community organizations throughout the site planning process, starting in October 2020. The coordination activities with the VVUSD and RCOE included meetings with the following: VVUSD, Val Verde High School and Val Verde Academy Principal, VVUSD Director of Facilities, RCOE, and the Val Verde High School Career and Technical Educations (CTE) Program Director. Additionally, the Project Applicant has conducted community outreach including the distribution of a Project Information letter to residents within a 300-foot radius of the Project site.

2.3.2 EFFECTS FOUND NOT TO BE SIGNIFICANT

As identified in the NOP included in Appendix A of this EIR, the City of Perris concluded that the Project would have no impact or a less than significant impact related to mineral resources; population and housing; an increase in demand for public services (i.e., fire, police, schools, parks, and libraries) that would require the need for new or expanded facilities, the construction of which would result in physical environmental impacts; recreation; and wildfire. No further analysis of these topics is required in the EIR. Refer to Section 6.1, Effects Determined Not to be Significant, of this EIR for a discussion of these topical issues. It should be noted that the potential impacts from construction and operation of the Project to the school uses south of the Project site, which are considered sensitive receptors, are addressed in the respective sections of this EIR.

2.3.3 POTENTIALLY SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT ADDRESSED IN THIS EIR

The NOP and NOP comments received were used to establish the scope of the issues addressed in this EIR. The City of Perris identified that additional Project-level analysis was required to evaluate potential impacts associated with the implementation of the Project for the following environmental issue areas. Section 4.0 of this EIR provides the environmental analysis and outlines the mitigation program for each of the following topical issues.

- Aesthetics (Section 4.1)
- Agriculture and Forestry Resources (Section 4.2)
- Air Quality (Section 4.3)
- Biological Resources (Section 4.4)
- Cultural Resources (Section 4.5)
- Energy (Section 4.6)

- Geology and Soils (Section 4.7)
- Greenhouse Gas Emissions (Section 4.8)
- Hazards and Hazardous Materials (Section 4.9)
- Hydrology and Water Quality (Section 4.10)
- Land Use and Planning (Section 4.11)
- Noise (Section 4.12)
- Transportation (Section 4.13)
- Tribal Cultural Resources (Section 4.14)
- Utilities and Service Systems (Section 4.15)

2.4 **INCORPORATION BY REFERENCE**

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

- *Perris Comprehensive General Plan 2030*, City of Perris, originally approved on April 26, 2005 (Perris, 2005a)
- *Perris General Plan 2030 Environmental Impact Report*, SCH No. 2004031135, certified April 26, 2005 (Perris, 2005b)
- Municipal Code for the City of Perris, adopted 1972 and amended through January 11, 2022 (Perris, 2022a)
- Perris Valley Commerce Center Amendment No. 12 Specific Plan, adopted January 10, 2012 and amended through January 2022 (Perris, 2022b)
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*, SCH No. 2009081086, dated November 2011, and certified January 10, 2012 (Perris, 2011)

These reports/studies are available for review at the address provided in Section 2.5 below, and at:

General Plan and General Plan EIR:

<https://www.cityofperris.org/departments/development-services/general-plan>

Perris Municipal Code:

<https://www.cityofperris.org/departments/development-services/municipal-code>

Perris Valley Commerce Center Specific Plan and EIR:

<https://www.cityofperris.org/departments/development-services/specific-plans>

2.5 **PUBLIC REVIEW OF THE DRAFT EIR**

This Draft EIR is being circulated for review and comment to the public and other interested parties, agencies, and organizations. The comment period will begin on **October 28, 2022, and end on December 12, 2022**. During the review period, the Draft EIR will be available for review at the Planning Division building located at the address presented below. The Draft EIR will also be available on the City's website at <http://www.cityofperris.org/departments/development/planning.html>.

Written comments on the Draft EIR should be addressed to:

Mary Blais, Planning Consultant
City of Perris Planning Division
11 S. "D" Street
Perris, California 92570
mblais@cityofperris.org
(951) 943-5003

2.6 REFERENCES

City of Perris, 2005a. *Perris Comprehensive General Plan 2030*. Certified April 26, 2005. Available at: <https://www.cityofperris.org/departments/development-services/general-plan>

City of Perris, 2005b. *Draft Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135*. Dated October 2004, certified April 26, 2005. Available at: <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

City of Perris, 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, State Clearinghouse #2009081086*. Dated November 2011, certified January 10, 2012. Available at: <https://www.cityofperris.org/Home/ShowDocument?id=2645>

City of Perris, 2022a. *Municipal Code for the City of Perris, California*, codified through Ordinance No. 1413. Adopted 1972 and amended through January 11, 2022. Available at: https://library.municode.com/ca/perris/codes/code_of_ordinances

City of Perris, 2022b. *Perris Valley Commerce Center Amendment No.12 Specific Plan*. Adopted February 2022 and approved January 11, 2022. Available at: <https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This section provides a brief background for the proposed Ramona Gateway Commerce Center Project (Project), followed by a description of the Project and its environmental setting, pursuant to Sections 15124 and 15125, respectively, of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines). This includes a description of the Project location, geographic setting, environmental setting, Project objectives, Project components, and discretionary actions required to implement the Project. The Project description is used as the basis for analyzing the Project's impacts on the existing physical environment in Section 4.0 of this Draft Environmental Impact Report (EIR).

3.2 PROJECT BACKGROUND

On January 10, 2012, the City of Perris City Council adopted the PVCCSP, which was prepared pursuant to the authority granted to the City by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 to 65457. On the same date, the City also adopted Ordinance No. 1284, adopting Specific Plan Zoning for properties within the PVCCSP planning area. The PVCCSP land uses allow for the development of approximately 3,500 acres consisting of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amended 12 times, with Amendment No. 12 approved in January 2022 (City of Perris, 2022). In conjunction with its approval of the PVCCSP, the City complied with CEQA by preparing and certifying the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse No. 2009081086) (City of Perris, 2011), which is incorporated by reference in this EIR and is available for public review at the City of Perris Planning Division, 135 North "D" Street, Perris, California 92570 and online at <https://www.cityofperris.org/departments/development-services/specific-plans>.

3.3 PROJECT LOCATION

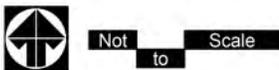
The approximately 50-gross-acre (49.17-net-acre) Project site is located in the western portion of the PVCCSP planning area, in the City of Perris, in Riverside County. The Project site consists of five Assessor Parcel Numbers (APNs), which includes 317-120-021; 317-130-048, -025, -021, and -017. The Project site is located south of Ramona Expressway; west of Webster Avenue; east of Nevada Avenue; and north of Val Verde Academy, Val Verde High School, and the Val Verde Regional Learning Center. The Project also includes off-site improvements along the site-adjacent roadways; the off-site improvement area encompasses approximately 11 acres. The Project site is located approximately 600 feet east of Interstate (I)-215 and approximately 6.7 miles south of State Route (SR)-60. Figure 3-1, *Regional and Local Vicinity Map*, depicts the regional location and local vicinity of the Project site.

3.4 ENVIRONMENTAL SETTING

The PVCCSP EIR was certified in January 2012 and provides a description of the environmental and regulatory setting for the entire PVCCSP planning area, which includes the Project site. Below is a brief description of the geographic setting for the area, and environmental setting for the Project site and the surrounding areas. Additional setting information is provided for each topical issue analyzed in Section



Figure 3-1



Regional and Local Vicinity Map

4.0 of this EIR. It should be noted that updates to applicable local and regional regulatory programs have occurred since the PVCCSP EIR was certified and new regulatory programs have been adopted; updated regulations are also discussed for each topical issue in Section 4.0 of this EIR, as appropriate.

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

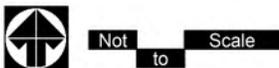
As shown on Figure 3-2, Aerial Photograph, the Project site consists of undeveloped land that has been subject to a variety of anthropogenic disturbances associated with historic agricultural activities and a previous residential use, surrounding development, and routine weed abatement/disking activities. The Project site is relatively flat with elevations ranging from approximately 1,479 to 1,495 feet above mean sea level (amsl). The natural drainage pattern for the Project site flows generally from west to east as surface flows. One ephemeral water feature occurs onsite and originates at Nevada Avenue in the middle of the western boundary of the Project site. The Project site also receives un-detained bulk sheet flows from the property west of the Project site, on the opposite side of Nevada Avenue. The Project site is within Zone "X" of the Flood Insurance Rate Map (defined as areas outside the 0.2% annual chance floodplain) and is not within a 100-year flood zone. It is also not within the Dam Inundation Zone for Perris Dam.

The Project site is within the Mead Valley Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project site is not within any MSHCP Criteria Cell or designated conservation area, Core or Linkage area, Mammal Survey Area, Amphibian Survey Area, Criteria Area Species Survey Area, Narrow Endemic Plant Species Survey Area, or Burrowing Owl Survey Area. No native plant communities occur within the Project site or off-site improvement areas. The Project site supports one plant community (non-native grassland), and one land cover type that would be classified as disturbed. The onsite ephemeral feature, which encompasses approximately 0.18 acre (3,150 linear feet, dissipates/infiltrates onsite, does not present a surface hydrologic connection to any downstream waters, and does not support any riparian vegetation. Therefore, this feature does not qualify as jurisdictional by the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), or California Department of Fish and Wildlife (CDFW) and does not qualify as riparian/riverine habitat under the MSHCP. Notwithstanding, based on input from the Regional Board received during the EIR scoping process, the Regional Board is likely to assert jurisdiction over the onsite feature. As a result, it is expected that the CDFW will also assert jurisdiction over the feature, and the Regional Conservation Authority (RCA) will also assert jurisdiction over the feature under Section 6.1.2 of the MSHCP addressing Riparian/Riverine areas.

The Project site is located approximately 1.2 miles south of the March Air Reserve Base/Inland Port Airport (MARB/IPA), is within the Airport Influence Area, and is within the City's Airport Overlay Zone. Specifically, the Project within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal Aviation Regulations (FAR), Part 77 (Imaginary Surfaces), and Compatibility Zone C1 (Primary Approach/Departure Zone) of the 2014 MARB/IPA Land Use Compatibility Plan (ALUCP).



Figure 3-2



Aerial Photograph

The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP). The southern portion of the Project site is designated for Business Professional Office uses and the northern portion of the Project site is designated for Commercial uses in the PVCCSP. The area adjacent to and south of the Project has a Public/Semi-Public land use designation in the PVCCSP and is developed with the Val Verde High School, Val Verde Academy, and the Val Verde Regional Learning Center. The area to the north of the Project site (north of Ramona Expressway) has Commercial and Light Industrial PVCCSP land use designations (City of Perris, 2022). The area adjacent to and immediately north of Ramona Expressway (with a Commercial land use designation) remains undeveloped but is planned for future commercial development. There are existing industrial uses to the north of the undeveloped area. The area west of the Project site (west of Nevada Avenue) has Commercial and Potential Basin Area PVCCSP land use designations and is currently undeveloped. I-215 is located approximately 600 feet to the west of the Project site and forms the western boundary of the City of Perris and the PVCCSP planning area. The area east of the Project site (east of Webster Avenue) is currently undeveloped and has a Light Industrial PVCCSP land use designation. There are existing industrial uses further to the east.

3.5 PROJECT OBJECTIVES

State CEQA Guidelines Section 15124 establishes the requirement to address Project objectives in an EIR project description. In addition to addressing the underlying Project purpose, the objectives are also relevant to the development of the alternatives that are considered in the EIR and in the preparation of findings or a statement of overriding considerations, if necessary, in support of the decision-making action by the City.

The fundamental purpose and goal of the Ramona Gateway Commerce Center Project is to accomplish the orderly development of a mixed-use retail and industrial development in the western portion of the City of Perris, near existing transportation facilities and truck routes, and to increase employment opportunities in a housing rich area. This underlying purpose aligns with various aspects of the Southern California Association of Governments' (SCAG's) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (Connect SoCal) primarily related to accommodating goods movement industries and balancing job and housing opportunities in local areas to reduce long commutes from home to work. SCAG identifies the Inland Empire as a housing rich area and coastal communities as job rich areas and is striving in their policies to achieve more equal balances locally. The Project would achieve its underlying purpose and goal through the following objectives:

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Perris as set forth in the City's General Plan.
2. Implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure.
3. Expand economic development and facilitate job creation in the City of Perris by establishing new retail and industrial uses on vacant land in a developing area.
4. To assist the SCAG region in achieving jobs/housing balance region-wide by attracting new businesses to the City of Perris, providing additional job opportunities in a housing rich area, and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area,

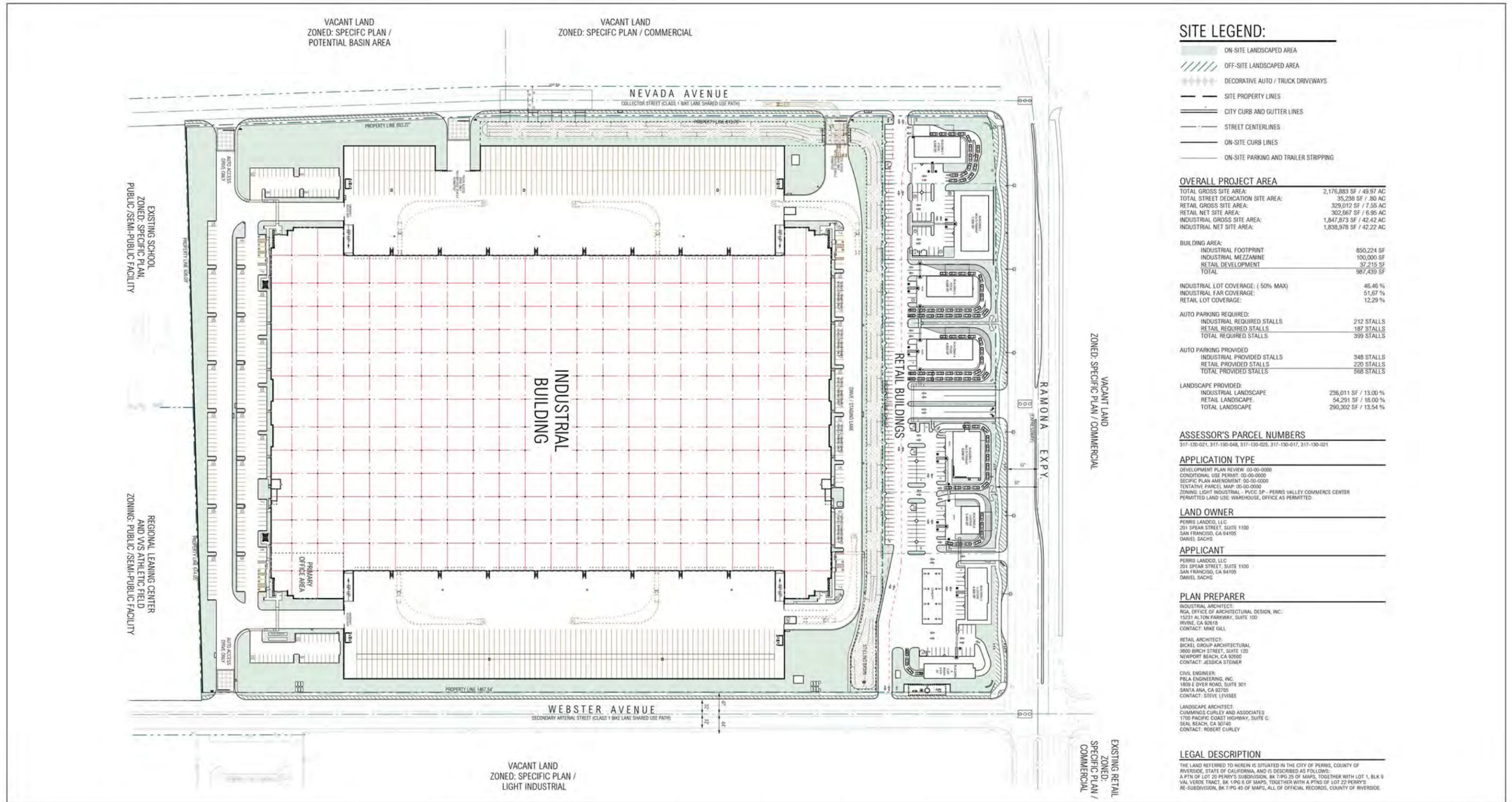
which will reduce the need for members of the local workforce to commute outside the area for employment.

5. Activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development, which meets the local demand for neighborhood serving retail uses along Ramona Expressway, and regional demand for warehouse uses that are part of the Southern California supply chain and good movement network.
6. Implement the type and amount of retail uses at the Project site that are viable based on market demand.
7. Maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region, which will assist the City of Perris in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.
8. Maximize industrial warehouse development in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways and avoid locating industrial warehouse buildings in proximity to residential uses.
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
10. Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain that would ultimately capture stormwater runoff from the planned regional detention basin west of the Project site.
11. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales tax, in order to support the City's ongoing municipal operations.

3.6 PROJECT COMPONENTS

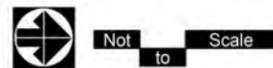
It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion. Land use designations and permitted uses are defined in PVCCSP Section 2.0. Development standards, design guidelines, and landscape standards that define the City's expectations for various land uses allowed in the PVCCSP planning area are included in PVCCSP Sections 4.0 and 5.0.

The Project Applicant is requesting discretionary approvals to develop the Project site with eight retail buildings (totaling 37,215 square feet [sf]) on 6.95 net acres within the northern portion of the Project site, and a 950,224-sf industrial warehouse building on 42.22 net acres within the southern portion of the Project site. Figure 3-3 depicts the consolidated site plan including the proposed retail and industrial land uses. The proposed buildings are designed to comply with the standards and guidelines set forth in the PVCCSP including, but not limited to, the following: onsite design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscape standards and guidelines, commercial and industrial design standards and guidelines, and infrastructure.



Source(s): RGA (09-06-2022)

Figure 3-3



Consolidated Retail and Industrial Site Plan

The following Project components are described in this section, and key applicable PVCCSP standards and guidelines that are incorporated into the Project design are identified:

- **Conditional Use Permit (CUP) for the Proposed Retail Development**
 - Retail Buildings
 - Access, Circulation, and Parking
 - Landscaping and Lighting
 - Utilities/Infrastructure
- **Development Plan Review (DPR) for the Proposed Industrial Warehouse Building**
 - Warehouse Building
 - Access, Circulation, and Parking
 - Truck Routes
 - Landscaping, Walls/Fence, and Lighting
 - Utilities
- **Construction Activities (Retail and Industrial Components)**
- **Operational Activities (Retail and Industrial Components)**
- **Specific Plan Amendment (SPA) for the Proposed Industrial Warehouse Building**
- **Tentative Parcel Map (TPM) No. 38292**
- **Development Agreement**

3.6.1 **CONDITIONAL USE PERMIT FOR RETAIL DEVELOPMENT (CASE NO. PLN21-05216)**

The Project involves the construction and operation of up to eight retail buildings, which is consistent with the current land use and zoning designations for the Project site; however, as required by the PVCCSP, the Project Applicant is requesting a “master” Conditional Use Permit (CUP) for the Project’s proposed drive-thru restaurants, convenience store, and potential educational uses allowed in the Commercial zone (technical and trade school). Specific tenants have not been identified; therefore, for purposes of analysis in the EIR, the proposed conceptual site plan provided in Figure 3-4 represents the anticipated mix and site design for retail uses at the Project site. However, other retail uses may ultimately be contemplated, consistent with those allowed under the PVCCSP. A description of proposed retail uses is provided below.

A Retail Buildings

As shown on Figure 3-4, the conceptual site plan includes up to 37,215 sf of retail space consisting of three drive-thru restaurant buildings; two multi-tenant buildings, one of which would include a drive-thru; one coffee shop with drive-thru; one convenience store with a gas station; and one drive-thru express carwash facility. Table 3-2, *Retail Building Summary*, provides a breakdown of the proposed retail use.

The proposed buildings would comply with the commercial development standards outlined in Table 4.0-1, *Development Standards by Land Use*, of the PVCCSP, including, but not limited to floor-to-area ratio (FAR) (0.75 maximum), lot coverage (50% maximum), and height requirements (45 feet maximum). For purposes of analysis in this EIR, representative conceptual building elevations that would be thematically applied to each of the retail buildings are provided on Figure 3-5. Conceptual building elevations are provided for Building 5, a proposed multi-tenant building with a drive-thru and porte-cochere. The final architectural design of the proposed retail buildings would be determined based on tenant and brand-specific needs and would be generally consistent with the representative architectural concepts, which comply with applicable standards and guidelines outlined in PVCCSP Section 4.2.3 and Section 7.2.2 related to architecture (including scale, massing, and building relief, roofs and parapets, design, and color and materials).

Table 3-2 Retail Building Summary

Building No.	Proposed Use	Area (sf)	Floor Area Ratio (FAR)	Lot Coverage (%)
Building 1	Drive-thru Restaurant	4,500	0.11	11.28
Building 2	Multi-Tenant	7,200		
Building 3	Drive-thru Restaurant	4,500		
Building 4	Drive-thru Restaurant	4,500		
Building 5	Multi-Tenant with drive-thru	6,000		
Building 6	Drive-thru Coffee	2,400		
Building 7	Convenience Store and Gas Station	4,600		
Building 8	Car Wash	3,515		
Total Building Area		37,215		

In general, the architectural style is contemporary with decorative elements. The buildings would be constructed primarily of plaster/stucco, and would feature decorative elements such as wood siding, brick, awnings, and/or trellises. Doors leading into the building, including service and fire sprinkler access doors, would be covered with an architecturally integrated roof or trellis structure, and primary entry doors would be surrounded with accented materials, colors and lighting. The exterior color palette would be comprised of various shades ranging from white to tan to brown, and gray with opportunities for tasteful accent colors as necessary for brand identity. Based on the conceptual building elevations, it is anticipated the proposed retail buildings would be up to 26 feet in height above the exterior finish grade level at the top of the parapet, although the roof height would vary based on the building’s architectural features. The buildings and architectural projections may exceed 26-feet in height but would not exceed the maximum height allowed by the PVCCSP (45-feet). As shown by the building’s elevations, visual relief from the building form would be achieved through variations in height and rooflines, protruding trellis features, canopies, and the use of parapets. Parapet roofs would have a decorative cap along the length of the wall. Porte-cocheres would be provided for the drive-thru buildings to achieve decorative/aesthetic and functional purposes. The porte-cochere design would pair with the roof structure and compliment the building design and materials.

Trash enclosures would be provided in the parking areas and would be screened as required by the PVCCSP. The proposed gas station would include a canopy over the fueling pumps (eight fueling pumps are anticipated by the conceptual site plan). The proposed gas station would also involve the installation of underground storage tanks.



Source(s): Bickel Group Architecture (June 2022)

Figure 3-5

Not to Scale

Conceptual Retail Building Elevations

B **Circulation and Parking**

PVCCSP Section 3.0 contains the Infrastructure Plan, including a Circulation Plan, for the Specific Plan area. The Circulation Plan provides standards and guidelines related to vehicular circulation (including passenger vehicles, trucks, and mass transit) and non-vehicular circulation (including pedestrian and bicycle facilities). PVCCSP Section 4.2.2.2 and Section 7.2.1 contain standards and guidelines related to vehicular access and onsite circulation within the PVCCSP planning area and commercial uses, respectively. The Project is designed to comply with the standards and guidelines related to circulation, as applicable, and as described below.

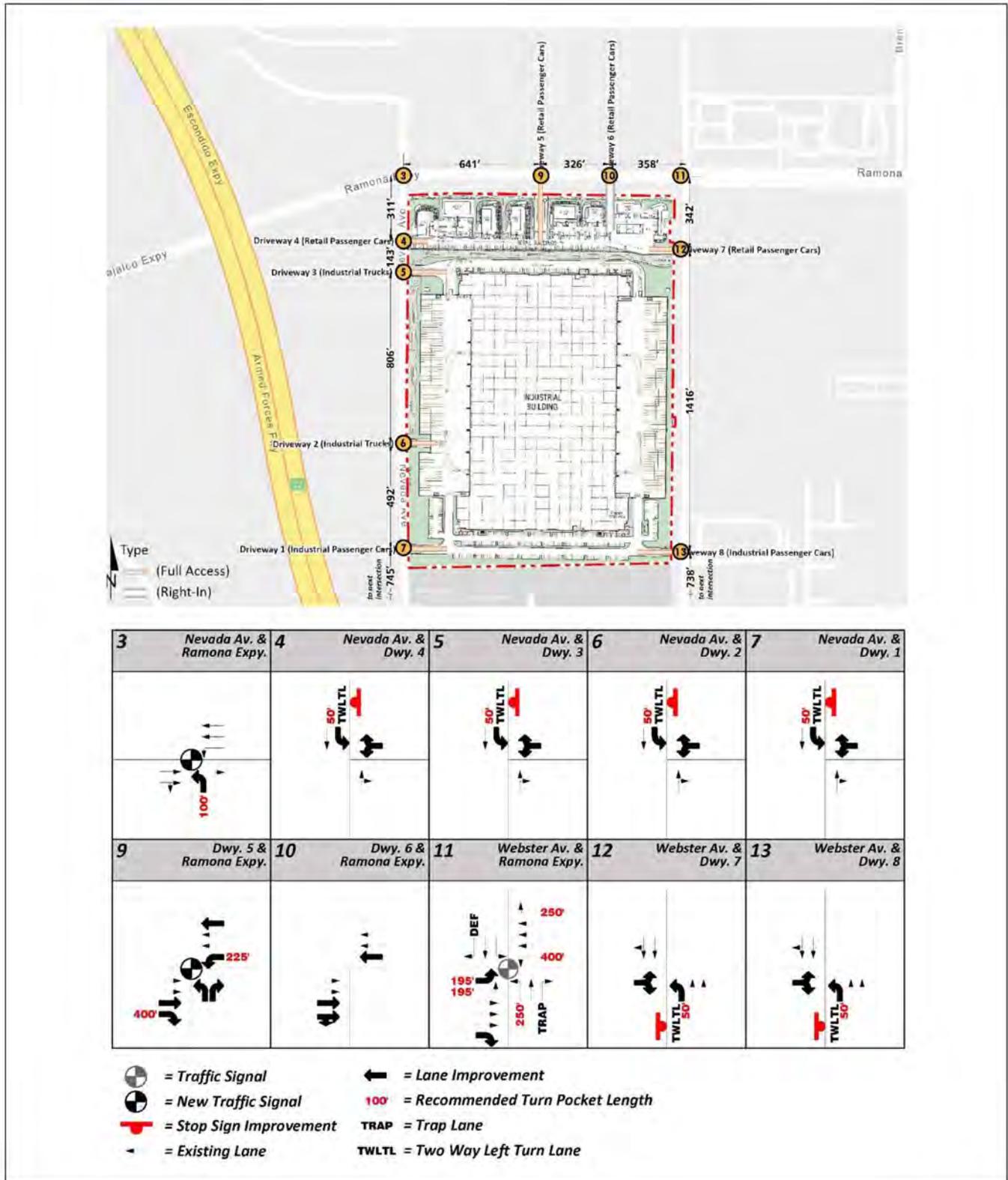
Vehicular Circulation

Roadway and access improvements that would be constructed as part of the retail component of the Project are described below (refer to Figure 3-6, Site Access Improvements).

Off-site Roadway Improvements

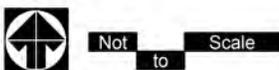
Off-site roadway improvements would be implemented as part of the Project along Nevada Avenue, Ramona Expressway, and Webster Avenue; typical street sections are provided in Figure 3-7, Conceptual Street Sections. These improvements would be constructed in the public right-of-way as required by the final Conditions of Approval for the Project and applicable City of Perris standards. In addition to the roadway improvements identified below, traffic signals would be installed at the Ramona Expressway intersections with Nevada Avenue and proposed Driveway 5; the signals would be synchronized with the existing signals at Webster Avenue and at the I-215 ramps to optimize traffic flow along Ramona Expressway. Off-street pedestrian/bikeway improvements within the public right-of-way are discussed under “Bicycle and Pedestrian Circulation” below.

- **Nevada Avenue.** Nevada Avenue is a north-south oriented Collector Street located along the Project’s western boundary. Nevada Avenue would be constructed to its ultimate half-width (33-foot right-of-way) as a Collector Street (66-foot right-of-way) between Ramona Expressway and the southern Project boundary, which would include a two-way left turn lane. The half-section improvement along the Project’s frontage would also include an eight-foot Class I multipurpose trail.
- **Ramona Expressway.** Ramona Expressway is an east-west oriented Expressway along the Project site’s northern boundary. Ramona Expressway would be constructed to its ultimate half-width (92-foot right-of-way) as an Expressway (184-foot right-of-way) between Nevada Avenue and Webster Avenue. Project improvements along Ramona Expressway would include the construction of a raised median and would ultimately accommodate three travel lanes in the eastbound direction with auxiliary acceleration and deceleration lanes along the Project’s frontage. A third westbound travel lane along most of the north side of Ramona Expressway between Webster Avenue and Nevada Avenue would also be constructed; the lane configuration would transition back to two lanes before reaching Nevada Avenue. Project improvements along Ramona Expressway would include an 8-foot Class I multipurpose trail in conjunction with a 12-foot acceleration/deceleration lane and 10-foot shoulder.

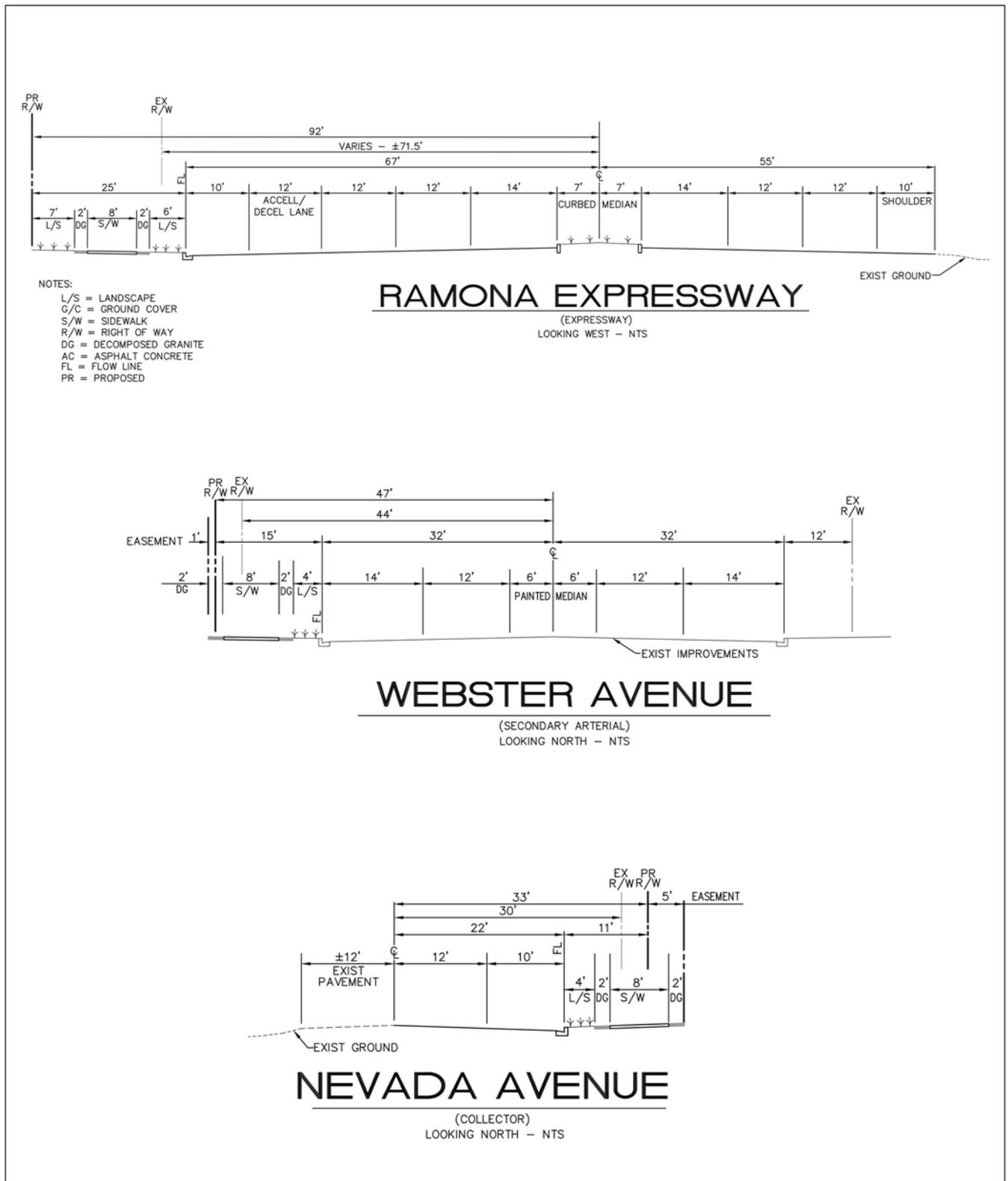


Source(s): Urban Crossroads (05-20-2022)

Figure 3-6



Site Access Improvements



Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-7

Not to Scale

Conceptual Street Sections

- **Webster Avenue.** Webster Avenue is a north-south oriented Secondary Arterial located along the Project site's eastern boundary. Webster Avenue is currently constructed to its ultimate half-width section (47-foot right-of-way) as a Secondary Arterial (94-foot right-of-way) between Ramona Expressway and the southern boundary of the Project site (industrial site). Project improvements along Webster Avenue would include an eight-foot Class I multipurpose trail adjacent to the Project.

Proposed Retail Access

As shown on Figure 3-6, Site Access Improvements, access to the retail component of the Project is proposed to be provided via one driveway along both Webster Avenue and Nevada Avenue, and two driveways along Ramona Expressway:

- **Nevada Avenue (Driveway 4)** – full access (no turn restrictions). Due to the low traffic volumes making right turns into the driveway, a right turn deceleration lane is not required for traffic operations.
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left-turn lane (storage to be accommodated within the painted median) and one through lane.
 - Westbound Approach (Project Driveway 4): One shared right-left turn lane.
- **Ramona Expressway (Driveway 5)** – install a traffic signal, full access (no turn restrictions) and construct the intersection with the following geometrics:
 - Northbound Approach (Driveway 5): One left turn lane and one right turn lane.
 - Eastbound Approach: Three through lanes and a right turn deceleration lane with a minimum of 250-feet of storage.
 - Westbound Approach: One left turn lane with a minimum of 300-feet of storage and three through lanes.
- **Ramona Expressway (Driveway 6)** – install a stop control on the northbound approach (right-in access only) and construct the intersection with the following geometrics:
 - Eastbound Approach: Three through lanes and a shared through-right turn lane.
 - Westbound Approach: Three through lanes.
- **Webster Avenue (Driveway 7)** – install a stop control on the eastbound approach (full access - no turn restrictions) and construct the intersection with the following geometrics:
 - Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes.
 - Southbound Approach: One through lane and a shared through-right turn lane.
 - Eastbound Approach (Driveway 8): One shared left-right turn lane.
- **Nevada Avenue and Ramona Expressway** – install traffic signal and construct the following:
 - Northbound Approach: a left-turn lane with minimum of 100-feet of storage.

- **Webster Avenue and Ramona Expressway** – maintain the existing traffic control and modify the intersection with the following geometrics:
 - Northbound Approach: Increase the storage to accommodate 250-feet for the northbound left turn lane.
 - Eastbound Approach: Construct a 2nd left turn lane and accommodate a minimum of 215-feet of storage and a trap right turn lane.
 - Westbound Approach: Modify the left turn storage to accommodate 400-feet.
 - Maintain the existing crosswalks (no crosswalk across the west leg).

Alternate Retail Access

The following access options are also evaluated in this EIR and supporting technical studies, as applicable. The signalized full access driveway at Ramona Expressway (Driveway 5) would be included for each of these alternate access options, which are depicted on Figure 3-8, Alternate Retail Access Plans.

- **Alternate Retail Access Option 1**
 - Nevada Avenue (Driveway 4) – right-in/right-out access only
 - Ramona Expressway (Driveway 6) – eliminated (refer to)
 - Webster Avenue (Driveway 7) – right-in/right-out access only
- **Alternative Retail Access Option 2**
 - Nevada Avenue (Driveway 4) – right-in/right-out access only
 - Ramona Expressway (Driveway 6) – right-in access only
 - Webster Avenue (Driveway 7) – right-in/right-out/left-in access only

Internal Site Circulation

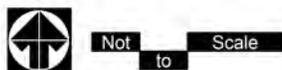
Internal site circulation within the retail component of the Project would comply with applicable City and Riverside County requirements, including requirements for emergency access (refer to Figure 3-9, Retail Fire Access Plan). As required by PVCCSP Section 7.2.1, Commercial Site Layout, buildings with drive-thru service(s) would be designed to provide adequate stacking prior to each pick-up window to avoid conflict with onsite circulation. The PVCCSP requires stacking to accommodate at least eight vehicles; the Project's design would exceed this requirement (refer to Figure 3-4).

Onsite traffic signing and striping would be implemented in compliance with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site. Sight distance at each project access point would comply with City of Perris sight distance standards, based on final grading, landscape, and street improvement plans.

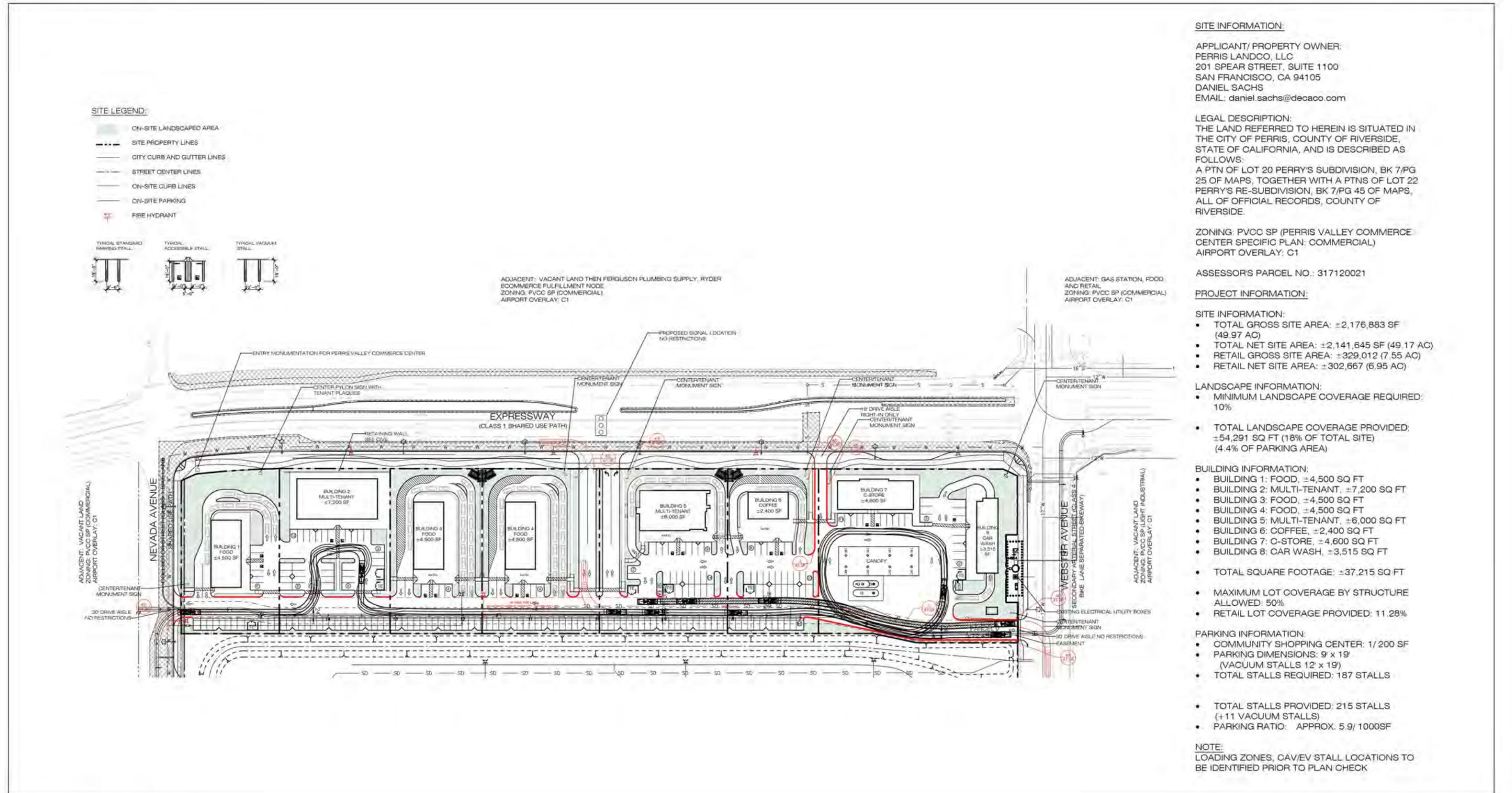


Source(s): Urban Crossroads (05-20-2022)

Figure 3-8

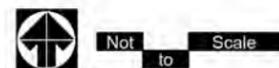


Alternate Retail Access Plans



Source(s): Bickel Group Architecture (06-20-2022)

Figure 3-9



Retail Fire Access Plan

Bicycle and Pedestrian Circulation

As shown on the conceptual retail site plan provided on Figure 3-4, onsite pedestrian pathways would provide access to onsite retail buildings and outdoor dining/seating areas and would connect to proposed off-site pedestrian facilities and public covered resting areas along Ramona Expressway. The Project includes the implementation of 8-foot off-road Class I multipurpose trail within the public right-of-way along Ramona Expressway (meandering), Nevada Avenue, and Webster Avenue adjacent to the retail component of the Project (refer to Figure 3-4 and the street sections provided on Figure 3-7). Signage for pedestrian/bicycle crossing along with a stop bar and stop sign would be installed at each driveway. Landscaping and decomposed granite would be provided on each side of the trail and would separate the trail from vehicular travel lanes and onsite uses. These paths would seamlessly transition to the Class I multipurpose trail that would be constructed adjacent to the industrial component of the Project. These paths would provide connectivity to existing and planned land uses in the area including, but not limited to, school facilities to the south, existing uses along Ramona Expressway, and the proposed bus stop along Ramona Expressway.

The retail component of the Project would also include the installation of crosswalks and Americans with Disabilities Act (ADA) compliance ramps at all applicable approaches at signals to be installed at the intersections of Ramona Expressway with Nevada Avenue and Driveway 5. The crosswalks would connect to the existing surrounding pedestrian facilities and the proposed Class I multipurpose trails.

The retail component of the Project would include short- and long-term bicycle parking spaces, as required by the California Building Code (CBC) and Title 24 California Green Building Standards Code (CALGreen Code).

Transit

Based on coordination with RTA, a bus turnout is proposed on the south side of Ramona Expressway just west of the intersection with Webster Avenue.

Vehicle Parking

Based on the conceptual retail site plan provided on Figure 3-4, 187 parking spaces are required, and 215 parking spaces would be provided. There would be an additional 11 vacuum parking stalls provided for the car wash. The final type and number of parking spaces to be provided would adhere to parking requirements outlined in PVCCSP Section 4.2.2.4, City of Perris Zoning Ordinance Chapter 19.69, and the CALGreen Code, including required parking for clean air vehicles and electric vehicles (EV) (i.e., 22 EV stall locations and 2 installed chargers).

C Sustainable Features

A key objective of the PVCCSP is to promote sustainable development and to encourage the use of “green” technologies. The Project would be constructed in compliance with California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Energy Standards) and the CALGreen Code in effect at the time building permits are issued. With respect to water conservation, the landscape design takes into consideration long term water uses and maintenance. Ninety percent of the plant material would meet the CalGreen requirement for low water use plants, and no grass is proposed.

Plant materials would be spaced to 80% of their ultimate growth so as not to require trimming. The landscape is designed to be self-maintaining, and the irrigation system would be composed of point source irrigation, inline drip irrigation and tree bubblers, which are low volume emission devices. The irrigation controls would utilize weather-based controllers, rain and freeze sensors and where feasible moisture sensors. Additionally, as presented in Section 4.8, *Greenhouse Gas Emissions*, of this EIR, the Project incorporates PVCCSP EIR mitigation measures that serve to reduce greenhouse gas emissions.

D Amenities, Landscape/Hardscape, Signage and Lighting

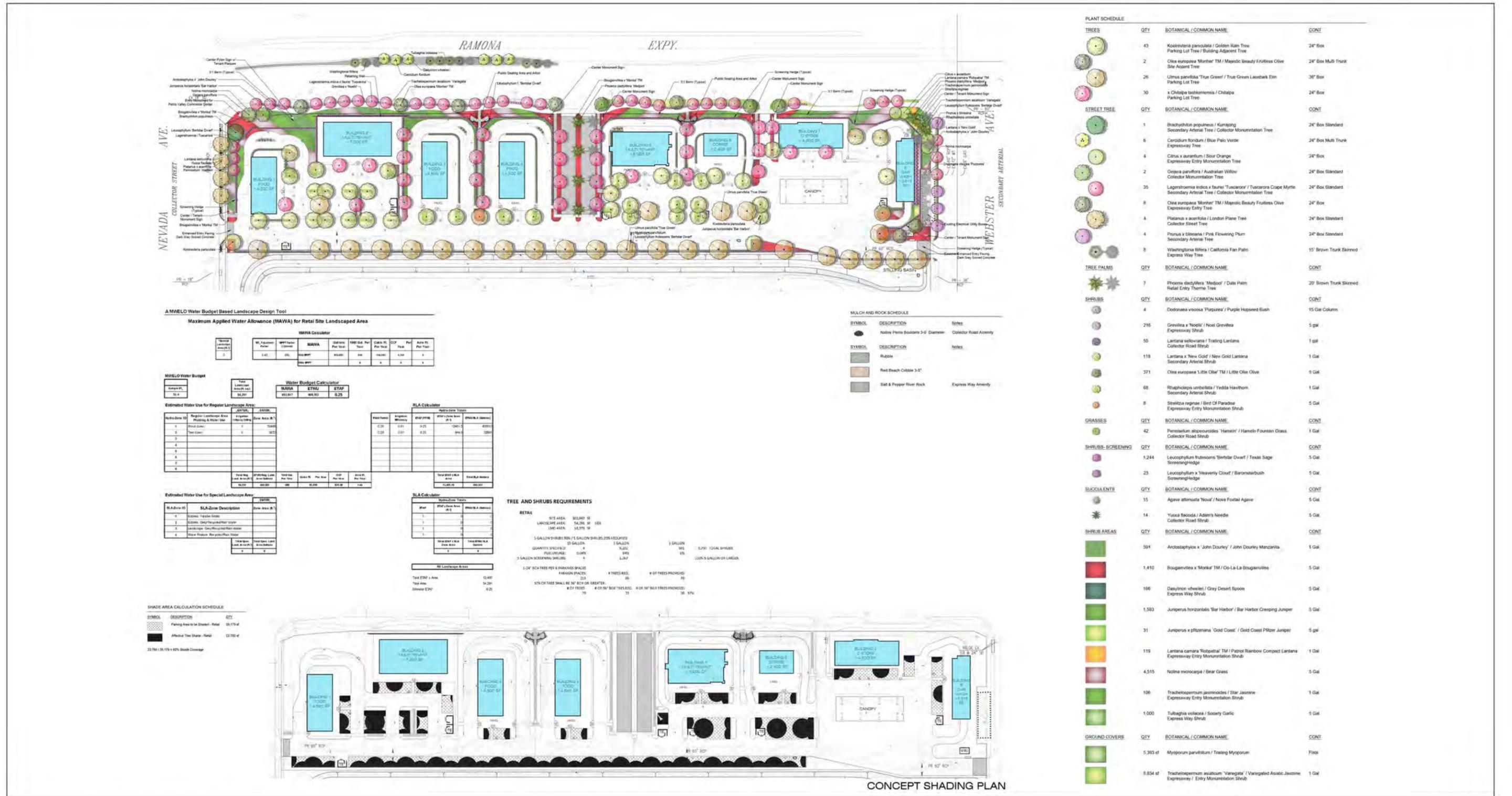
Amenities

Within the retail component of the Project, and consistent with the PVCCSP Section 7.0, Commercial Design Standards and Guidelines, outdoor dining/seating areas would be provided. These areas would be located adjacent to the most desirable outdoor retail locations. Shade for much of these areas would be provided by either a trellis, umbrellas and/or nearby trees. Additionally, public arbor-covered benches would be provided.

Landscape/Hardscape

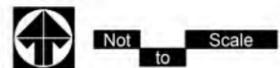
PVCCSP Section 6.0 addresses Landscape Standards and Guidelines, including on- and off-site landscape general requirements, planting guidelines, and irrigation and water conservation. In particular, requirements are set forth for landscaping along building perimeters, at street entries, in parking areas, as screen walls, and as part of streetscapes. PVCCSP Section 6.0 identifies recommended plant species and provides specific streetscape standards and associated streetscape section figures for the various types of roadways within the PVCCSP planning area. The PVCCSP Figure 4.0-17 also identifies a Visual Overlay Zone within 100 feet of the I-215 right-of-way, and along major roadways. Design standards and guidelines are provided to enhance the “visual zone,” which includes the field of vision from the roadway to the buildings. Ramona Expressway and Webster Avenue are within the “Major Roadway Visual Zone” and are designated as Major Visual Corridors; thus, these roadways are subject to the standards and guidelines outlined in PVCCSP Section 4.2.9.2.

The conceptual landscape and shading plan for the retail component of the Project is shown on Figure 3-10, and consists of a variety of trees (e.g., for accent, screening, shade, and street), shrubs and groundcover. The PVCCSP requires a minimum 10% landscape coverage for Commercial development, and 18% landscape coverage is provided. Landscaped parkways, including various species of street trees, would be provided along the adjacent roadways, and at the driveways. A combination of landscaping and berms, up to three-foot-high, would be provided along Ramona Expressway to screen views of vehicles in drive-thru aisles, and screening hedges would also be provided along Webster and Nevada Avenues (refer to the landscape section provided on Figure 3-11). The intersection of Ramona Expressway and Nevada Avenue is a designated PVCCSP gateway entry, and the Project includes required landscape and other elements at the southeast corner of this intersection. Additionally, landscaping would be provided within the retail site, including trees in the parking areas that would provide shade. Proposed plant materials would be consistent with PVCCSP Section 6.1.3, or if approved by the City, plants that are consistent with California Friendly Landscape and that meet all minimum City of Perris Water Conservation Requirements, as defined in Chapter 19.70 of the City’s Zoning Ordinance.



Source(s): Cummings Curley & Associates, Inc. (June 2022)

Figure 3-10



Conceptual Retail Landscape and Shading Plan



Source(s): Cummings Curley & Associates, Inc. (03-17-2022)

Figure 3-11

Not to Scale

Conceptual Landscape Sections

The retail component would also include various hardscape elements, including enhanced entry paving at the driveways.

Signage

The PVCCSP outlines the overall signage program for the PVCCSP planning area (Section 4.2.5), for commercial areas along major roadways (Section 4.2.3), and at PVCCSP-designated gateway entries (Section 5.0). Signage adhering to applicable PVCCSP standards and guidelines would be provided, including a Perris Valley Commerce Center monument sign at the southeast corner of the Ramona Expressway and Nevada Avenue, tenant monument signs at the project entries and northeast corner of the proposed retail component of the Project, and a pylon tenant sign visible from Ramona Expressway and I-215 in the northwest portion of the retail area. Additionally, a “Welcome to Perris” sign may be installed within the median of Ramona Expressway.

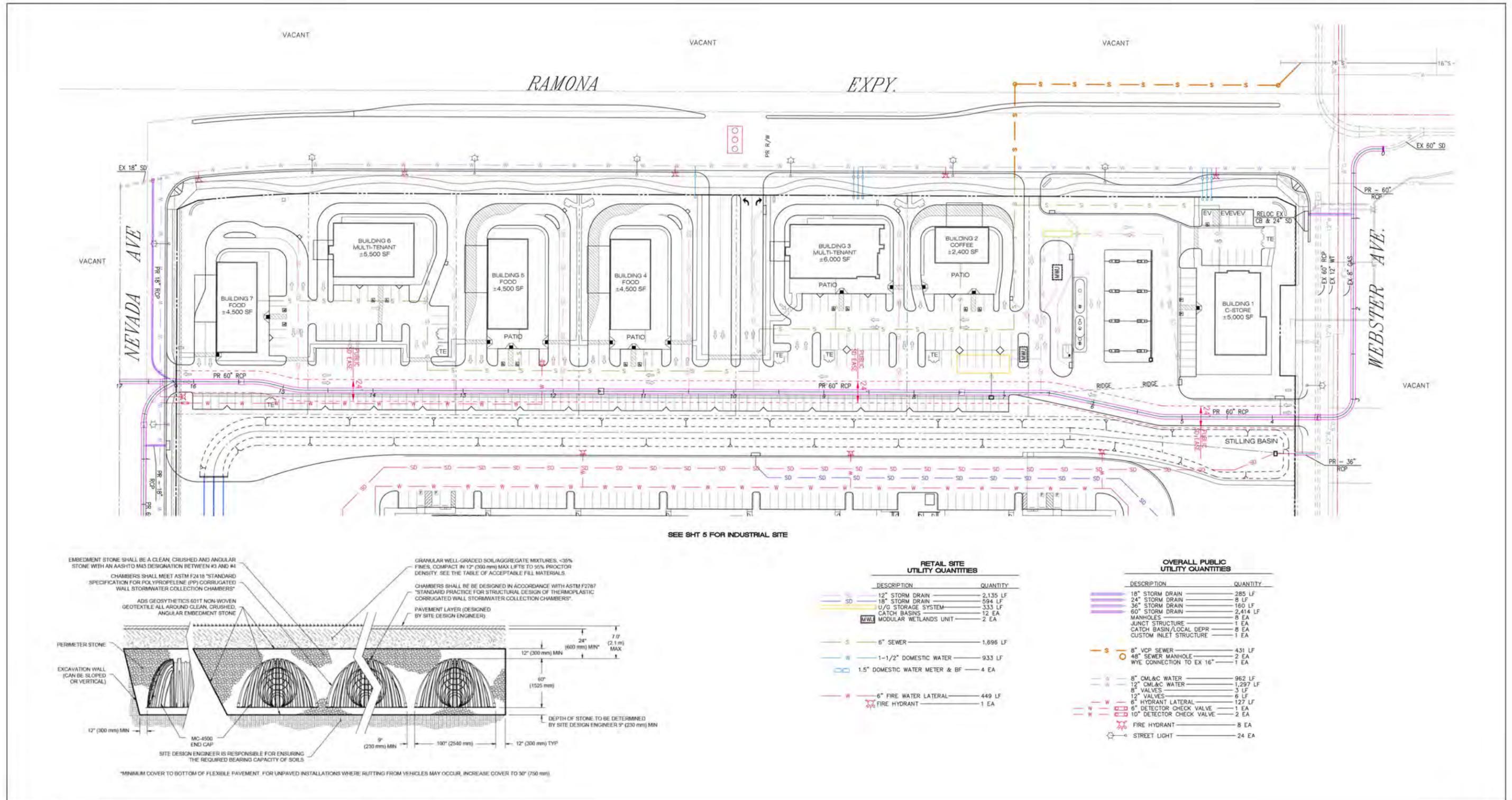
Lighting

Section 4.2.4 of the PVCCSP addresses lighting standards and guidelines, including general lighting, decorative lighting standards, and parking lot lighting. The Project would comply with applicable lighting standards and guidelines, and with lighting standards established by the City of Perris, the CALGreen Code, and the Title 24 Energy Efficiency Standards. Consistent with provisions of the PVCCSP, the Project would include various lighting elements for safety and security. New sources of light would primarily include streetlights, parking lot lighting, and outdoor security lighting for the proposed buildings. Pursuant to the PVCCSP and the Perris Municipal Code Section 19.02.110, onsite lighting would be directed away from adjoining properties and the public right-of-way.

E Utilities and Infrastructure

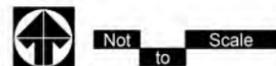
Section 4.2.7, *Utilities*, of the PVCCSP requires that utility connections be coordinated with the development of project sites. Onsite utility infrastructure would be provided, as necessary, to serve the proposed retail uses and would connect to the existing infrastructure in the adjacent roadways. Section 4.15, *Utilities and Service Systems*, and Section 4.10, *Hydrology and Water Quality*, of this EIR, further address the proposed utility infrastructure systems, and storm drain and water quality management infrastructure, respectively. The required utility infrastructure is within the physical impact area for the Project evaluated in this EIR. The conceptual water, sewer and storm drain utility infrastructure plan for the retail component of the Project is depicted on Figure 3-12, Conceptual Retail Utility Plan, and is subject to refinements during final design including specifications required by the utility provider.

- **Domestic Water.** Water service is provided to the Project site vicinity by the Eastern Municipal Water District (EMWD). There is an existing 12-inch water main in Webster Avenue. As shown on Figure 3-12, new water lines would be installed along Ramona Expressway and Nevada Avenue, and onsite water lines to be installed as part of the Project would connect to the existing and proposed water lines for domestic water, irrigation, and fire flow. These onsite facilities would be sized to accommodate the required fire flow and anticipated water demand based on the proposed land uses.



Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-12



Conceptual Retail Utility Plan

- **Sewer.** The EMWD is also responsible for wastewater collection and treatment. There is an existing 16-inch sewer main in Ramona Expressway that would serve the proposed retail uses. As shown on Figure 3-12, the Project would include installation of onsite sewer lines and a sewer lateral would be installed in Ramona Expressway to connect to the existing sewer main.
- **Storm Water and Water Quality.** The backbone drainage facility for the Project site and surrounding area is the existing 60-inch reinforced concrete pipe (RCP) in Ramona Expressway (Perris Valley Master Plan of Drainage Line E), which was designed to account for the fully developed condition of the tributary watershed it serves, including the entire Project site. As shown on Figure 3-12, onsite flows generated by the development of the retail component of the Project would be collected via inlets at the low point around the site that would connect to underground detention systems, which would attenuate peak storm flows to ensure that developed conditions do not exceed the existing condition peak runoff rate. The fueling station/convenience center parcel would have a separate drainage system; the fueling area is isolated from the site drainage with a trench drain and isolated sump at the downstream edge of the fueling slab.

To address the un-detained bulk sheet flows from the property located west of the Project site, a 60-inch RCP storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue, would be installed and would be designed to Riverside County Flood Control District (RCFCD) standards. The proposed 60-inch RCP storm drain would be located in Nevada Avenue at its upstream end and run northerly to the retail component of the Project, turn easterly (within a public access/maintenance easement), and would connect to the existing 60-inch RCP storm drain stub out at the southeast corner of Ramona Expressway and Webster Avenue.

Due to onsite soil conditions, infiltration is not feasible. Therefore, the Project has been designed to store the required Water Quality Volume for the fueling station/convenience store and surface parking areas in underground detention systems and then convey that volume via pumps to be treated within Modular Wetlands Units (refer to Figure 3-13, Water Quality BMP Site Map). Runoff from the remaining retail parcel would be directed to linear Modular Wetlands Units. Self-treating landscaped areas along Ramona Expressway and Webster Avenue would also provide water quality treatment. In addition to the site design BMPs, structural and non-structural source-control BMPs would be installed as part of the Project to control pollutants entering the storm drain system from the following sources: onsite storm drain inlets; landscape/outdoor pesticide use; refuse areas; loading docks; plazas, sidewalks, and parking lots; interior floor drains; food service; car wash areas; fuel dispensing areas; and fire sprinkler test water.

- **Dry Utilities.** Southern California Edison (SCE) supplies electric power to the Project site. Underground electricity lines are located within the Ramona Expressway right-of-way on the north side of the street, and within the right-of-way on the east side of Webster Avenue that terminate at multiple pad mounted structures and vaults that are in an easement within the Project boundary. The existing facilities and easements would be protected in place. Underground electrical distribution lines would be installed within the Project site. These lines would be sized to accommodate the anticipated electricity demand of the proposed uses and would connect to the existing electricity lines within the roadway rights-of-way adjacent to the Project site.

The Southern California Gas Company (SoCalGas) would supply natural gas to the Project site. The nearest existing natural gas lines are located within the public right-of-way of Webster Avenue. Specifically, there is an eight-inch-high pressure gas main. The closest medium pressure gas main that would serve the Project site is a four-inch main that is located within the right-of-way of Ramona Expressway that ends at the intersection of Brennan Avenue, east of the Project site. A gas main extension from this main would allow for a future connection of a gas line to service the retail component of the Project.

Frontier and Charter Communications supply communications and data to the Project site vicinity. Underground Charter Communication facilities are located within the public right-of-way along Webster Avenue located approximately one- to three-feet behind the east curb adjacent to the Project site (between Ramona Expressway and the SCE pole line near the southern portion of the Project site on the east side of Webster Avenue). The remainder of the Charter Communications facilities along Webster Avenue are overhead and are attached to the SCE pole line running north/south along the eastern side of Webster Avenue. Frontier facilities are located within the public right-of-way along Nevada Avenue (between Morgan Street and Ramona Expressway), along Ramona Express way (east of Webster Avenue), and along Webster Avenue (north of Ramona Expressway and between the southern Project site boundary and Morgan Avenue). Frontier Communications and/or Charter Communication lines would be installed onsite and would connect to existing facilities; new infrastructure would be sized to accommodate the anticipated voice and data demand for the Project.

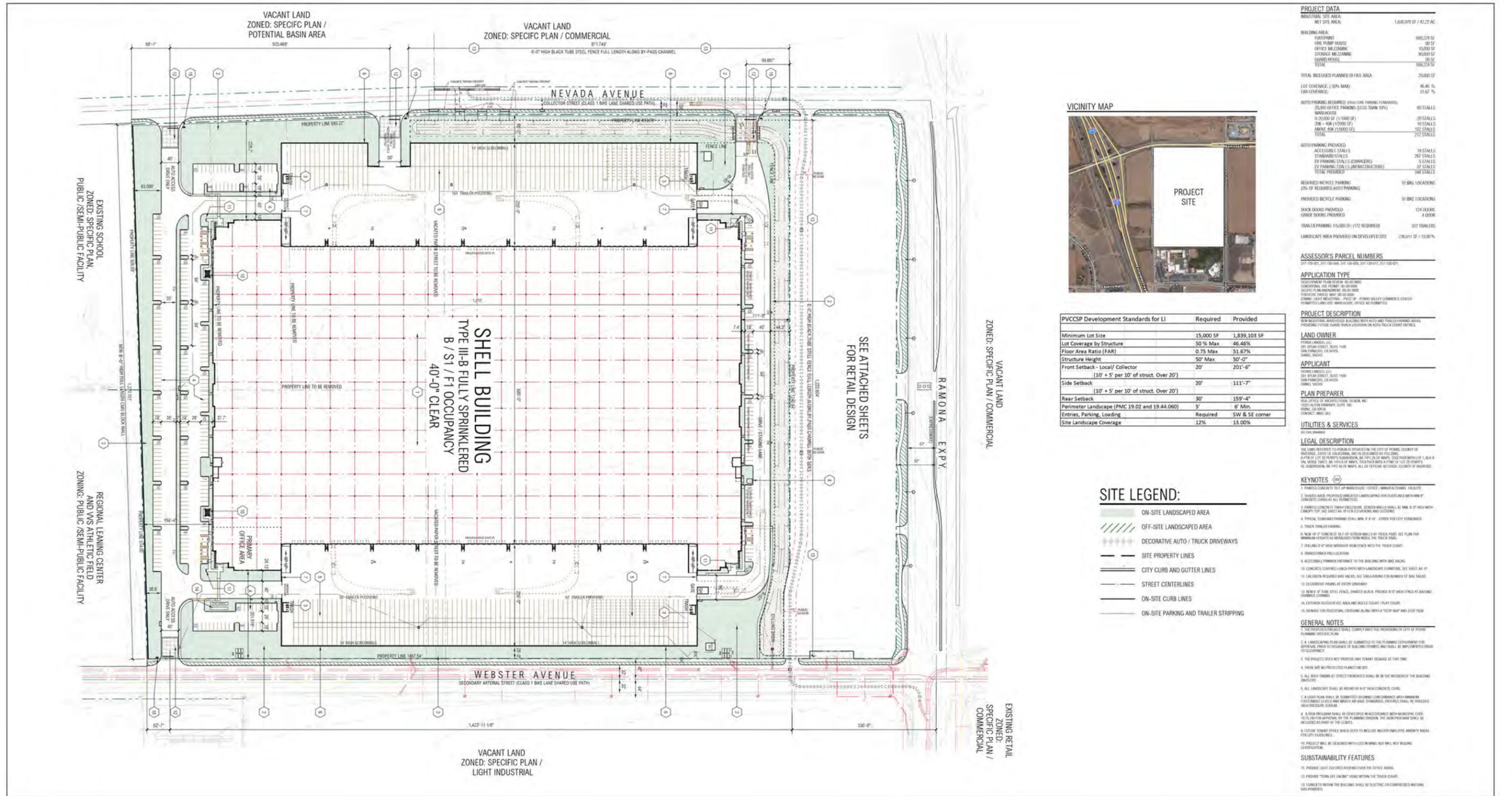
3.6.2 DEVELOPMENT PLAN REVIEW (CASE NO. DRP21-00013)

Development Plan Review is required for the proposed industrial component of the Project. A description of the proposed industrial warehouse building and associated improvements is provided below.

A Warehouse Building

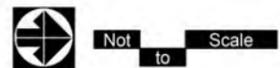
The industrial component of the Project involves the construction and operation of a Class A high-cube warehouse building on approximately 42.4 gross acres (42.2 net acres) in the southern portion of the Project site. High-cube warehouses are primarily used for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. There are different types of high-cube warehouses that have various operational characteristics (e.g., fulfillment centers, cold storage warehouses, etc.). The future tenants of the proposed building are not known at the time of writing this EIR. However, for purposes of analysis in this EIR, and based on the proposed building design/site plan and associated parking layout, it is assumed that 95% of the building square footage would be operated as a high-cube non-sort fulfillment center warehouse and the remaining 5% would be operated as a high-cube cold storage warehouse. The conceptual site plan for the industrial component of the Project is provided on Figure 3-14 and the conceptual floor plan is provided on Figure 3-15, *Conceptual Industrial Building Floor Plan*.

As shown in Table 3-3, Industrial Warehouse Building Area Summary, the Project would include a 950,224-sf warehouse building (including 20,000 sf of ancillary office space). The warehouse building would include 850,224 sf of ground floor building area and up to 100,000 sf of mezzanine area. The proposed industrial warehouse building would comply with the development standards outlined in Table

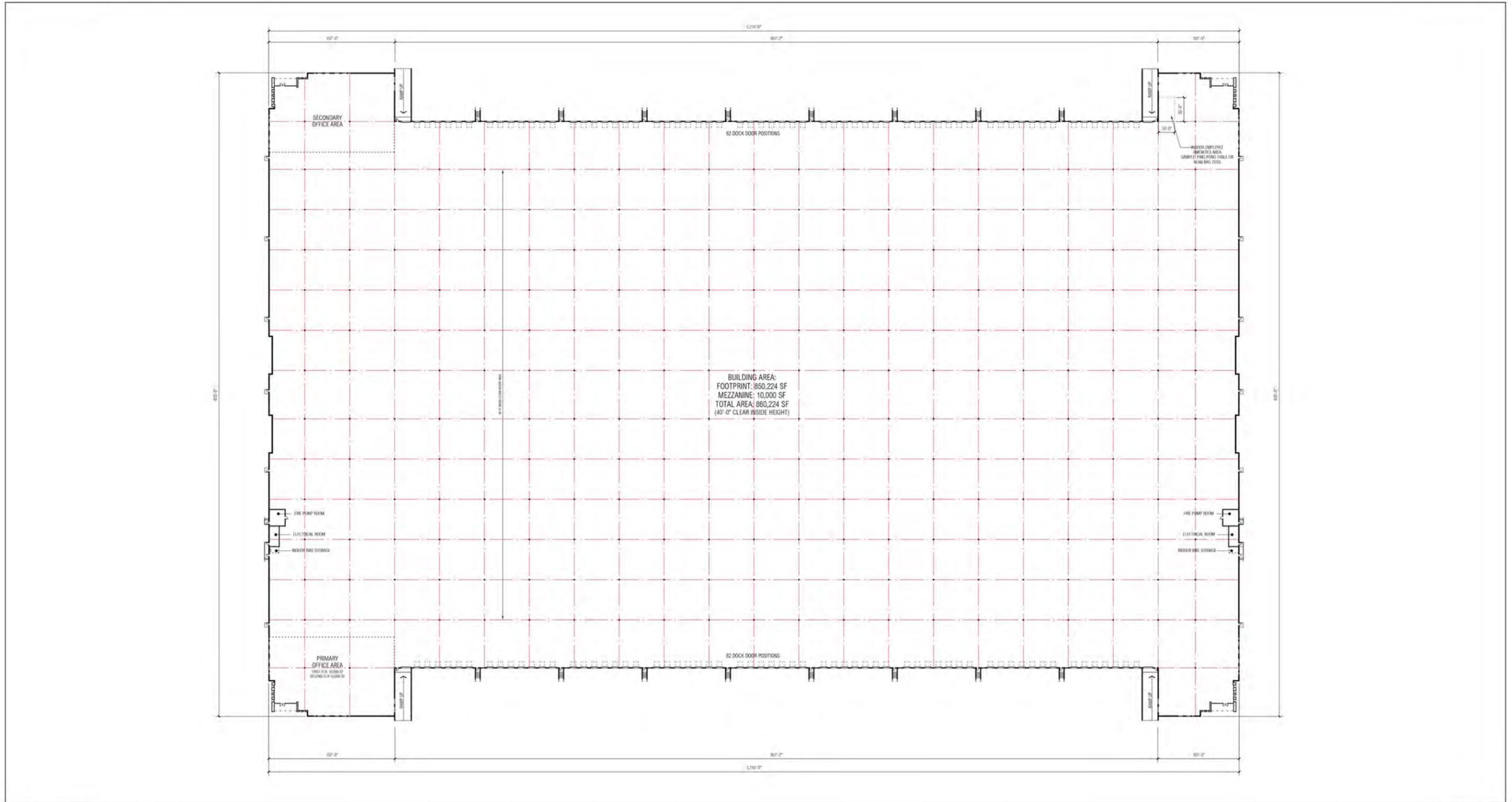


Source(s): RGA (09-06-2022)

Figure 3-14

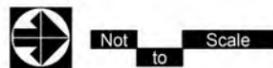


Conceptual Industrial Building Site Plan



Source(s): RGA (June 2022)

Figure 3-15



Conceptual Industrial Building Floor Plan

4.0-1, *Development Standards by Land Use*, of the PVCCSP, including but not limited to FAR (0.75 maximum), lot coverage by structure (50% maximum), and height requirements (50-foot maximum).

Table 3-3 Industrial Warehouse Building Area Summary

Space Type	Area (sf)	FAR	Lot Coverage (%)
Building Footprint (ground level)	850,224	0.52	46.5
Mezzanine	100,000		
Total Building Area	950,224		

The proposed building, located within the southern portion of the Project site, would be approximately 1,219 feet long and 680 feet wide. It would be a cross-dock building (loading docks are located on opposite sides of the building) with 124 loading dock positions (62 on both the east and west sides of the building) and four (4) at-grade doors (for truck access or service access into the building) within enclosed/screened truck courts for 312 truck trailer parking positions. Guard shacks would be provided at the northern end of the truck yards.

Conceptual building elevations are provided on Figure 3-16(a and b), *Conceptual Industrial Building Elevations*. The proposed industrial warehouse building is designed to comply with applicable standards and guidelines outlined in Section 4.2.3 of the PVCCSP related to architecture (including scale, massing, and building relief, roofs and parapets, design and color and materials). In general, the architectural style consists of modern industrial design. The building would be constructed of painted concrete tilt-up panels and low-reflective materials, including low-reflective glass. The exterior color palette would be comprised of various shades of white and gray with a green accent color. The office entry areas would feature blue glazed glass in clear aluminum storefront frame system and stone surface material along the base. The proposed building would be constructed up to the maximum allowed 50 feet in height above the exterior finish grade level at the top of the tallest parapet, although the roof height would vary based on the building’s architectural features (e.g., the base parapet height would be 44-feet high and office entry corners would be 48-feet high). As shown by the building’s elevations, visual relief from building form would be achieved through fenestration, mullions, cornices, and through variations in height and rooflines, and the use of parapets. The various architectural elements would provide articulation and visual interest within the building elevations and minimize glare.

Rooftop equipment would be screened behind the parapets and set back from building edges to prevent it from being visible from the street. Trash enclosures would be provided in the truck parking areas near each of the proposed office spaces; the trash enclosures would be screened as required by the PVCCSP.

B Access, Circulation, and Parking

The industrial component of the Project is designed to comply with the applicable PVCCSP standards and guidelines related to vehicular and non-vehicular circulation, including Sections 3.0 and Section 4.2.2.2, which are applicable to all development within the PVCCSP planning area, and Section 8.2.1.2, which addresses vehicular/truck access and onsite circulation for industrial sites.

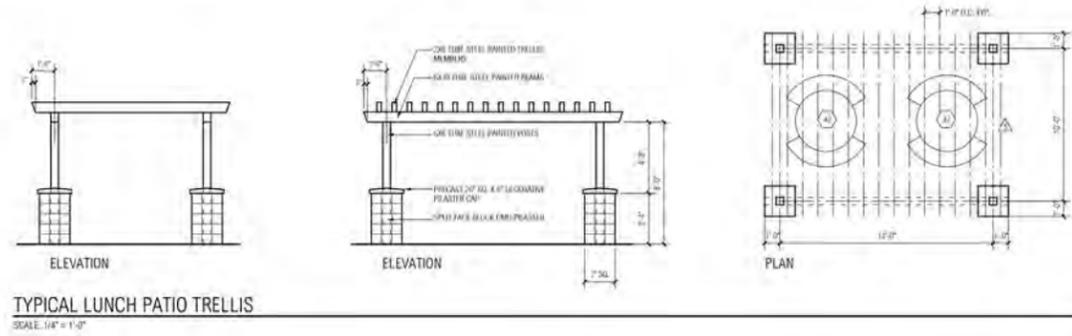
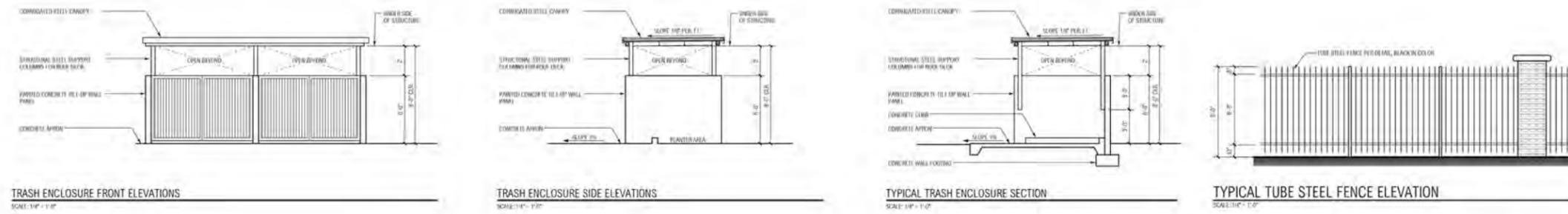


Source(s): RGA (June 2022)

Figure 3-16A

Not to Scale

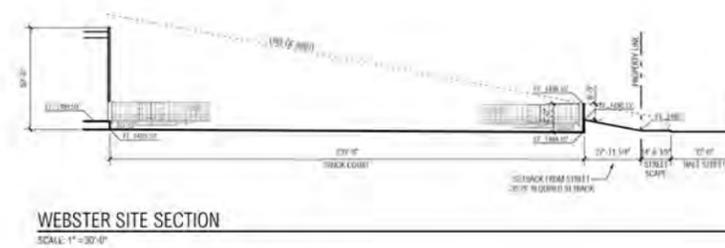
Conceptual Industrial Building Elevations



WEST ELEVATION - WITH SCREEN WALL (EAST ELEVATION SIMILAR)



NEVADA SITE SECTION
SCALE: 1" = 30'-0"



WEBSTER SITE SECTION
SCALE: 1" = 30'-0"

Source(s): RGA (June 2022)

Figure 3-16B

Not to Scale

Conceptual Industrial Building Elevations

Vehicular Circulation

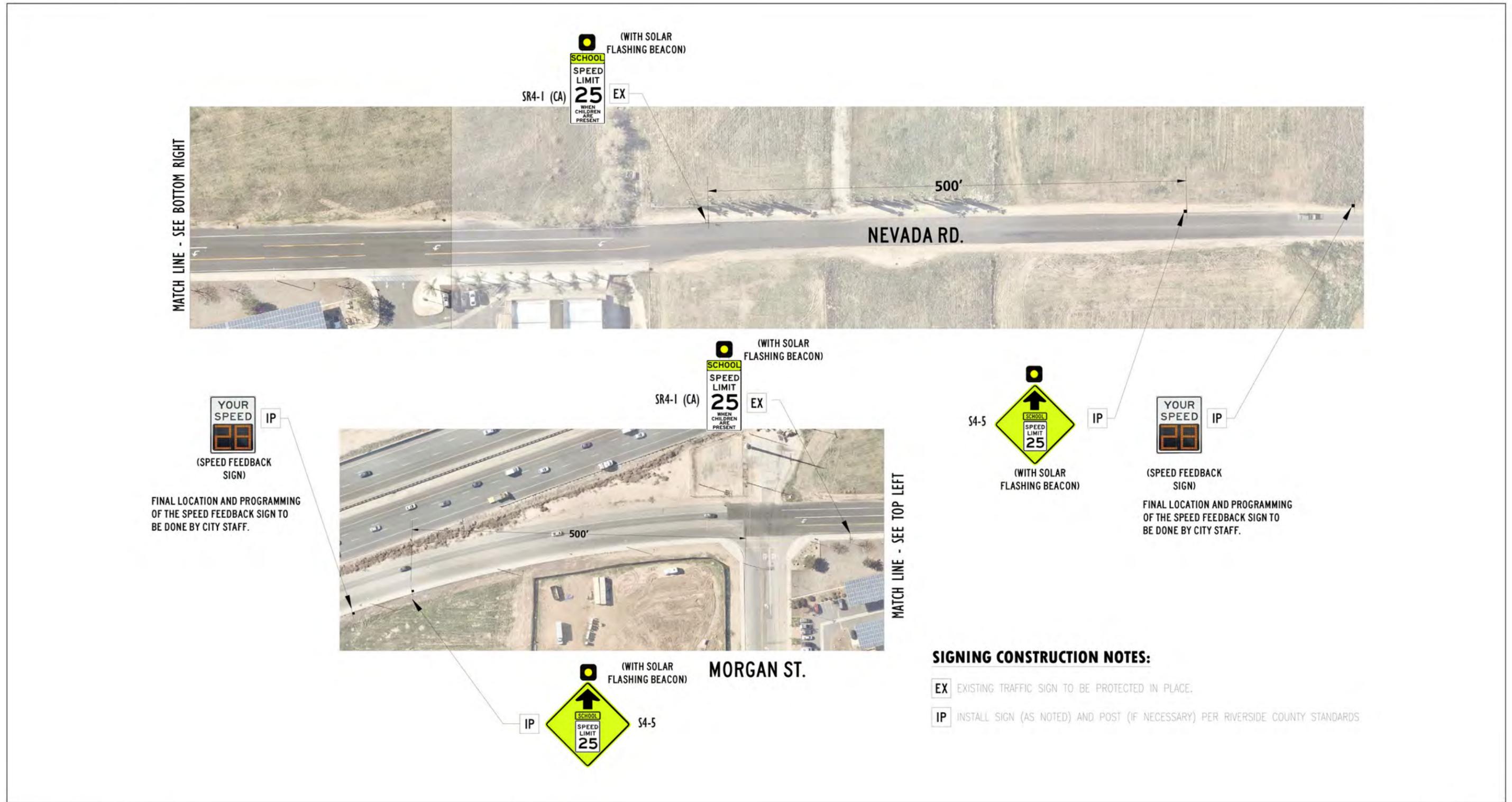
Off-site Roadway Improvements

Consistent with that described above for the retail component of the Project, site-adjacent roadway improvements would be implemented as part of the industrial component of the Project along Nevada Avenue and Webster Avenue. These improvements, including the Class I multipurpose trails along each roadway, would be constructed in the public right-of-way as required by the final Conditions of Approval for the Project and applicable City of Perris standards. Additionally, advance warning signs displaying the posted speed limit and with flashing beacons, and speed feedback signs would be installed in the northbound and southbound directions on Nevada Avenue prior to the school zone. Flashing beacons would also be added to the existing north and southbound school speed limit signs. All signs would be installed in compliance with California MUTCD requirements (refer to Figure 3-17, *Nevada Avenue Traffic Calming Features*).

Proposed Industrial Access

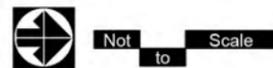
As shown on Figure 3-6, *Site Access Improvements*, access to the industrial component of the Project is proposed to be provided via three driveways along Nevada Avenue, and two driveways along Webster Avenue:

- **Nevada Avenue (Driveway 1)** – install a stop control on the westbound approach (full access-no turn restrictions) and construct the intersection with the following geometrics. This driveway is for passenger cars only. Due to the low traffic volumes making right turns into the driveway, a right turn deceleration lane is not required for traffic operations.
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane.
 - Westbound Approach (Project Driveway 1): One shared right-left turn lane.
- **Nevada Avenue (Driveway 2)** – install a stop control on the west bound approach (full access - no turn restrictions) and construct the intersection with the following geometrics. This driveway is for trucks only. Due to the low traffic volumes making right turns into the driveway, a right turn deceleration lane is not required for traffic operations.
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left-turn lane with a minimum of 50-feet of storage and one through lane.
 - Westbound Approach: One shared right-left turn lane.
- **Nevada Avenue (Driveway 3)** – install a stop control on the westbound approach (full access - no turn restrictions) and construct the intersection with the following geometrics. This driveway is for trucks only. Due to the low traffic volumes making right turns into the driveway, a right turn deceleration lane is not required for traffic operations.
 - Northbound Approach: One shared through-right turn lane.



Source(s): (Urban Crossroads 09-16-2022)

Figure 3-17



Nevada Avenue Traffic Calming Features

- Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane.
- Westbound Approach: One shared right-left turn lane.
- **Webster Avenue (Driveway 8)** – install a stop control on the eastbound approach (full access - no restrictions) and construct the intersection with the following geometrics. This driveway is for passenger cars only.
 - Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes.
 - Southbound Approach: One through lane and a shared through-right turn lane.
 - Eastbound Approach: One shared left-right turn lane.

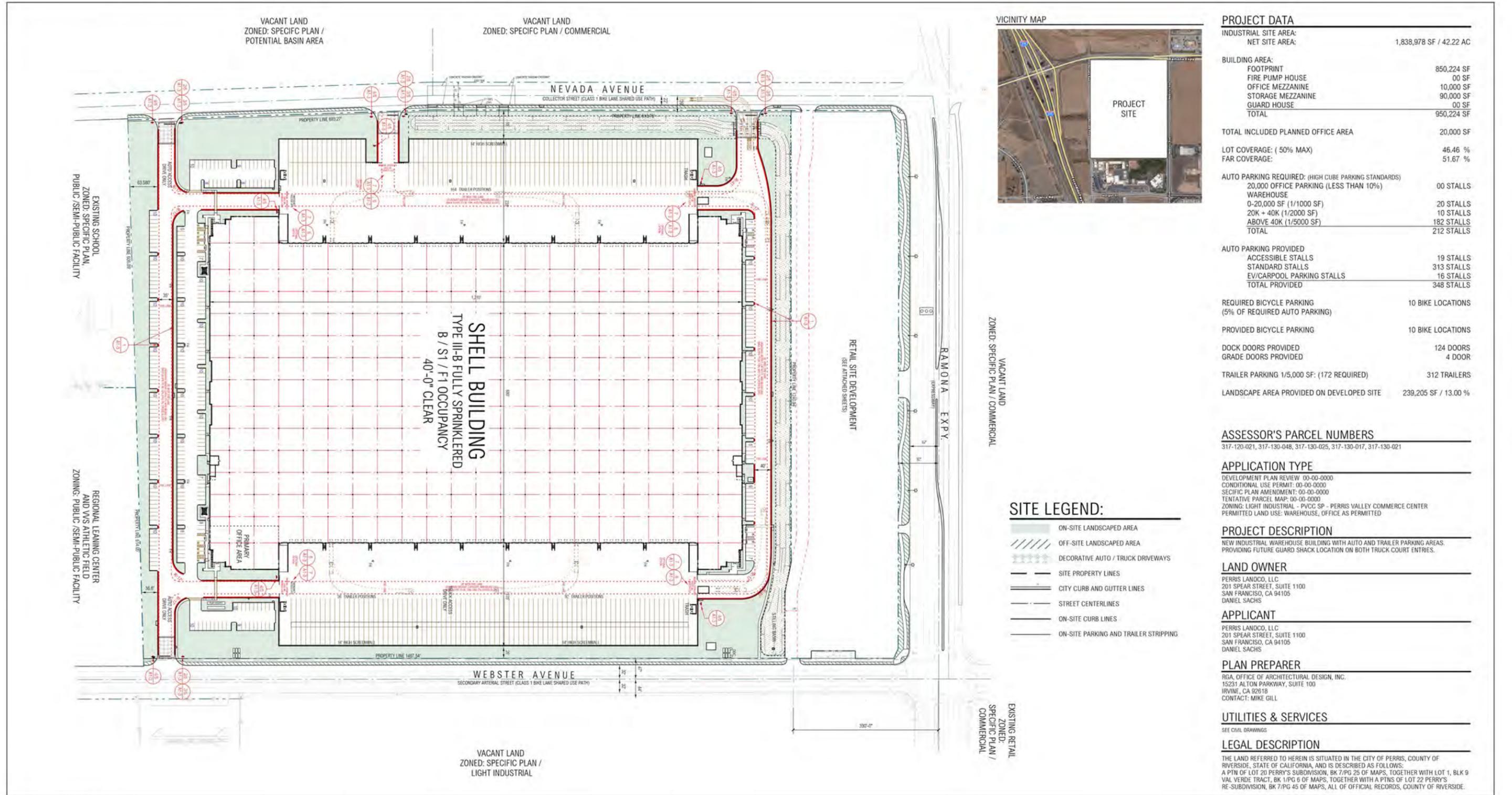
Stop-controlled driveways near the southern property border on both Nevada and Webster Avenues (Driveway 1 and Driveway 8) are exclusively for automobiles and would provide access to the automobile parking area south of the warehouse building for employees and visitors entering/exiting the primary office area located in the southeast corner of the building. There would be no truck access to the southern automobile parking area (with the exception of emergency access vehicles). Two additional stop-controlled driveways would be provided along Nevada Avenue exclusively for truck access. The northern driveway would provide access to the east and west truck courts. The automobile parking area on the north side of the building is intended for use by delivery and maintenance van/vehicles. The separated auto and truck access is intended to prevent potential conflicts between trucks, automobiles, and pedestrians.

Internal site circulation within the industrial component of the Project would also comply with applicable PVCCSP, and Riverside County requirements, including requirements for truck drive aisles, emergency access; fire lanes and access gates are shown on Figure 3-18, *Industrial Building Fire Access Plan*.

Trucks traveling to/from the Project site would be required to access PVCCSP-designated truck routes. Directional signage would be provided onsite to direct drivers accordingly. Based on direction from the City and concurrence by the Val Verde Unified School District (VVUSD), to access the nearest designated truck route, trucks would use Nevada Avenue, the Frontage Road, and Placentia Avenue, a PVCCSP designated truck route, to travel to and from I-215. The I-215/Placentia Avenue interchange is scheduled to be completed by 2022.

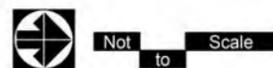
Bicycle and Pedestrian Circulation

The Project includes the implementation of 8-foot Class I multipurpose trails within the public right-of-way along Nevada and Webster Avenues adjacent to the industrial component of the Project (refer to Figure 3-14 and the street sections provided on Figure 3-7). These trails would seamlessly transition to the Class I multipurpose trail that would be constructed adjacent to the retail component of the Project and would provide connectivity to existing and planned land uses in the area including, but not limited to, school facilities to the south, existing uses along Ramona Expressway, and the proposed bus stop along Ramona Expressway. Onsite pedestrian paths would connect to the public sidewalks. Signage for pedestrian/bicycle crossing along with a stop bar and stop sign would be installed at each driveway.



Source(s): RGA (June 2022)

Figure 3-18



Industrial Building Fire Access Plan

As required by the current CALGreen Code, the industrial component of the Project includes required bicycle parking onsite (10 spaces), and indoor bicycle storage (refer to the floor plan provided on Figure 3-15).

Vehicle Parking

The Project's industrial warehouse component is designed to comply with Section 4.2.2.4 of the PVCCSP, Chapter 19.69 of the City of Perris Zoning Ordinance, and the CALGreen Code, related to parking requirements. As shown in Figure 3-14, the Project's industrial warehouse component is designed to provide 348 automobile parking stalls consisting of 19 accessible stalls, 267 standard stalls, and 62 electric vehicle/carpool stalls (57 EV parking stalls with infrastructure installed and 5 stalls with chargers installed), which would exceed the City's parking requirements (212 parking stalls). There would be 280 stalls in the southern parking lot serving the office area and 68 stalls in the north parking lot for maintenance and service vehicles. Additionally, the Project would provide 312 truck trailer parking stalls.

C Sustainable Features

The Project would meet or exceed Title 24 Energy Standards and the CALGreen Code. Sustainable features associated with the proposed industrial use include, but are not limited to, those outlined below. Additionally, as presented in Section 4.8, *Greenhouse Gas Emissions*, of this EIR, the Project incorporates PVCCSP EIR mitigation measures that serve to reduce greenhouse gas emissions.

- Systems within the building would meet Leadership in Energy and Environmental Design (LEED) goals
- Roof structure designed to accommodate solar panels
- Building commissioning
- 100% concrete light-colored yard area
- 2.5% skylights for natural day light within the warehouse space
- Light colored roof for reduced heat gain within the warehouse space
- Outdoor lighting systems that reduce light pollution
- R-22 wall insulation in the warehouse/office demising walls
- R-19 or R-30 roof insulation in the office area
- Double insulated glazing within the office environment
- Recessed windows to create shadow line and reduce window heat
- Short- and long-term bicycle parking
- Designated parking for clean air vehicles
- Electric vehicle (EV) charging electrical infrastructure conduit to every other truck dock
- EV parking spaces for passenger vehicles (57 spaces with infrastructure only installed and 5 spaces with chargers installed)

- Close distance to public transportation (proposed bus stop at the Ramona Expressway/Webster Avenue intersection)
- Forklifts within the building would be electric or compressed natural gas-powered
- “Turn-off” engines signs would be provided within the truck courts
- Water conserving plumbing fixtures and fittings and water meters
- Drought tolerant landscape and efficient irrigation (refer to discussion provided previously for the retail component)
- Construction waste management
- Recycling by occupants

D Amenities, Landscape/Hardscape, Walls/Fences, Lighting

Amenities

As required by PVCCSP Section 8.2.1.4, areas for outdoor employee amenities (e.g., rest area, bocce/play court) and indoor employee amenities/break areas (e.g., ping pong, bean bag toss) would be provided for the industrial component of the Project. The conceptual site plan and conceptual floor plan depict the location of the indoor & outdoor amenity areas, respectively (refer to Figure 3-14 and Figure 3-15). The outdoor employee amenity would be located near the primary office area.

Landscape/Hardscape

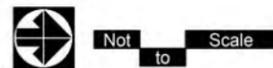
As previously identified, PVCCSP Section 6.0 addresses Landscape Standards and Guidelines within the PVCCSP planning area, and PVCCSP Figure 4.0-17 identifies Visual Overlay Zones. Webster Avenue is within a “Major Roadway Visual Zone” adjacent to the proposed industrial use and is designated as Major Visual Corridors; thus, this roadway is subject to the standards and guidelines outlined in PVCCSP Section 4.2.9.2.

The conceptual landscape and shading plan for the industrial component of the Project is shown on Figure 3-19a and Figure 3-19b. As shown, the proposed landscaping would consist of a variety of trees (e.g., for accent, screening, shade, and street), shrubs and ground cover. The PVCCSP requires a minimum 12% landscape coverage for Industrial development, and 13% landscape coverage is provided. Landscaped parkways, including street trees, would be provided along Nevada and Webster Avenues, which would screen views of the proposed industrial building and the proposed bypass channel (along Nevada Avenue). Trees and shrubs would also be planted along the truck court screenwalls on the east and west sides of the proposed building, at the driveways, and in the northeast corner of the industrial site (south of the stilling basin). Figure 3-11, Conceptual Landscape Sections, depicts the landscape section along Nevada Avenue. Additionally, the setback between the proposed industrial building and the property line to the south shared with the VVUSD would be a minimum of approximately 159-feet. There would be a landscape buffer consisting of trees and shrubs (ranging from approximately 36.5-feet adjacent to the Val Verde High School athletic field to approximately 63.5-feet adjacent to the Val Verde Academy) and an automobile parking area provided in this setback area. Trees would be planted in the automobile parking area, along the southern building perimeter, and on the north side of the new solid

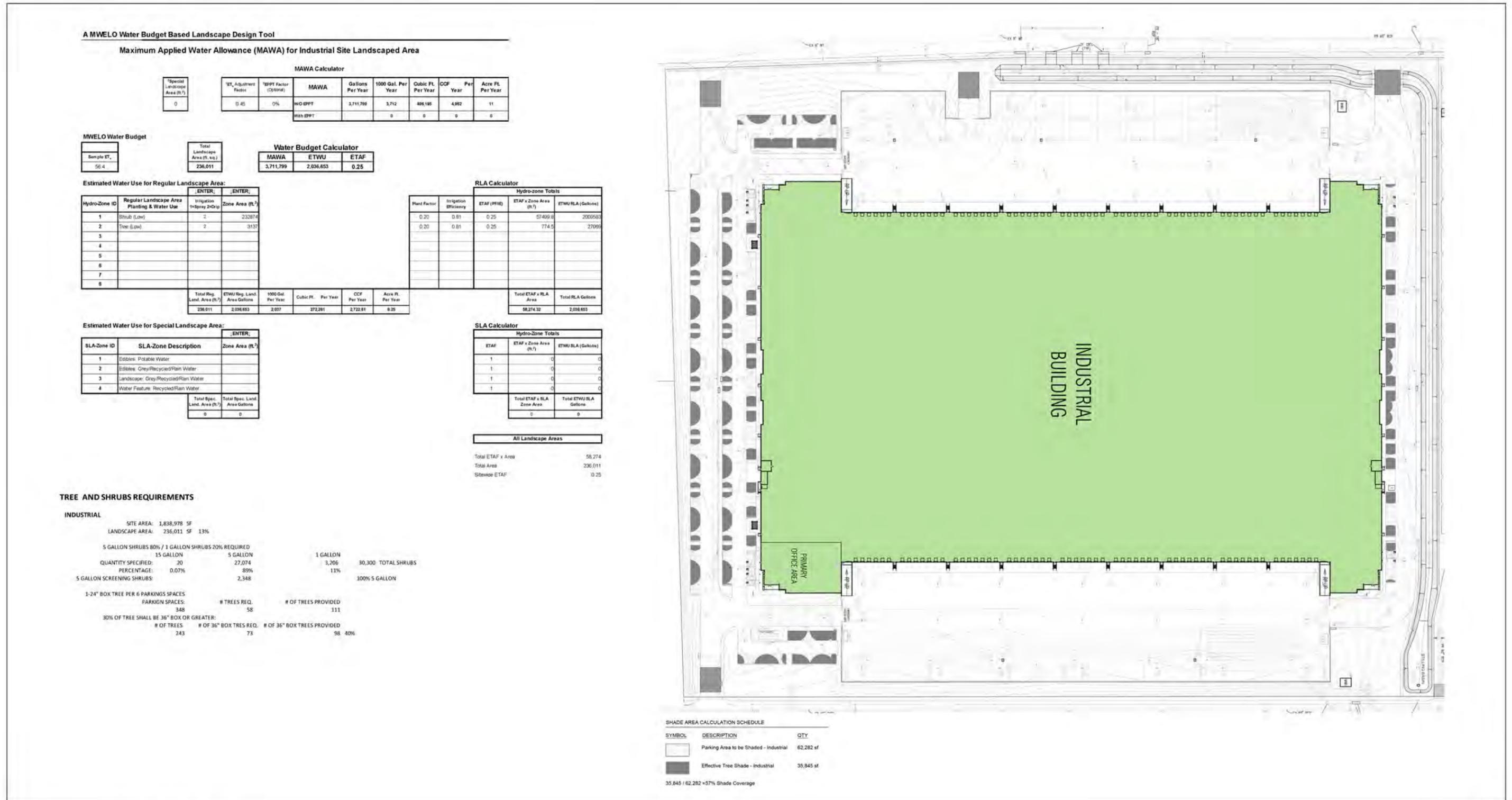


Source(s): Cummings Curley & Associates, Inc. (June 2022)

Figure 3-19A

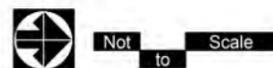


Conceptual Industrial Building Landscape and Shading Plan



Source(s): Cummings Curley & Associates, Inc. (June 2022)

Figure 3-19B



Conceptual Industrial Building Landscape and Shading Plan

wall along the southern property boundary discussed below for shade and screening. Landscaping and/or vines would also be installed on the south side of the solid wall to screen the wall.

Trees would also be planted along the northern property boundary between the retail and industrial components of the Project, which would serve to screen views of the industrial building but also the proposed bypass channel from the retail site. Additional trees would be planted in the northern automobile parking, which would provide shade and screening, and shrubs and groundcover would be planted on the south side of bypass channel to screen views of this facility from the industrial site. Proposed plant materials would be consistent with PVCCSP Section 6.1.3, or if approved by the City, plants that are consistent with California Friendly Landscape and that meet all minimum City of Perris Water Conservation Requirements, as defined in Chapter 19.70 of the City's Zoning Ordinance.

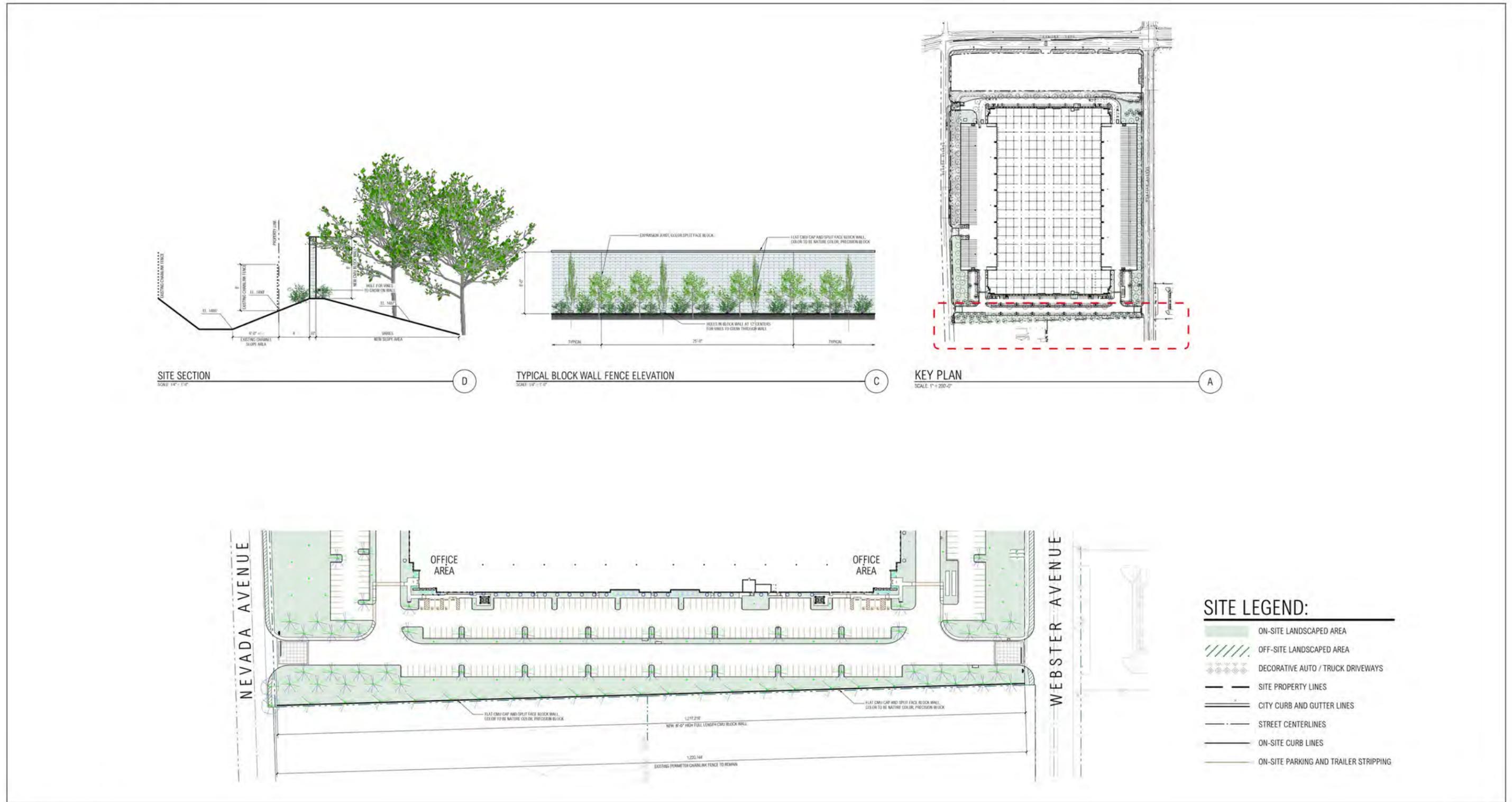
The industrial component would also include various hardscape elements, including enhanced entry paving (dark gray scored concrete) at the driveways.

Walls/Fences

To obstruct views of the Project's truck courts along Nevada Avenue and Webster Avenue, 14-foot screenwalls (as viewed from the truck court) would be installed. However, as shown on the site sections provided on Figure 3-16b, approximately six-feet of the exposed wall would be visible along Nevada Avenue, and approximately eight-feet of exposed wall would be visible from the Webster Avenue; trucks would not be visible from the roadways and associated shared use paths. As required by the PVCCSP, a landscape berm would also be installed along the Webster Avenue screenwall, which is along a Major Visual Corridor. As shown on Figure 3-14, an approximately six-foot-high steel tubular fence would be provided along both sides of the bypass channel and stilling basin, and an approximately six-foot-high steel tubular fence would be installed along the west side of the bypass channel, which is parallel to Nevada Avenue. The fence along the north side of the bypass channel would be along the property line between retail and industrial sites. Rolling, approximately eight-foot-high wrought iron fences would be installed at the entries to the truck courts. Fence and wall elevations are also provided on Figure 3-16b. The existing chain link fence along the southern property boundary between the industrial site and VVUSD property would be retained; however, a new 8-foot-high concrete masonry unit (CMU) wall would be installed between the Project site and the school property as shown on Figure 3-20, *School Boundary Wall Exhibit*. The wall would be constructed approximately 4-feet north from the existing chain link fence.

Lighting

Section 4.2.4 of the PVCCSP addresses lighting standards and guidelines, including general lighting, decorative lighting standards, and parking lot lighting. The Project would comply with applicable lighting standards and guidelines, and with lighting standards established by the City of Perris, the CALGreen Code, and the Title 24 Energy Efficiency Standards. Consistent with provisions of the PVCCSP, the Project would include various lighting elements to ensure safety and security of the facilities. The proposed lighting plan is provided in Figure 3-21. New sources of light would primarily include parking lot lighting, and outdoor security lighting for the proposed buildings. Pursuant to the PVCCSP and the Perris Municipal Code Section 19.02.110, lighting would be directed away from adjoining properties and the public right-of-way.



Source(s): RGA (10-24-2022)

Figure 3-20

Not to Scale

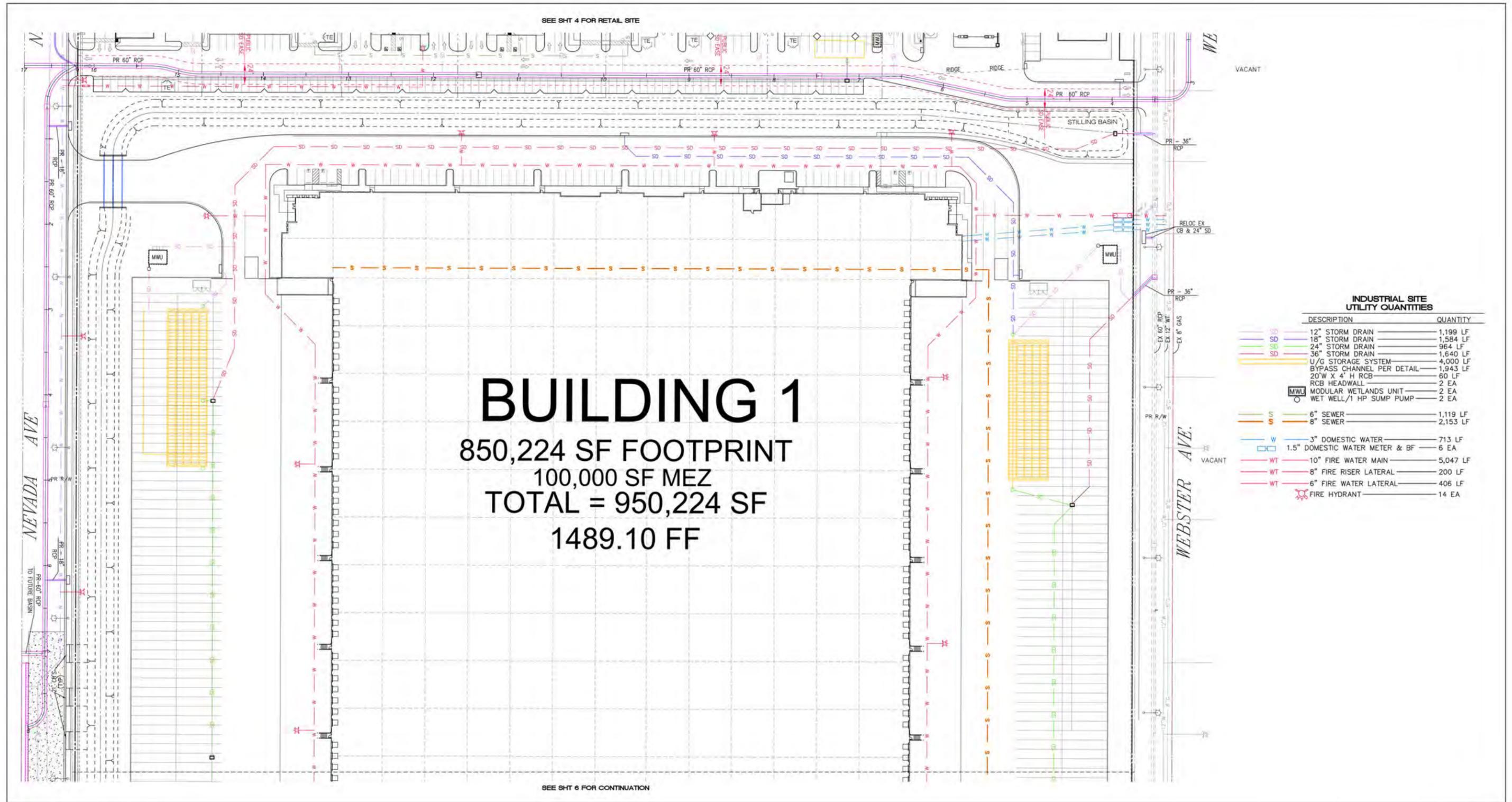
School Boundary Wall Exhibit

E **Utilities**

Section 4.2.7, *Utilities*, of the PVCCSP requires that utility connections be coordinated with the development of project sites. Onsite utility infrastructure would be provided, as necessary, to serve the proposed industrial use and would connect to the existing infrastructure in the adjacent roadways. Section 4.15, *Utilities and Service Systems*, and Section 4.10, *Hydrology and Water Quality*, of this EIR, further address the proposed utility infrastructure systems, and storm drain and water quality management infrastructure, respectively. The required utility infrastructure is within the physical impact area for the Project evaluated in this EIR. The conceptual water, sewer and storm drain utility infrastructure plan for the retail component of the Project is depicted on Figure 3-22a and Figure 3-22b and is subject to refinements during final design including specifications required by the utility provider.

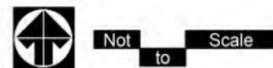
- **Domestic Water.** There is an existing EMWD 12-inch water main in Webster Avenue. As shown on Figure 3-22a and Figure 3-22b, new water lines would be installed onsite to connect to the existing water line in Webster Avenue and a new water line to be installed in Nevada Avenue for domestic water, irrigation, and fire flow. The onsite facilities would be sized to accommodate the required fire flow and anticipated water demand based on the proposed industrial use.
- **Sewer.** There is an existing 10-inch sewer main in Webster Avenue that would serve the proposed industrial use. As shown on Figure 3-22a and Figure 3-22b, the Project would include installation of onsite sewer north and east of the proposed building that would connect to sewer line in Webster Avenue near the southeast driveway.
- **Storm Water and Water Quality.** As previously discussed, the backbone drainage facility for the Project site and surrounding area is the existing 60-inch RCP in Ramona Expressway (Perris Valley Master Plan of Drainage Line E), which was designed to account for the fully developed condition of the tributary watershed it serves, including the entire Project site. As shown on Figure 3-22a and Figure 3-22b, onsite flows generated by the development of the industrial component of the Project would be collected via inlets at the low point around the site that would connect to underground detention systems on both sides of the building in the truck court areas, which would attenuate peak storm flows to ensure that developed conditions do not exceed the existing condition peak runoff rate.

An emergency bypass channel would be installed onsite along Nevada Avenue and the northern boundary of the industrial site to pick-up any remaining sheet-flow runoff that flows over Nevada toward the industrial site and does not enter the proposed public 60-inch RCP storm drain (on the retail site). The Nevada Avenue crossing would be a full section concrete "Arizona Crossing" that would convey excess sheet flow from the west side of Nevada Avenue to the east, and the bypass channel. The bypass channel would be a concrete-lined trapezoidal channel with an 11-foot-wide bottom and 1.75:1 side slopes. The size and slope of the channel would safely convey this remainder flow through the site and deliver it back to Webster Avenue. At the downstream terminus of the bypass channel, there would be a stilling basin (approximately 7-feet-deep and approximately 39-feet-wide), which would calm the flows exiting the trapezoidal channel and reduce velocities dramatically before the basin is overtopped and water sheet flows to Webster Avenue. This condition would occur only in the design storm 100-year event. The majority of storms would not produce enough runoff to trigger the basin overflow condition. There would also be an inlet provided at the downstream end of the channel to drain low flows to the existing storm

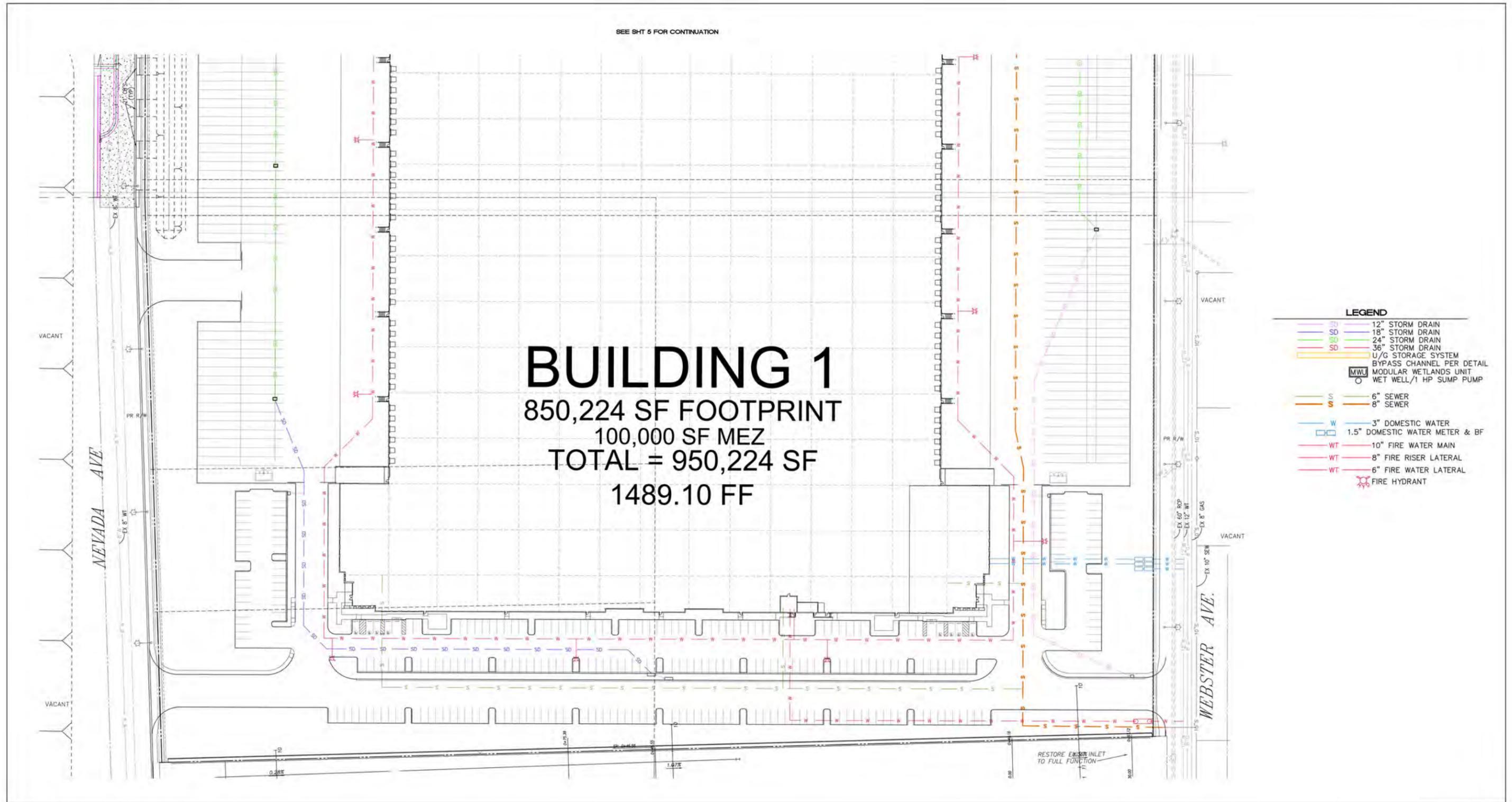


Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-22A

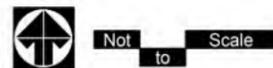


Conceptual Industrial Building Utilities Plan



Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-22B



Conceptual Industrial Building Utilities Plan

drain in Webster Avenue. The location of the bypass channel is shown on Figure 3-22a and Figure 3-22b, and the relationship of the channel to the proposed developed is shown on the site sections provided on Figure 3-23. The truck access driveway in the northwest portion of the industrial site has been designed to pass over the bypass channel.

As with the retail site, infiltration is not feasible on the industrial site due to soils conditions. Therefore, the Project has been designed to store the required Water Quality Volume in the underground detention system and then convey that volume via pumps to be treated within Modular Wetlands Units located in the northwest and northeast areas of the proposed industrial development area (refer to Figure 3-13, Water Quality BMP Site Map). Self-treating landscaped areas primarily located along the perimeter of the industrial site would also provide water quality treatment. In addition to these site design BMPs, structural and non-structural source-control BMPs would be installed as part of the Project, to control pollutants entering the storm drain system from the following sources: onsite storm drain inlets; landscape/outdoor pesticide use; refuse areas; loading docks; plazas, sidewalks, and parking lots; interior floor drains; and fire sprinkler test water.

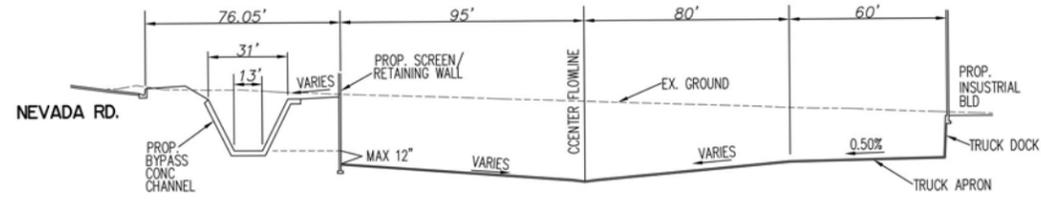
- **Dry Utilities.** As identified above for the retail component of the Project SCE supplies electric power, the SoCalGas provides natural gas, and Frontier and Spectrum Communications provide data and communications to the Project site. The dry utility infrastructure identified for the retail component of the Project would also serve the industrial component. In addition, a gas main extension from Ramona Expressway would be installed along Webster Avenue and a stub to the proposed industrial building would be provided for possible future use.

3.6.3 CONSTRUCTION ACTIVITIES (RETAIL AND INDUSTRIAL COMPONENTS)

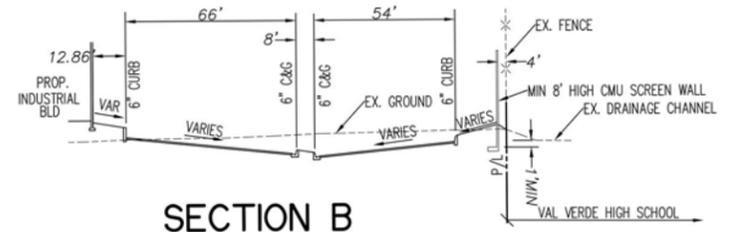
Construction of the Project's proposed retail and industrial warehouse components are anticipated to generally occur concurrently and would include the following construction activities: site preparation, grading, building/vertical construction, paving, architectural coating, landscape/tenant improvements. It is estimated that construction of the Project would occur over an approximate 12-month period. The estimated construction phase durations, which are also used for purposes of analysis in this EIR, are summarized in Table 3-4, Estimated Construction Duration. This construction schedule represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.¹ The estimated duration of construction activity is based on information provided by the Project Applicant and represents a reasonable approximation of the expected construction fleet as required per the State CEQA Guidelines.

The grading plans for the Project's proposed retail and industrial warehouse components are provided in Figure 3-24 and Figure 3-25 (a and b), respectively and site sections are presented in Figure 3-23. The Project site would be cleared and over-excavated per the recommendations of the Project-specific geotechnical investigations, as further discussed in Section 4.7, *Geology and Soils*, of this EIR. The

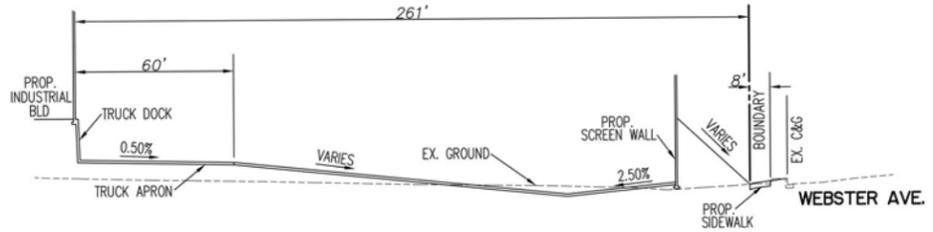
¹ As shown in the CalEEMod User's Guide Version 2020.4.0, Section 4.3.2 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.



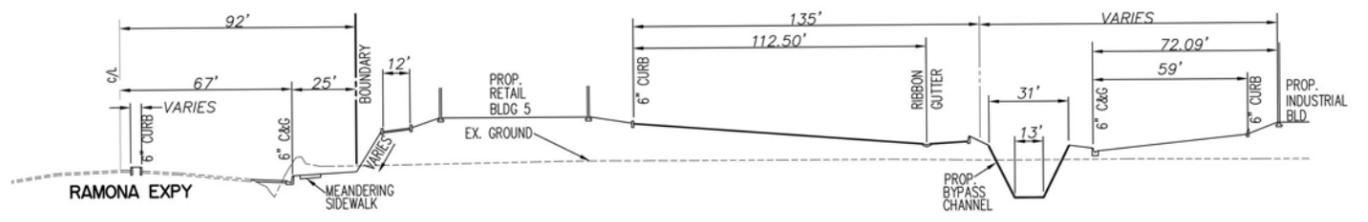
SECTION A
NTS SEE SHT 2



SECTION B
NTS SEE SHT 3



SECTION C
NTS SEE SHT 2



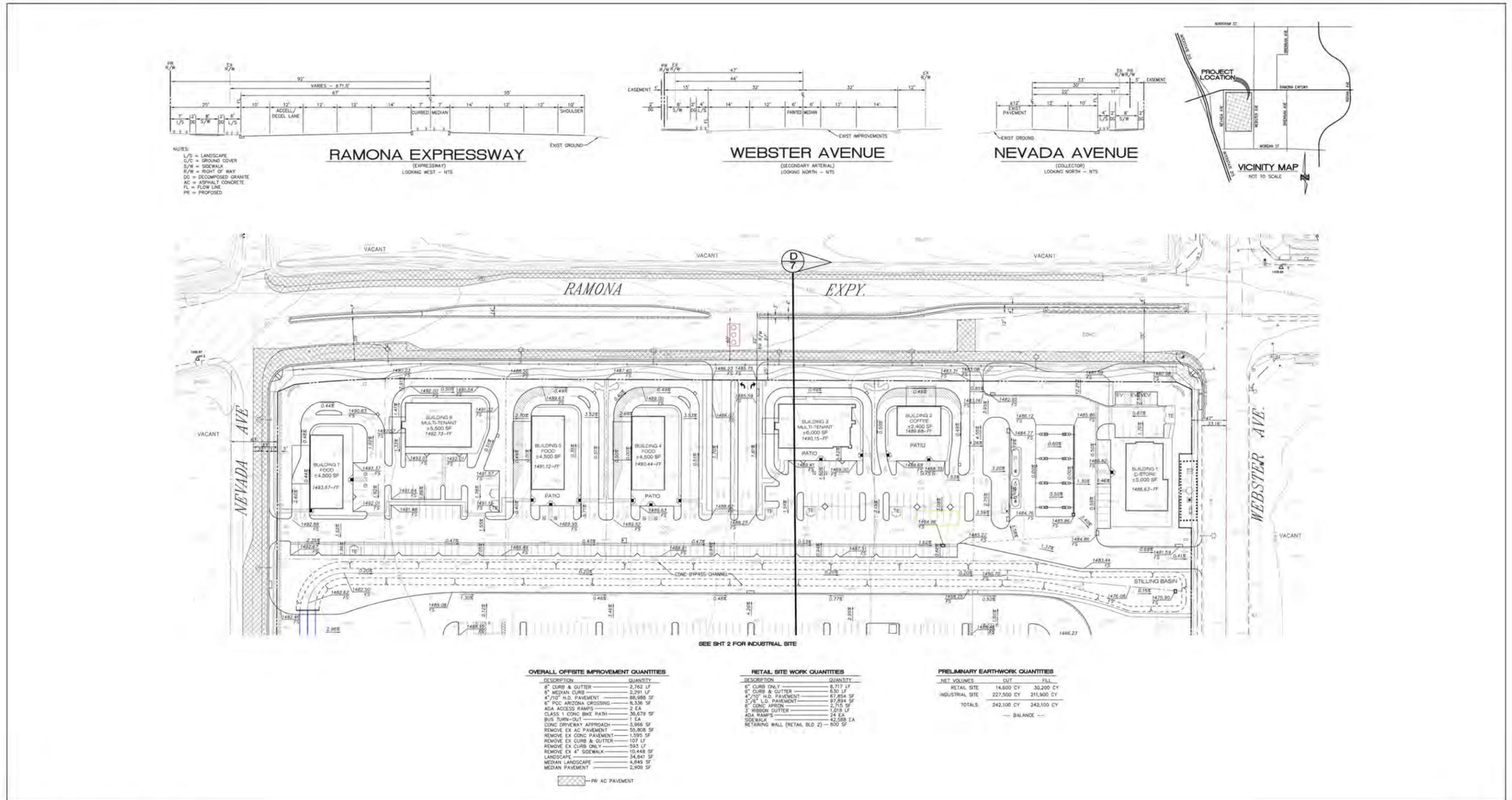
SECTION D
NTS SEE SHTS 1&2

Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-23

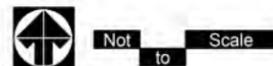
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Site Sections

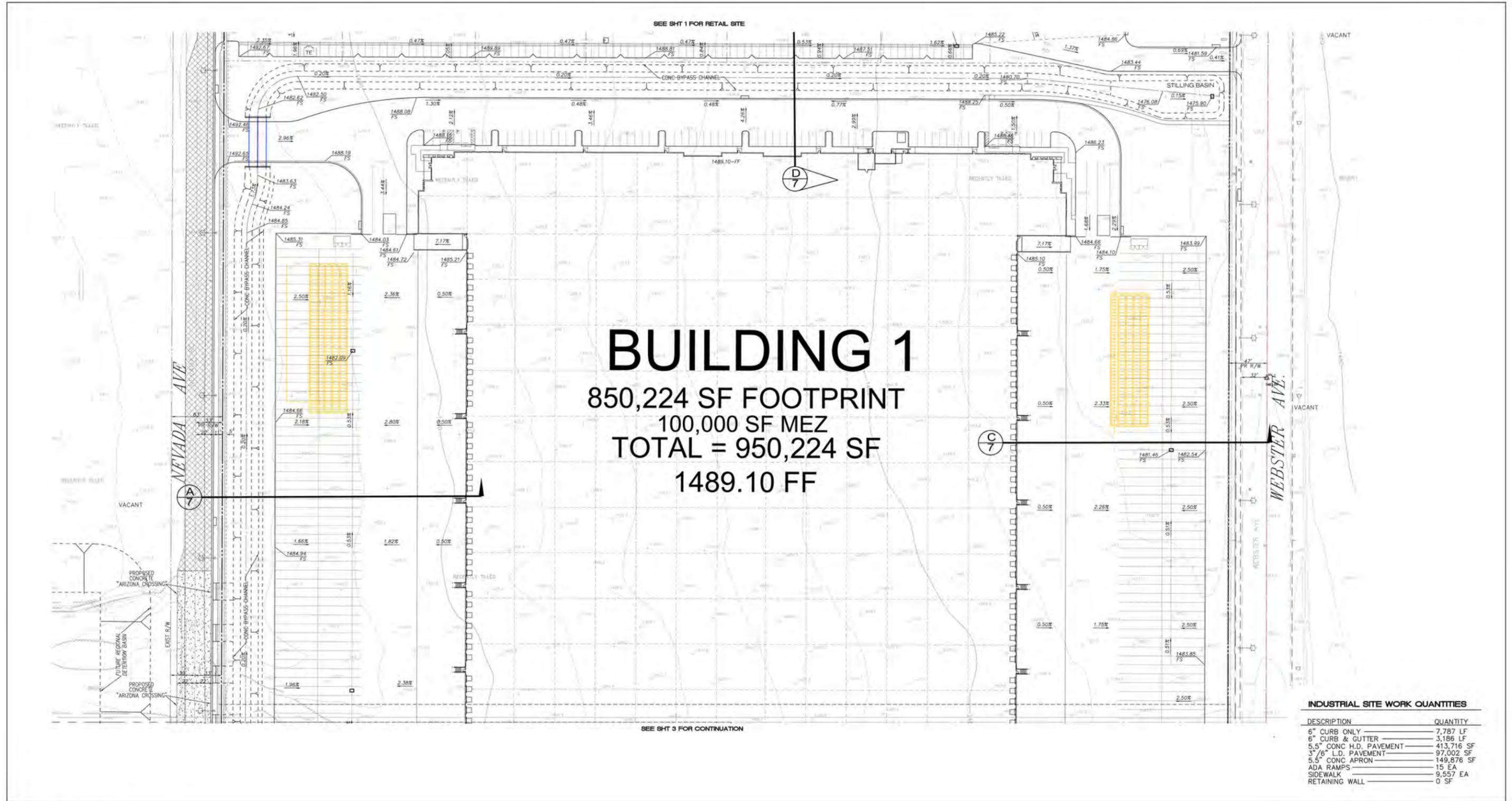


Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-24

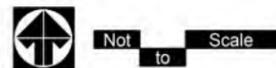


Conceptual Grading Plan - Retail

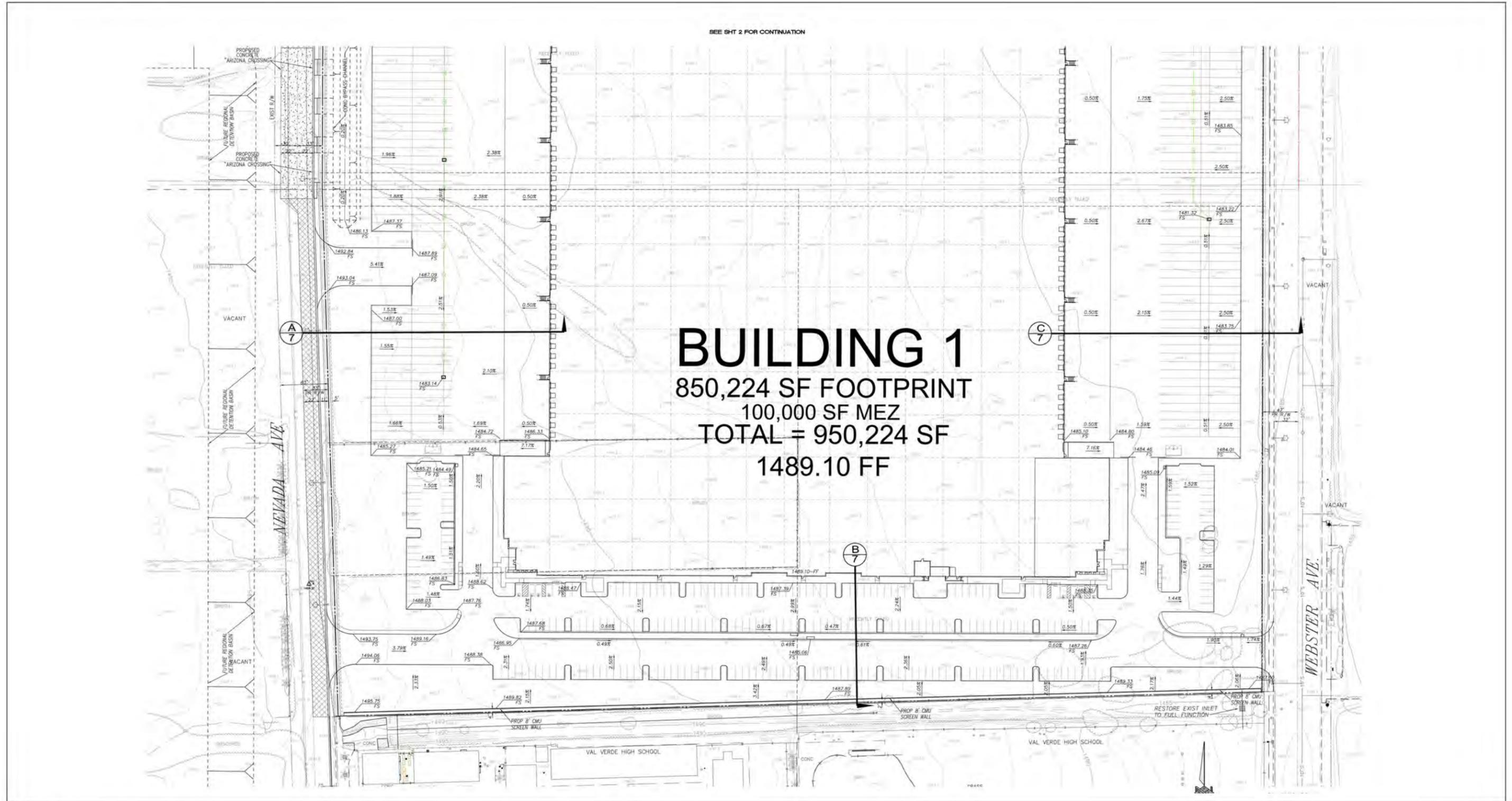


Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-25A

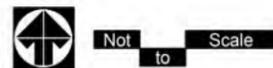


Conceptual Grading Plan - Industrial Warehouse



Source(s): PBLA Engineering, Inc. (10-21-2022)

Figure 3-25B



Conceptual Grading Plan - Industrial Warehouse

maximum anticipated depth of excavation for the Project is approximately 25 feet (associated with installation of the 60-inch public storm drain). Additionally, the Project’s earthwork quantities are anticipated to balance; no import or export of soil is anticipated.

Table 3-4 Estimated Construction Duration

Construction Activity	Start Date	End Date	Days
Site Preparation	07/03/2023	07/21/2023	15
Grading	07/22/2023	10/27/2023	70
Building/Vertical Construction	10/28/2023	05/03/2024	135
Architectural Coating	03/18/2024	05/10/2024	40
Paving	05/04/2024	05/31/2024	20
Landscaping/Tenant Improvements	05/11/2024	07/05/2024	40

Source: (Urban Crossroads, 2022a)

As further discussed in Section 4.12, *Noise*, of this EIR, the Perris Municipal Code, Section 7.34.060, allows construction activities during daytime hours (between the hours of 7:00 AM and 7:00 PM Monday through Saturday, except legal holidays. Should construction activities need to occur outside of the hours permitted by the Perris Municipal Code, the Project Applicant would be required to obtain authorization from the City. Should onsite concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 1:00 a.m. and 7:00 a.m.

In addition to onsite construction activities, the Project would involve site adjacent roadway and driveway access improvements along Nevada Avenue, Ramona Expressway, and Webster Avenue, as previously described. For purposes of analysis in this EIR it is assumed that the roadway improvements would extend across the full width of Webster Avenue and Nevada Avenue and approximately 55 feet north of the Ramona Expressway centerline; the off-site improvement area encompasses approximately 11 acres. Utility infrastructure would be installed onsite and would connect to existing offsite utility infrastructure or offsite utility infrastructure to be installed as part of the Project. The installation of utility infrastructure would primarily occur within Ramona Expressway and Webster Avenue adjacent to the Project. However, a natural gas main would be installed along Ramona Expressway east of Webster Avenue to an existing SoCalGas gas main that ends at Brennan Avenue (approximately 0.27 mile). Construction staging would occur within the Project impact limits and would not be located adjacent to any existing sensitive receptors.

Lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. This type of temporary security lighting may be unshielded and could shine onto adjacent properties and roadways. Further, in the event that construction-related activities occur during nighttime hours in the Project site, temporary, overhead artificial lighting would be provided to illuminate the work area.

Construction workers and vendors would travel to the Project site; construction vehicle trip assumptions are presented in Table 3-5, Construction Trip Assumptions. Construction of the Project would require common construction equipment. The site-specific construction fleet may vary due to specific needs at

the time of construction; however, a summary of construction equipment assumptions by construction phase provided by the Project Applicant and used for purposes of analysis in this EIR is provided in Table 3-6. Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-6 is estimated to operate up to a total of 8 hours per day during the allowed days and time period; however, the typical working hours for most construction contractors are 7:00 AM to 4:00 PM, and construction equipment is not in continual use. Each piece of equipment is used only periodically during a typical construction work day. Thus, eight hours of daily use per piece of equipment is a conservative assumption, and likely overstates the actual amount of time that each piece of construction equipment would operate on a daily basis. Additional information about the construction equipment assumptions is provided in Section 4.3, *Air Quality*, of this EIR.

Table 3-5 Construction Trip Assumptions

Construction Activity	Worker Trips Per Day	Vendor Trips Per Day
Site Preparation	28	20
Grading	33	93
Building/Vertical Construction	813	179
Architectural Coating	325	0
Paving	30	27
Landscaping/Tenant Improvements	813	0

Source: (Urban Crossroads, 2022a)

Table 3-6 Construction Equipment Assumptions

Construction Activity	Equipment ¹	Amount	Hours Per Day
Site Preparation	Crawler Tractors	6	8
	Rubber Tired Dozers	5	8
Grading	Crawler Tractors	3	8
	Excavators	3	8
	Graders	2	8
	Rubber Tired Dozers	2	8
	Scrapers	3	8
Building/Vertical Construction	Cranes	2	8
	Forklifts	6	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	6	8
	Welders	2	8
Architectural Coating	Air Compressors	2	8
Paving	Pavers	4	8
	Paving Equipment	4	8
	Rollers	4	8
	Cranes	2	8
	Forklifts	6	8

Construction Activity	Equipment ¹	Amount	Hours Per Day
Landscaping/Tenant Improvements	Generator Sets	2	8
	Tractors/Loaders/Backhoes	6	8
	Welders	2	8

1. In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes during the site preparation and grading phases.
 Source: (Urban Crossroads, 2022a)

3.6.4 OPERATIONAL ACTIVITIES (RETAIL AND INDUSTRIAL COMPONENTS)

At the time this EIR was prepared, the specific occupants of the proposed retail buildings and industrial warehouse building were unknown. Below is a summary of operational characteristics anticipated for the proposed uses that are the basis for analysis presented in this EIR.

A Retail Use Operations

For purposes of analysis, it is conservatively assumed that the proposed retail uses would be operational 24 hours per day and seven days per week with exterior areas illuminated at night. The Project’s proposed retail buildings would be designed such that business operations would be conducted within the enclosed buildings, with the exception of the drive-thrus, fueling station, traffic movement, and parking. It is estimated that the gas station would have an annual throughput of approximately 1,200,000 gallons of gasoline (75,000 gallons x 16 points of sale [pumps]). The fuel dispensation system would include an emergency shut-off mechanism. The underground storage tanks for the gas station would be installed in compliance with applicable regulations for the provision of vapor control, corrosion protection, overfill prevention, spill prevention, and release detection features and systems. There is a potential that operation of the convenience store would involve alcohol sales for off-site consumption, which would occur in compliance with the City’s CUP requirements.

B Industrial Use Operations

For purposes of analysis in this EIR and based on the proposed building design/site plan, it is assumed that the proposed industrial building would be operated as a high-cube non-sort fulfillment center and high cube cold storage warehouse use. Because the users are speculative, this EIR analytically assumes that up to 5% of the building floor space could be used as cold storage, in the event that cold storage is implemented as part of tenant improvement plans. Hazardous materials storage is not expected to occur within the building or on the Project site; however, small quantities of hazardous chemicals and/or materials – including but not limited to aerosols, cleaners, fertilizers, lubricants, paints or stains, fuels, ammonia, propane, oils, and solvents – could be utilized during routine Project operations and maintenance.

For purposes of analysis in this EIR, it is assumed that the building would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with PVCCSP requirements and the Perris Municipal Code Section 19.02.110.

The building is designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement, parking, and the loading, and unloading of truck trailers at

designated loading bays. No outdoor materials storage is proposed. As a practical matter, dock doors on light industrial buildings are not occupied by a truck at all times of the day. There are typically more dock door positions on industrial buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods to be carried by the truck are inside the building. As a result, a number of dock door positions are frequently inactive throughout the day. Infrastructure would be installed so that outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) can be non-diesel powered per contemporary industry standards.

The parking lot south of the proposed building would be used for passenger vehicle parking only; No trucks would be permitted to use this parking area. This area would be illuminated at night for safety and security.

During operation of the Project, employees, visitors, and vehicles hauling goods would travel to and from the proposed industrial use on a daily basis. Pursuant to State law, on-road diesel-fueled trucks are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB). Further, operation of the Project would be subject to the South Coast Air Quality Management District's (SCAQMD's) Indirect Source Rule, the goal of which is to reduce diesel emissions by regulating warehouses over 100,000 sf and encouraging the servicing of these buildings by zero- and near-zero emissions (ZE and NZE) trucks as technological advancements in the trucking industry occur over time.

C Trip Generation

As further described in Section 4.13, *Transportation*, of this EIR, the Project is estimated to generate a total of 8,372 actual two-way trips per day on a typical weekday with approximately 869 morning (AM) peak hour trips and 671 evening (PM) peak hour trips (Urban Crossroads, 2022b). Following is a summary breakdown of estimated actual trip generation for the retail and industrial components of the Project:

- **Retail:** 6,348 two-way trip-ends per day with 753 AM peak hour trips and 518 PM peak hour trips.
- **Industrial:** 2,024 two-way trip-ends per day with 116 AM peak hour trips and 153 PM peak hour trips.

With application of Passenger Car Equivalent (PCE) factors to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles)², the Project is estimated to generate a total of 8,960 PCE trips per day on a typical weekday with approximately 898 AM peak hour trips and 701 PM peak hour trips (Urban Crossroads, 2022b). Following is a summary breakdown of the estimated trip generation with PCE factors for the Project:

² PCEs allow the typical "real world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses.

- **Retail:** 6,348 two-way trip-ends per day with 753 AM peak hour trips and 518 PM peak hour trips.
- **Industrial:** 2,612 two-way trip-ends per day with 145 AM peak hour trips and 183 PM peak hour trips.

D Employment Generation

Based on the employment generation rates identified in PVCCSP EIR Table 4.8-E, Development Intensity and Employment Projections (City of Perris, 2011), the proposed retail uses are estimated to generate approximately 74 employees³ and the proposed industrial building is estimated to generate approximately 923 employees⁴, resulting in approximately 997 new jobs in the City.

3.6.5 SPECIFIC PLAN AMENDMENT (CASE NO. PLN21-05218)

The current General Plan land use designation and Zoning for the Project site is Specific Plan (i.e., the PVCCSP) (City of Perris, 2022). The Project site has a PVCCSP land use designation of Commercial (northern portion of the Project site) and Business Professional Office (BPO) (southern portion of the Project). An amendment to the PVCCSP is required for the proposed industrial use. Specifically, the following amendments to the PVCCSP (most recently amended in January 2022) are proposed. Figure 3-26, *Existing and Proposed PVCCSP Land Use Designations*, depicts the proposed change in land use designation. The other amendments are graphically depicted on figures presented in Appendix B of this EIR.

- **Change (rezone) the PVCCSP land use designation** for 19.23 acres of BPO and 23.19 acres of Commercial to Light Industrial (LI) to facilitate development of the proposed 950,224 sf warehouse building.
- **Revise Figure 2.0-1, Specific Plan Land Use Designation**, to change the land use designations for the southern portion of the Project site (approximately 42.4 acres) from Commercial and BPO to Light Industrial (LI) as indicated above.
- **Revise Table 2.0-1, Land Use Comparison**, to update the acreage calculations for “Proposed Acres” as follows: reduce Commercial from 270 to 251 acres, reduce BPO from 271 to 248 acres, and increase LI from 2,033 to 2,075 acres.
- **Revise Figure 4.0-16, Residential Buffer**, to reflect the proposed changes in land use designations for the Project site as described above for Figure 2.0-1.
- **Revise the following PVCCSP figures to remove Dawes Street**, a “paper” street within the Project site that would be vacated as part the Project. No other changes to these figures are required by the Project.
 - Figure 3.0-1, Circulation Plan
 - Figure 3.0-4, Mass Transit Routes
 - Figure 3.0-5, Trails System

³ PVCCSP Commercial Employment Generation Rate: 1 employee per 500 sf

⁴ PVCCSP Light Industrial Employment Generation Rate: 1 employee per 1,030 sf

EXISTING

PROPOSED

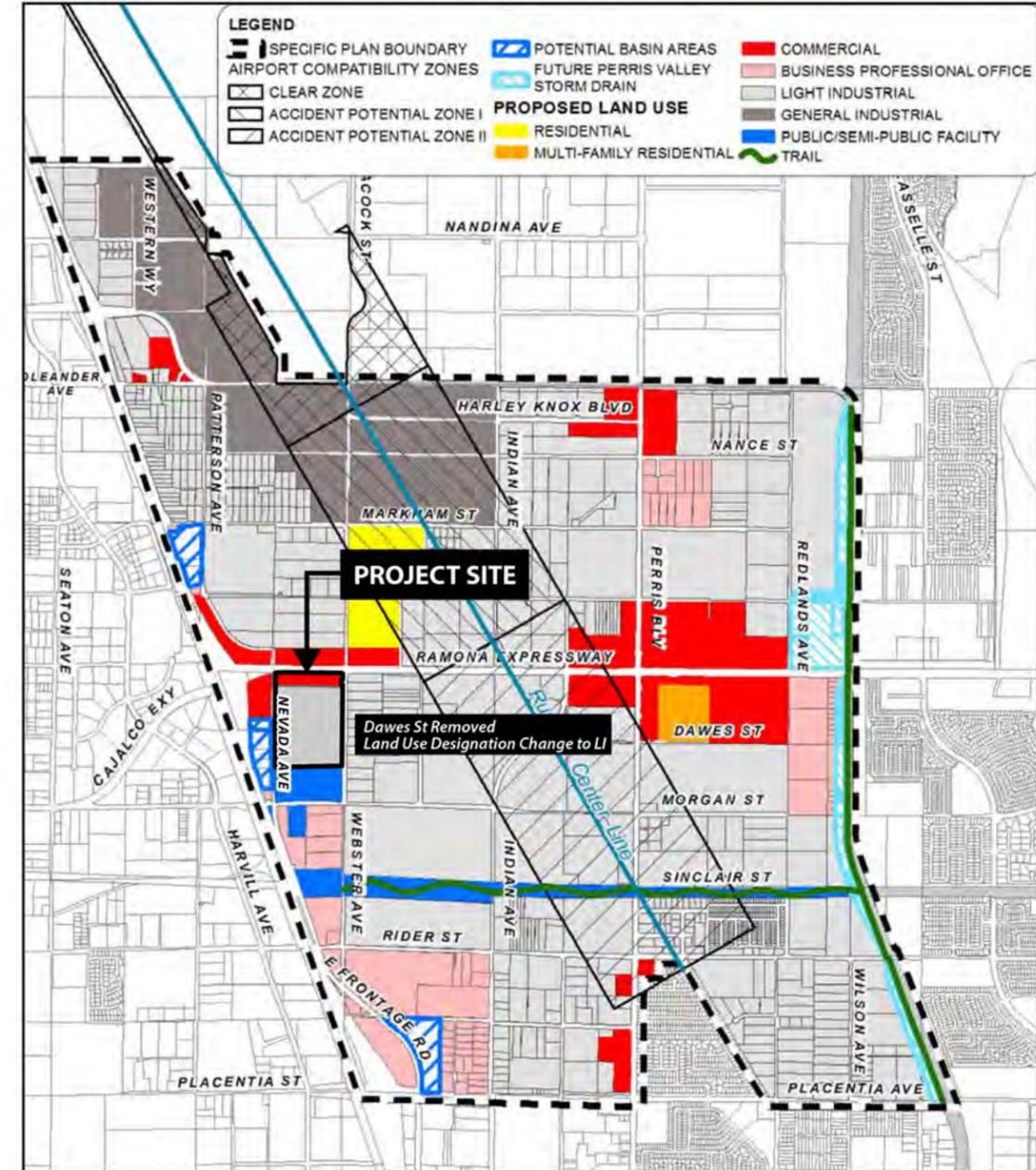
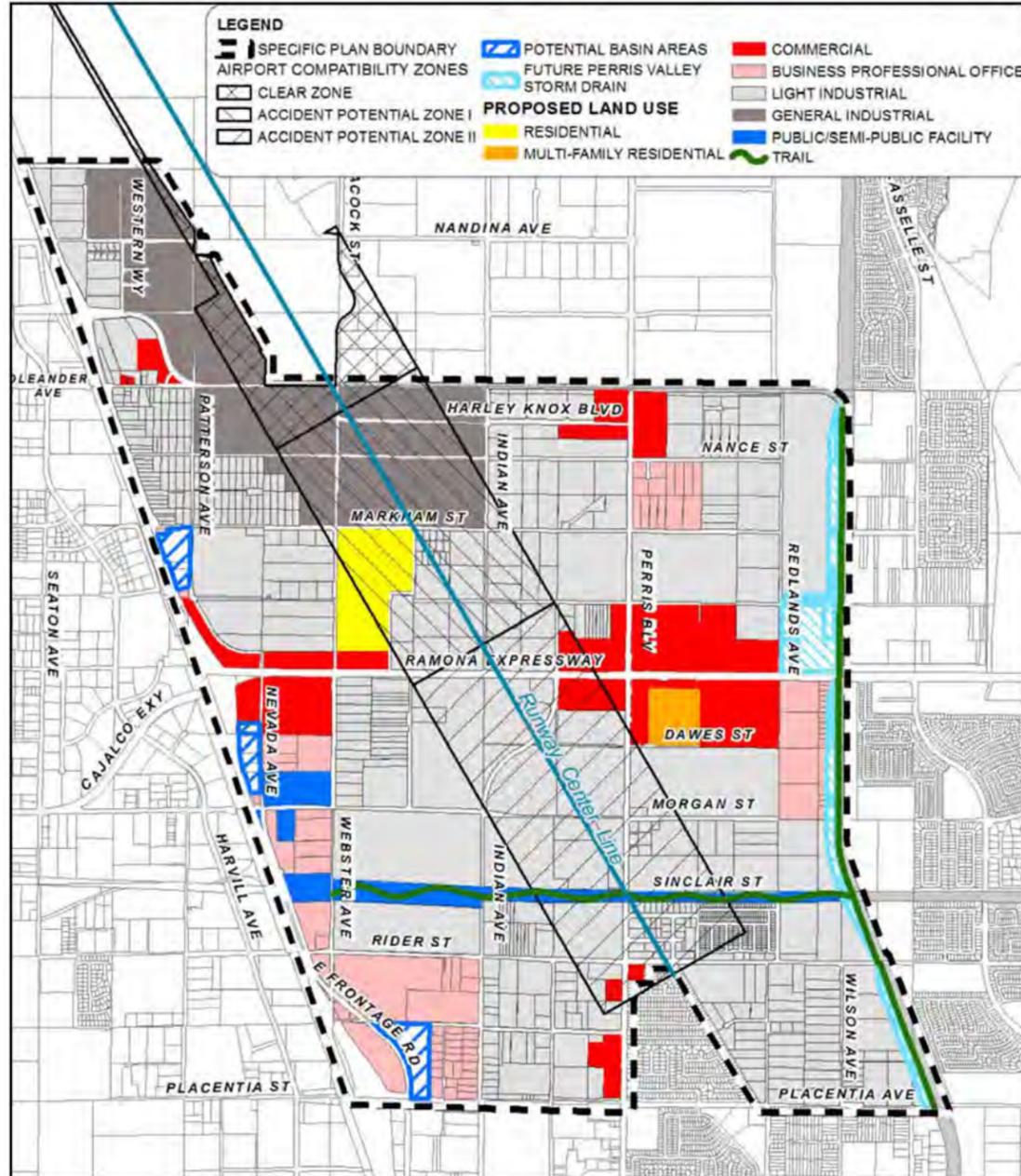
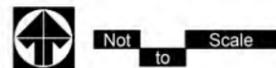


Figure 3-26



Existing and Proposed PVCCSP Land Use Designations

- Figure 3.0-7, Existing EMWD Water
- Figure 3.0-8, Existing EMWD Sewer
- Figure 3.0-9, Existing EMWD Recycled Water
- Figure 3.0-12, Existing Natural Gas
- Figure 3.0-13, Existing Electric
- Figure 3.0-14, Existing Telephone
- Figure 3.0-15, Existing Cable TV
- Figure 5.0-8, Ramona Expressway Regional Trail

3.6.6 TENTATIVE PARCEL MAP (TPM) NO. 38292 (CASE NO. PLN21-0219)

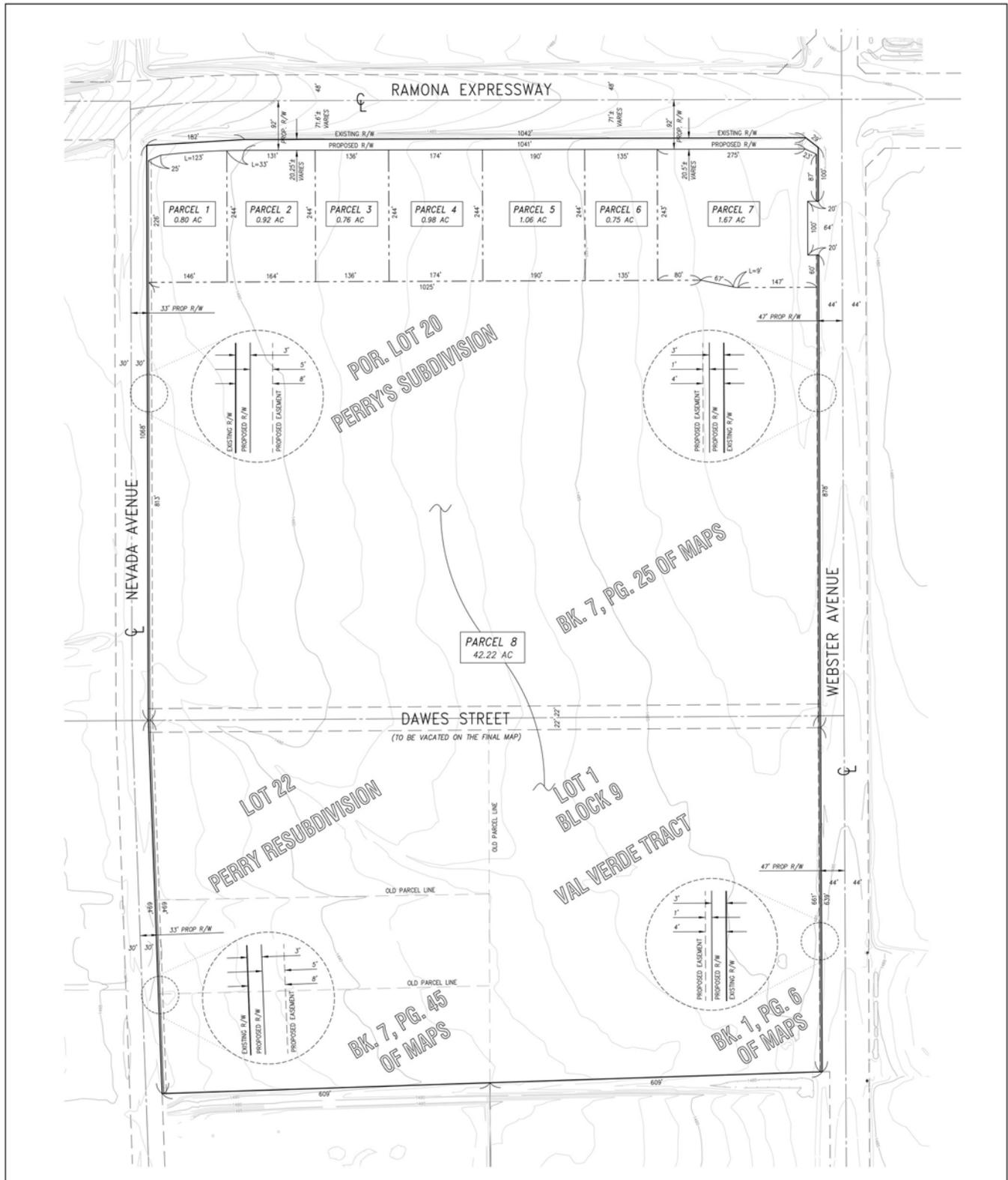
The Project involves proposed TPM No. 38292 (refer to Figure 3-27a and Figure 3-27b) to re-subdivide the existing 5-parcel Project site into eight parcels (seven parcels for the proposed retail uses and one parcel for the proposed industrial use); and to vacate Dawes Street (Street Vacation Case No. PLN21-05220), which extends (on paper only) east-west through the site. The existing APNs subject to the proposed changes are: 317-120-021, 317-130-048, 317-130-025, 317-130-017, and 317-130-021.

3.6.7 DEVELOPMENT AGREEMENT (CASE NO. PLN22-05297)

The Project Applicant and the City of Perris intend to enter into a Development Agreement related to the Project. California Government Code Sections 65864-65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property that is subject to a development proposal. The Development Agreement would provide the Project Applicant with assurance that development of the Project may proceed subject to the rules and regulations in effect at the time of Project approval. The Development Agreement would also provide the City of Perris with assurance that certain obligations of the Project Applicant would be met, such as the required timing of public improvements, the Applicant's contribution toward funding community improvements, and other conditions. No physical changes in the environment (beyond those described herein) are assumed in connection with the Development Agreement.

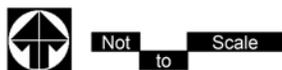
3.7 SUMMARY OF REQUESTED ACTIONS

The City of Perris has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this EIR pursuant to State CEQA Guidelines Section 15050. Pursuant to PVCCSP Section 13.0, Implementation and Administrative Process, the Perris City Council is the decision-making authority for the Project Applicant's requested Specific Plan Amendment. The City Council will all also serve as the decision-making body for the remaining discretionary applications (Conditional Use Permit, Development Plan Review, and Tentative Parcel Map). The Planning Commission will make a recommendation to the City Council whether the Project should be approved and this EIR should be certified as being in compliance with CEQA.



Source(s): PBLA Engineering, Inc. (09-07-2022)

Figure 3-27A



Proposed Tentative Parcel Map No. 38292

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL ONE:

LOT 20 OF PERRY'S RESUBDIVISION, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILED IN BOOK 7, PAGE 45 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED FILED FOR RECORD SEPTEMBER 18, 1958 AS INSTRUMENT NO. 67003 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

A STRIP OF LAND 142 FEET IN RIGHT ANGLE WIDTH, BEING 48 FEET ON THE NORTHERLY SIDE AND 94 FEET ON THE SOUTHERLY SIDE OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE WESTERLY PROLONGATION OF THE CENTER LINE OF MARTIN STREET, SAID POINT ALSO BEING ON THE WESTERLY PROLONGATION OF THE SOUTHERLY LINE OF LOT 17 OF PERRY'S RESUBDIVISION, WHICH BEARS SOUTH 89° 51' 57" WEST, (FORMERLY RECORDED SOUTH 89° 50'-1/2' 0" WEST) 2431.48 FEET FROM THE NORTHEAST CORNER OF SAID LOT 20; THENCE SOUTH 89° 54' EAST, 2431.48 FEET, TO A POINT WHICH BEARS SOUTH 00° 06' WEST, 9.94 FEET FROM THE NORTHEAST CORNER OF SAID LOT 20;

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED NOVEMBER 3, 1982 AS INSTRUMENT NO. 190779 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID LOT 20, SAID POINT ALSO BEING ON THE NORTHERLY LINE OF DAMES STREET, 44.00 FEET WIDE, AS SHOWN ON SAID MAP, THENCE ALONG THE WESTERLY LINE OF SAID LOT NORTH 0° 32' 52" EAST, 1056.79 FEET TO THE SOUTHERLY LINE OF MARTIN STREET 142.00 FEET WIDE, AS SHOWN ON COUNTY OF RIVERSIDE DEED PLAT 727-HF; THENCE ALONG SAID SOUTHERLY LINE SOUTH 89° 23' 28" EAST, 211.37 FEET; THENCE COURSE "A", SOUTH 87° 21' 31" WEST 182.21; THENCE SOUTH 0° 36' 28" WEST, 1046.35 FEET TO THE NORTHERLY LINE OF SAID DAMES STREET; THENCE ALONG SAID NORTHERLY LINE NORTH 89° 36' 45" WEST, 28.34 FEET TO THE POINT OF BEGINNING.

PARCEL TWO:

LOT 1 IN BLOCK 9 OF VAL VERDE TRACT, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 1 PAGE 6 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

FOR CONVEYANCING PURPOSES ONLY: APN 317-120-021 (AFFECTS PARCEL ONE)
APN: 317-130-048 (AFFECTS PARCEL TWO)

NOTE: PORTIONS OF PARCELS B AND C (APN NOS. 317-130-016 AND 317-130-020) LISTED BELOW ARE NOT A PART OF THIS SURVEY

PARCEL A:

PARCEL 2 OF CERTIFICATE OF COMPLIANCE NO. 1944, AS EVIDENCED BY DOCUMENT RECORDED APRIL 30, 1984 AS INSTRUMENT NO. 90090 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

ALL THAT PORTION OF THE NORTHERLY 9.65 ACRES OF LOT 22 OF PERRY RE-SUBDIVISION, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 7, PAGE 45 OF MAPS, RIVERSIDE COUNTY RECORDS, WHICH LIES EAST OF THE EAST LINE OF PARCEL 6932-2, AS CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED FEBRUARY 6, 1983, AS INSTRUMENT NO. 24397, OF OFFICIAL RECORDS.

PARCEL B:

THE NORTHERLY 5 ACRES OF THE SOUTHERLY TO ACRES OF LOT 22 OF MAP OF THE PERRY RESUBDIVISION, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 7, PAGE 45 OF MAPS, RIVERSIDE COUNTY RECORDS.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO RIVERSIDE COUNTY, CALIFORNIA BY DEEDS RECORDED JUNE 13, 1914 IN BOOK 398, PAGE 366 AND OCTOBER 15, 1914 IN BOOK 406, PAGE 7, BOTH OF DEEDS.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED MAY 9, 1952 AS INSTRUMENT NO. 19852 IN BOOK 1368, PAGE 508 AND AUGUST 4, 1953 AS INSTRUMENT NO. 38295 IN BOOK 1497, PAGE 75, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THOSE PORTIONS DESCRIBED AS PARCELS 6931-1 AND 6931-2 CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED OCTOBER 29, 1982 AS INSTRUMENT 188036 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL SUBTERRANEAN WATER FLOWING OR PERCOLATING THROUGH SAID LAND, AS SET OUT IN DEED TO THE VAL VERDE WATER DISTRICT RECORDED OCTOBER 17, 1918 IN BOOK 492, PAGE 223 OF DEEDS.

PARCEL C:

THE SOUTHERLY 5 ACRES OF LOT 22 OF MAP OF THE PERRY RE-SUBDIVISION, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 7, PAGE 45 OF MAPS, RIVERSIDE COUNTY RECORDS.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO RIVERSIDE COUNTY, CALIFORNIA BY DEEDS RECORDED JUNE 13, 1914 IN BOOK 398, PAGE 366 AND OCTOBER 15, 1914 IN BOOK 406, PAGE 7, BOTH OF DEEDS.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE STATE OF CALIFORNIA BY DEEDS RECORDED MAY 9, 1952 AS INSTRUMENT NO. 20854 IN BOOK 1368, PAGE 477 AND AUGUST 4, 1953 AS INSTRUMENT NO. 38296 IN BOOK 1497, PAGE 70, BOTH OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM THOSE PORTIONS DESCRIBED AS PARCELS 6930-1 AND 6930-2 CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED OCTOBER 29, 1982 AS INSTRUMENT NO. 181523 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL SUBTERRANEAN WATER FLOWING OR PERCOLATING THROUGH SAID LAND, AS SET OUT IN DEED TO THE VAL VERDE WATER DISTRICT RECORDED OCTOBER 17, 1918 IN BOOK 492, PAGE 223 OF DEEDS.

APN: 317-130-025 (AFFECTS: PARCEL A)

317-130-016 (AFFECTS: PORTION OF PARCEL B) - NOT A PART OF THIS SURVEY

317-130-017 (AFFECTS: PORTION OF PARCEL B)

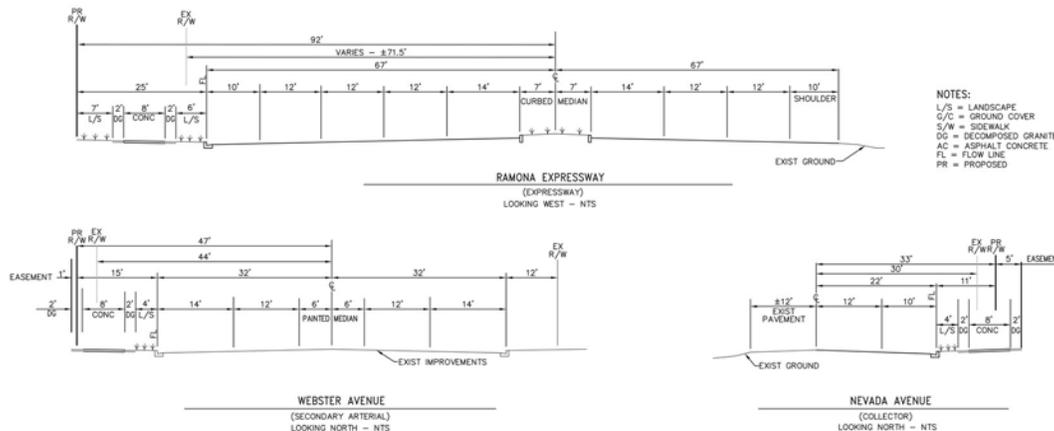
317-130-020 (AFFECTS: PORTION OF PARCEL C) - NOT A PART OF THIS SURVEY

317-130-021 (AFFECTS: PORTION OF PARCEL C)

ASSESSOR'S PARCEL NUMBERS

317-120-021, 317-130-017, 317-130-021, 317-130-025 & 317-130-048

STREET SECTIONS



NOTES:
L/S = LANDSCAPE
G/C = GROUND COVER
S/W = SIDEWALK
DG = DECOMPOSED GRANITE
AC = ASPHALT CONCRETE
FL = FLOW LINE
PR = PROPOSED



EIGHT (8) NUMBERED LOTS - NO LETTERED LOTS
NO PARK/ NO OPEN SPACE ACRES

BOUNDARY AND PARCEL INFORMATION

	GROSS	NET
BOUNDARY	49.97 AC / 2,176,883.17 SF	49.17 AC / 2,141,645.40 SF
RETAL BOUNDARY *	7.55 AC / 329,011.30 SF	6.95 AC / 302,867.12 SF
INDUSTRIAL BOUNDARY **	42.42 AC / 1,847,871.87 SF	42.22 AC / 1,838,978.28 SF
PARCEL 1	0.80 AC / 34,907.60 SF	--
PARCEL 2	0.92 AC / 40,126.38 SF	--
PARCEL 3	0.76 AC / 33,314.86 SF	--
PARCEL 4	0.98 AC / 42,504.23 SF	--
PARCEL 5	1.06 AC / 46,282.90 SF	--
PARCEL 6	0.75 AC / 32,814.79 SF	--
PARCEL 7	1.67 AC / 72,716.36 SF	--
PARCEL 8	42.22 AC / 1,838,978.28 SF	--

* COMPRISED OF PARCELS 1 THROUGH 7
** COMPRISED OF PARCEL 8 (SOUTH OF 1 THROUGH 7)

Source(s): PBLA Engineering, Inc. (09-07-2022)

Figure 3-27B



Proposed Tentative Parcel Map No. 38292

Lead Agency: City of Perris

SCH No. 2022040023

The City Council will consider the Project along with the Planning Commission’s recommendations and will make a final decision to approve, approve with changes, or deny the Project. The City Council will consider the information contained in this EIR and the Project’s Administrative Record in its decision-making processes. In the event of approval of the Project and certification of the Final EIR, the City would subsequently conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

The Final EIR informs State, regional, and local government approvals needed for construction and/or operation of the Project, whether or not such actions are known or are explicitly listed. A list of the anticipated actions under City of Perris jurisdiction is provided in Table 3-7, Project Related Approvals/Permits. In addition, additional actions may be necessary from other government agencies to fully implement the Project. Table 3-7 also lists the government agencies that may be required to use the Project’s EIR during their consultation and review of the Project and its implementing actions and provides a summary of the anticipated subsequent actions associated with the Project.

Table 3-7 Project Related Approvals/Permits

Public Agency	Approvals and Decisions
Discretionary Approvals	
City of Perris City Council	<ul style="list-style-type: none"> • Certification of the EIR with the determination that the EIR has been prepared in compliance with the requirements of CEQA (Case No. PLN21-05217). • Conditional Use Permit (CUP) (Case No. PLN21-05216) for uses within the Commercial area. • Development Plan Review (DPR) (Case No. DPR21-00013) for the proposed industrial warehouse site plan and building elevations. • Specific Plan Amendment (SPA) (Case No. PLN21-05218) to change the existing PVCCSP land use designation for the proposed industrial warehouse component of the Project from BPO and Commercial to Light Industrial. • Tentative Parcel Map (TPM) No. 38292 (Case No. PLN21-05219) to re-subdivide the Project site and to vacate Dawes Street (Case No. PLN21-05220) within the Project site. • Development Agreement (Case No. PLN22-05297) between the Project Applicant and the City
Subsequent City of Perris Non-discretionary Approvals	
City of Perris	<ul style="list-style-type: none"> • Review all onsite plans, including grading and onsite utilities; • Review and approval of all off-site infrastructure plans, including street and utility improvement pursuant to the conditions of approval; and • Approval of Final Water Quality Management Plans (FWQMP) to mitigate post-construction runoff flows.
Other Agencies – Subsequent Approvals and Permits	
Regional Water Quality Board (Regional Board)	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit.

Public Agency	Approvals and Decisions
	<ul style="list-style-type: none"> • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
Riverside County Airport Land Use Commission	<ul style="list-style-type: none"> • Project Review and Determination of consistency with the 2014 MARB/IPA ALUCP
Riverside County Flood Control & Water Conservation District (RCFC&WCD)	<ul style="list-style-type: none"> • Approval of storm drain plans for public storm drain.
Eastern Municipal Water District (EMWD)	<ul style="list-style-type: none"> • Approval of water and sewer improvement plans.
South Coast Air Quality Management District (SCAQMD)	<ul style="list-style-type: none"> • Permits to construct and/or permits to operate new stationary sources of equipment that emit or control air contaminants, such as the proposed gas station.
Other Utility Agencies	<ul style="list-style-type: none"> • Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

3.8 REFERENCES

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

City of Perris, 2022a. *Perris Valley Commerce Center Amendment No. 12 Specific Plan*. January 11, 2022, adopted January 10, 2012, and subsequently amended and approved January 11, 2022. Available at <https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>

City of Perris, 2022b (February 17, access date). CommunityView™. Perris, CA. The City. <http://maps.digitalmapcentral.com/production/vecommunityview/cities/perris/index.aspx#>

Urban Crossroads, Inc. 2022a. *Ramona Gateway Commerce Center Air Quality Impact Analysis*. October 18. Included in Appendix C1 of this EIR.

Urban Crossroads, Inc. 2022b. *Ramona Gateway Commerce Center Vehicle Miles Traveled (VMT) Analysis*. May 24, 2022. Included in Appendix N1 of this EIR.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

Sections 4.1 through 4.15 of this Draft Environmental Impact Report (EIR) provide analysis of impacts for those environmental topics where it was determined in the Notice of Preparation (NOP) that the Project could result in “potentially significant impacts.” Each topical section includes the following information:

- A description of the existing setting including a discussion of the regulatory framework, if applicable.
- Identification of thresholds of significance.
- Identification of applicable Perris Valley Commerce Center Specific Plan (PVCCSP) Standards and Guidelines and PVCCSP EIR mitigation measures, if applicable.
- Identification of Project Design Features (PDFs) that have been incorporated into the Project to prevent the occurrence of or to reduce the significance of potential environmental impacts from the Project.
- Analysis of potential Project effects.
- Identification of additional Project-specific mitigation measures, if required, to reduce the identified Project impacts.
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.
- Evaluation of potential cumulative impacts.

As discussed in Section 2.0, Introduction, this EIR is tiered from the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse No. 2009081086) (City of Perris, 2012). The California Environmental Quality Act (CEQA) and the State CEQA Guidelines encourage the use of tiered environmental documents to eliminate repetitive discussions of the same issues. The PVCCSP EIR provides a broad analysis of the environmental effects of implementing the planned development, as outlined in the PVCCSP. Based on the NOP included in Appendix A of this Draft EIR, the City of Perris determined that the Project required a Project-level tiered EIR. While some impacts of the Project (which incorporates applicable PVCCSP Standards and Guidelines and mitigation measures required by the PVCCSP Final EIR) were determined to be less than significant, other Project-specific impacts require additional project-specific analysis.

The analysis presented in Sections 4.1 through 4.15 of this EIR addresses the potential environmental effects resulting from the entire Project. As required by State CEQA Guidelines Section 15126.2(a), Project-related effects on the environment are characterized in this EIR as direct, indirect, cumulatively considerable, short-term, long-term, on-site, and/or off-site impacts. As described in Section 3.0, Project Description, of this EIR, the “Project” evaluated in this EIR includes development of eight retail buildings (totaling 37,215 square feet [sf]) on 6.95 net acres within the northern portion of the Project site; a 950,224-sf industrial warehouse building on 42.22 net acres within the southern portion of the Project site; and associated vehicular and non-vehicular circulation improvements, landscaping, lighting, and utility infrastructure. Offsite improvements primarily include roadway and other circulation improvements,

and installation of utility infrastructure. The Project site and site-adjacent roadways improvements encompass approximately 61 acres (approximately 50.0 gross acres on site and 11 acres off site). Utility lines would also be installed within Ramona Expressway east of Webster Avenue to Brennan Avenue (natural gas line; a distance of approximately 0.27 mile). The utility lines would be installed within the existing roadway right-of-way.

4.0.2 MITIGATION PROGRAM

The mitigation program identified for each topical issue to reduce potential Project impacts consists of applicable PVCCSP EIR mitigation measures (MMs), Project Design Features (PDFs), and additional Project-specific mitigation measures. The components of the mitigation program are described below; each component will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project.

- **PVCCSP EIR Mitigation Measures.** Projects implementing the PVCCSP are required to comply with identified Standards and Guidelines and applicable mitigation measures from the PVCCSP EIR. Applicable PVCCSP EIR mitigation measures that are incorporated as part of the Project and are assumed in the analysis are identified in this section.
- **Project Design Features (PDF).** PDFs are specific Project components or design elements that have been incorporated into the Project to prevent the occurrence of, or to reduce the significance of, potential environmental effects. Because PDFs have been incorporated into the Project, they do not constitute mitigation measures, as defined by CEQA. However, PDFs are identified so that they are included in the MMRP to be implemented as a part of the Project. In the absence of the implementation of a PDF, a significant impact could occur.
- **Project-Specific Mitigation Measures.** Where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of PVCCSP EIR mitigation measures or PDFs, Project-specific mitigation measures have been recommended in accordance with CEQA.

If the Project proponent requests a modification, substitution, or change in timing for a PDF or mitigation measure because the PDF or mitigation measure in current form proves to be impracticable or unworkable, the City may modify, substitute, or change the timing for the PDF or mitigation measure as long as: (1) the modification, substitution, or change in timing would achieve the same or greater reduction in potential impacts of the Project as the original PDF or mitigation measure; (2) the modification, substitution, or change would not cause any impacts that were not otherwise analyzed in this EIR; (3) the City publicly provides a legitimate reason for making the modification, substitution, or change in timing and supports the reason with substantial evidence. The City of Perris Planning Division, in conjunction with any appropriate agencies or City departments, will determine the adequacy of any proposed modification, substitution, or change in timing and may refer its determination to the Planning Commission. The Project proponent will bear any costs associated with providing information that any department or decision-making body for the City requires to make the determination.

4.0.3 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the State CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. Section 15130 of the State CEQA Guidelines further states that this discussion shall

reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the Project alone. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130(a) of the State CEQA Guidelines states that "cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable." Section 15355(b) of the State CEQA Guidelines states that "cumulative impacts represent the change in the environment caused by the incremental impact of a project when added to other closely related past, present, and reasonably foreseeable probable future projects in the vicinity."

Section 15130(b)(1) of the State CEQA Guidelines states that the information utilized in an analysis of cumulative impacts should come from one of two sources, either:

1. A list of past, present, and probable future projects producing related cumulative impacts, including if necessary, those projects outside the control of the agency, or
2. 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.

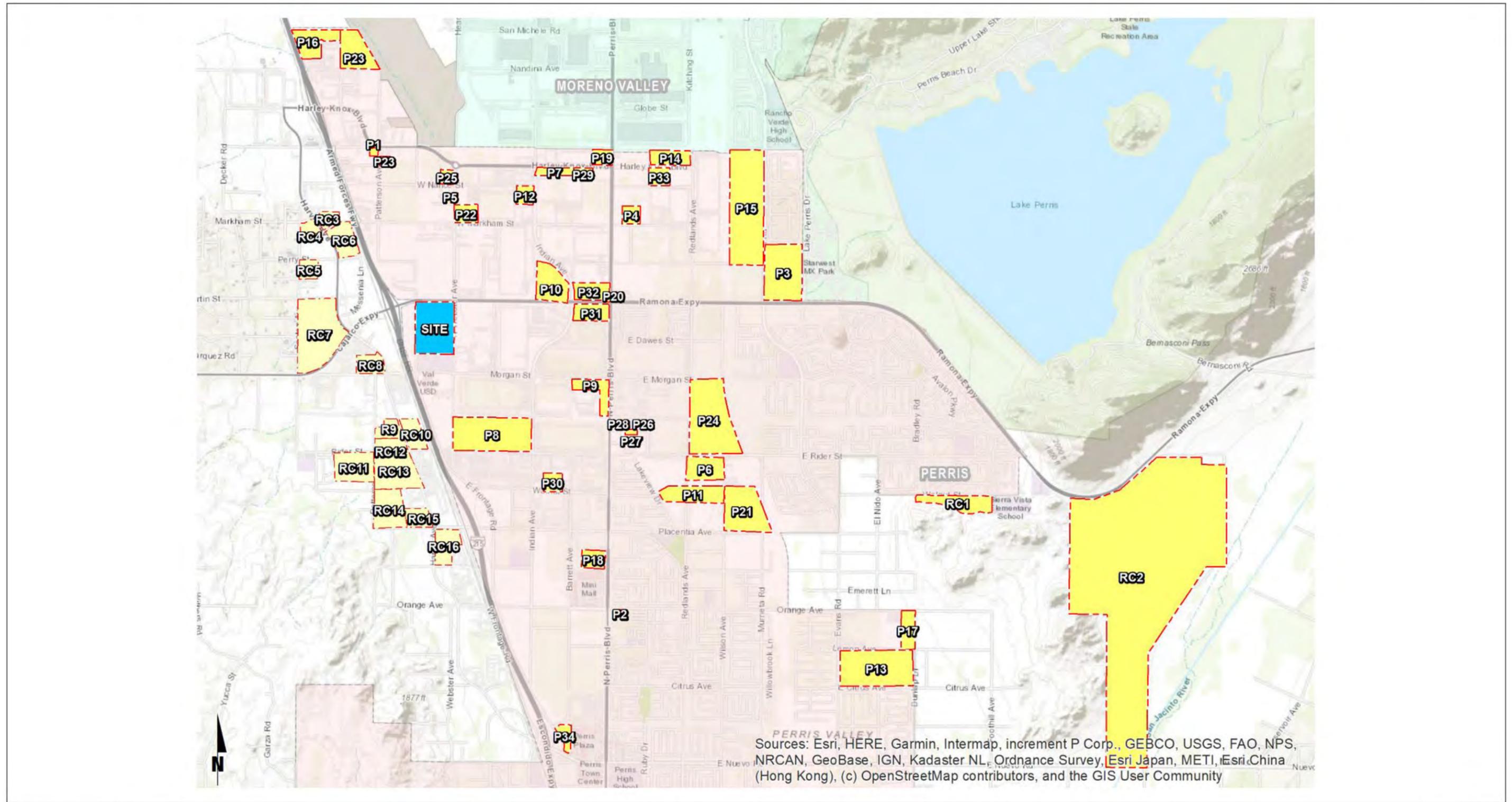
The cumulative impact analysis provided in Section 5.0, Other CEQA Topics, of the PVCCSP EIR is hereby incorporated by reference and is available for review at the location cited in Section 2.5, Public Review of the EIR, of this EIR. The PVCCSP EIR primarily utilizes the "summary of projections" approach (see Item No. 2 above) in the cumulative analysis, which is based on information contained in the *City of Perris General Plan 2030* (Perris General Plan) and *City of Perris General Plan 2030 Draft Environmental Impact Report* (Perris General Plan EIR) (SCH No. 2004031135), which was certified by the City of Perris City Council in April 2005 (City of Perris, 2005). These documents are utilized because the geographic area addressed in the two documents encompasses not only the PVCCSP area, but all portions of the City surrounding the PVCCSP area that could be potentially impacted by the contribution to cumulative impacts from implementation of the PVCCSP. Both documents are incorporated by reference in the PVCCSP EIR and this EIR.

Because of the nature of individual environmental factors, the cumulative area for each topical issue is not the same. The individual cumulative areas for the issues addressed in this EIR are provided in the respective impact sections, and are consistent with the PVCCSP EIR, unless otherwise noted. In addition to the City of Perris General Plan study area, the cumulative analysis for individual topical issues may consider specific cumulative study areas designated by respective agencies for regional or area-wide conditions. For instance, topic-specific cumulative study areas have been developed (e.g., South Coast Air Basin for air quality and the Perris Valley/San Jacinto Watershed for hydrology and water quality). Also, this EIR considers regional programs directed at mitigating cumulative impacts of development such as those instituted for urban runoff.

Finally, and where appropriate to the analysis in question, cumulative impacts are assessed with reference to a list of cumulative projects. A comprehensive cumulative project list was compiled based on information provided by the City of Perris planning and engineering staff in conjunction with research conducted to identify pending development projects and development applications on file with the County of Riverside. Figure 4.0-1, Cumulative Projects Location Map, illustrates the cumulative development

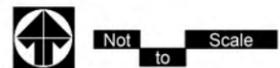
location map. A summary of cumulative development projects and their proposed land uses are provided in Table 4.0-1, List of Cumulative Projects.

It should also be noted that based on information provided by the Val Verde Unified School District (VVUSD), the VVUSD is nearing completion of a project south of Morgan Street at the VVUSD Administrative Offices located at 975 West Morgan Street (expected to be completed by November 2022). That project consists of reconstruction of the VVUSD Administrative Offices, including interior renovations of 2 permanent buildings and 6 portable buildings, demolition of 13 portable buildings; construction of a 2,400-sf-food service building; and installation of 43 portables and two small restroom buildings (approximately 42,240 sf). Surface parking has been added, and solar carports will be installed in the future. The VVUSD will also be constructing a new Central Kitchen facility (approximately 45,000 sf) and a new Maintenance and Operations facility (9,620 sf shop/warehouse, 4,800 sf mechanical/vehicle shop, and five 960 sf modular offices) on two undeveloped parcels located south-southeast of the intersection of Morgan Street and Frontage Road. Collectively, these facilities will be occupied by VVUSD employees that are currently located at the VVUSD site or employees that currently travel to and from the site on a daily basis. There would be a minimal number of new employees generated by these facilities compared to the number of employees currently at the VVUSD Administrative Offices. The VVUSD filed a Categorical Exemption (CE) pursuant to State CEQA Guidelines Section 15302 (Replacement or Reconstruction) and Section 15332 (In-fill Development Projects) with the State Clearinghouse (SCH) on November 16, 2018 (SCH No. 2018118296) (VVUSD, 2018).



Source(s): Urban Crossroads (05-20-2022)

Figure 4.0-1



Cumulative Project Location Map

Table 4.0-1 List of Cumulative Projects

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity Units ¹	Location
P1	Canyon Steel (CS)	Perris	Industrial	25.000 TSF	NWC OF PATTERSON AVE. & CALIFORNIA AVE.
P2	Tract 32497	Perris	Single Family Detached	131 DU	SWC OF MEDICAL CENTER DR. & ORANGE AV.
P3	Stratford Ranch East / TTM 38071	Perris	Single Family Detached	197 DU	NEC OF EVANS RD. & RAMONA EXWY.
	APN 302200005	Perris	Single Family Detached	19 DU	NEC OF EVANS RD. & RAMONA EXWY.
P4	Perris Truck Yard	Perris	Truck Yard	9.5 AC	NORTH OF MARKHAM ST. & EAST OF PERRIS BL.
P5	Marijuana Manufacturing (MM)	Perris	Industrial	1.000 TSF	NWC OF WEBSTER AVE. & WASHINGTON ST.
	Holistic Inc.	Perris	Cultivation	5.000 TSF	872 WASHINGTON AVE.
P6	First Indus (Goodwin)	Perris	High-Cube Warehouse	338.000 TSF	SEC OF REDLANDS AVE. & RIDER ST.
P7	Kwasizur Industrial	Perris	Warehousing	138.000 TSF	SEC OF INDIAN AVE. & HARLEY KNOX BL.
P8	Rados / DPR 07-0119	Perris	High-Cube Warehouse	1,200.000 TSF	NWC OF INDIAN AVE. & RIDER ST.
P9	Patriot Industrial	Perris	Warehousing	286.000 TSF	SWC OF PERRIS BL. & MORGAN ST.
P10	Indian/Ramona Warehouse / DPR 18-00002	Perris	High-Cube Warehouse	428.730 TSF	NORTH OF RAMONA EXWY. WEST OF INDIAN AVE.
P11	Lakecreek East and West	Perris	High-Cube Warehouse	556.000 TSF	SOUTH OF RIDER ST. & EITHER SIDE OF REDLANDS AVE.
P12	Westcoast Textile / DPR 16-00001	Perris	Warehousing	180.000 TSF	SWC OF INDIAN ST. & NANCE ST.
P13	Tract 31659	Perris	Single Family Detached	161 DU	NEC OF EVANS RD. & CITRUS AVE.
	Tract 32041	Perris	Single Family Detached	122 DU	NWC OF DUNLAP RD. & CITRUS AVE.
P14	Harley Knox Commerce Park / DPR 16-004	Perris	High-Cube Warehouse	386.278 TSF	NWC OF HARLEY KNOX BLVD. & REDLANDS AVE.
P15	Stratford Ranch West / TTM 36648	Perris	Single Family Detached	90 DU	WEST OF EVANS RD. AT MARKHAM ST.
P16	First March Logistics	Perris	Warehousing	589.971 TSF	NWC OF NATWAR LN & NANDINA AV.
P17	Citrus Court / TTM 37038	Perris	Single Family Detached	111 DU	SWC OF DUNLAP RD. & ORANGE AVE.
P18	Weinerschnitzel / CUP 17-05083	Perris	Fast-Food Restaurant	2.000 TSF	WEST OF PERRIS BL., SOUTH OF PLACENTIA AVE.
P19	March Plaza / CUP16-05165	Perris	Commercial Retail	47.253 TSF	NWC OF PERRIS BL. AND HARLEY KNOX BL.
P20	Cali Express Carwash / CUP 16-05258	Perris	Carwash	5.600 TSF	NWC OF PERRIS BL. AND RAMONA EXWY.
P21	Wilson Industrial / DPR 19-00007	Perris	High-Cube Warehouse	303.000 TSF	SEC OF WILSON AVE. AND RIDER ST.
P22	Integra Expansion / MMOD 17-05075	Perris	High-Cube Warehouse	273.000 TSF	NCE OF MARKHAM ST. AND WEBSTER AVE.
P23	Duke - Patterson at Nance	Perris	High-Cube Warehouse	580.000 TSF	NEC OF PATTERSON AVE. & NANCE ST.
P24	Rider 2/4	Perris	High-Cube Warehouse	1,373.449 TSF	NEC OF REDLANDS AV. AND RIDER ST.
P25	AAA	Perris	Industrial	2.000 TSF	SEC OF HARLEY KNOX BL. & WEBSTER AVE.
P26	Pulliam Indus	Perris	Industrial	16.000 TSF	LOTS 10 & 12 ON COMMERCE DR., E OF PERRIS
P27	Burge Indus 1	Perris	Industrial	18.000 TSF	E OF PERRIS BL. & N OF COMMERCE DR.
P28	Burge Indus 2	Perris	Industrial	19.000 TSF	E OF PERRIS BL. & S OF COMMERCE DR.
P29	Nance Industrial	Perris	Warehousing	156.000 TSF	BETWEEN HARLEY KNOX BL. & NANCE ST.
P30	Dedeaux Walnut Warehouse	Perris	Industrial	205.830 TSF	N SIDE OF WALNUT AVE. BTW INDIAN AVE. & BARRETT AVE.
P31	Perris and Ramona Warehouse	Perris	Industrial	347.938 TSF	S SIDE OF RAMONA EXWY. BTW INDIAN AVE. & PERRIS BLVD.
P32	JM Realty Perris and Indian	Perris	Warehouse	232.575 TSF	N SIDE OF RAMONA EXWY. BTW INDIAN AVE. & PERRIS BLVD.
			Hotel	125 Room	
P33	Harley Knox Commerce Center	Perris	Warehousing	156.780 TSF	S SIDE OF HARLEY KNOX BL. AND W OF REDLANDS AV.
P34	Perris Plaza (Buildout)	Perris	Shopping Center	173.000 TSF	NEC OF NEEVO RD. & FRONTAGE RD.

No.	Project Name / Case Number	Jurisdiction	Land Use	Quantity Units ¹	Location
RC1	McCanna Hills / TTM 33978	Riverside County	Single Family Detached	63 DU	SWC OF SHERMAN AVE. & WALNUT AVE.
RC2	Stoneridge	Riverside County	High-Cube Cold Storage	1695.355 TSF	NORTH OF NUEVO RD., SOUTH OF RAMONA EXWY., EAST OF ANTELOPE RD.
			High-Cube Fulfillment	2966.872 TSF	
			High-Cube Warehouse	2966.872 TSF	
			Manufacturing	847.678 TSF	
			Warehouse	427.759 TSF	
			Industrial Park	641.639 TSF	
			Free-Standing Discount Superstore	100.000 TSF	
			Commercial Retail	21.968 TSF	
RC3	Majestic Freeway Business Center - Building 12	Riverside County	Warehousing	154.751 TSF	NEC OF HARVILL AVE. & COMMERCE CENTER DR.
RC4	Majestic Freeway Business Center - Building 15	Riverside County	Warehousing	90.279 TSF	NWC OF HARVILL AVE. & COMMERCE CENTER DR.
RC5	PPT180025: Seaton Commerce Center	Riverside County	High-Cube Warehouse	210.800 TSF	SEC OF SEATON AV. & PERRY ST.
RC6	Majestic Freeway Business Center - Building 11	Riverside County	High-Cube Warehouse	391.045 TSF	NEC OF HARVILL AVE. & PERRY ST.
RC7	Majestic Freeway Business Center - Buildings 1, 3 & 4	Riverside County	Warehousing	48.930 TSF	NWC OF HARVILL AVE. & CAJALCO RD.
			High-Cube Warehouse	1195.740 TSF	
RC8	Val Verde Logistics Center	Riverside County	High-Cube Warehouse	280.308 TSF	NWC OF HARVILL AVE. & OLD CAJALCO RD.
RC9	Dedeaux Truck Terminal	Riverside County	Truck Terminal	55.700 TSF	NORTH OF RIDER ST., WEST OF HARVILL AV.
RC10	Harvill & Rider Warehouse	Riverside County	High-Cube Warehouse	284.746 TSF	NORTH OF RIDER ST., EAST OF HARVILL AV.
			General Light Industrial	50.249 TSF	
RC11	PP26293	Riverside County	High-Cube Warehouse	612.481 TSF	SWC OF PATTERSON AVE. & RIDER ST.
RC12	PPT180023: Rider Commerce Center	Riverside County	Warehousing	204.330 TSF	NEC OF PATTERSON AVE. & RIDER ST.
RC13	PP26173	Riverside County	High-Cube Warehouse	423.665 TSF	SWC OF HARVILL AVE. & RIDER ST.
RC14	Barker Logistics	Riverside County	High-Cube Warehouse	699.630 TSF	SWC OF PATTERSON AVE. & PLACENTIA ST.
RC15	Placentia Truck Trailer Parking Lot	Riverside County	High-Cube Warehouse	335 Space	NWC OF HARVILL AV. & PLACENTIA AV.
RC16	PP26241	Riverside County	Warehousing	23.600 TSF	SEC OF HARVILL AVE. & PLACENTIA ST.

¹ DU = Dwelling Units; TSF = Thousand Square Feet

Source: (Urban Crossroads, 2022)

4.0.4 REFERENCES

City of Perris, 2005. *Draft Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135*. Dated October 2004, certified April 26, 2005. Available at: <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

City of Perris, 2012. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, State Clearinghouse #2009081086*. Dated November 2011, certified January 10, 2012. Available at: <https://www.cityofperris.org/Home/ShowDocument?id=2645>

Urban Crossroads, 2022 (May 20). *Ramona Gateway Commerce Center (DPR21-0013, PLN21-05216, -05217, -05218, -05219, -05220, and -05221) Traffic Analysis, City of Perris*. Included in Appendix N2 of this EIR.

Val Verde Unified School District (VVUSD). 2018 (November 16). Notice of Exemption (SCH No. 2018118296) for the District Administrative Office Project.

4.1 AESTHETICS

This section describes the existing aesthetic condition of the Project site and surrounding area. It also analyzes the visual character of the Project (such as building design and architecture, landscaping, and light and glare generation) and consistency with development standards and guidelines as outlined in the Perris Valley Commerce Center Specific Plan (PVCCSP). Descriptions of existing visual characteristics, both on site and in the vicinity of the Project site, are provided to assess the changes in visual character resulting from the Project. Information presented in this section is primarily based on the analyses of site photographs, reconnaissance, and Project design information prepared for the Project application and included in Section 3.0, Project Description, of this Environmental Impact Report (EIR).

There were no comments received on the Notice of Preparation (NOP) or at the April 20, 2022, EIR public scoping meeting regarding aesthetics.

4.1.1 EXISTING SETTING

Project site and Surrounding Area

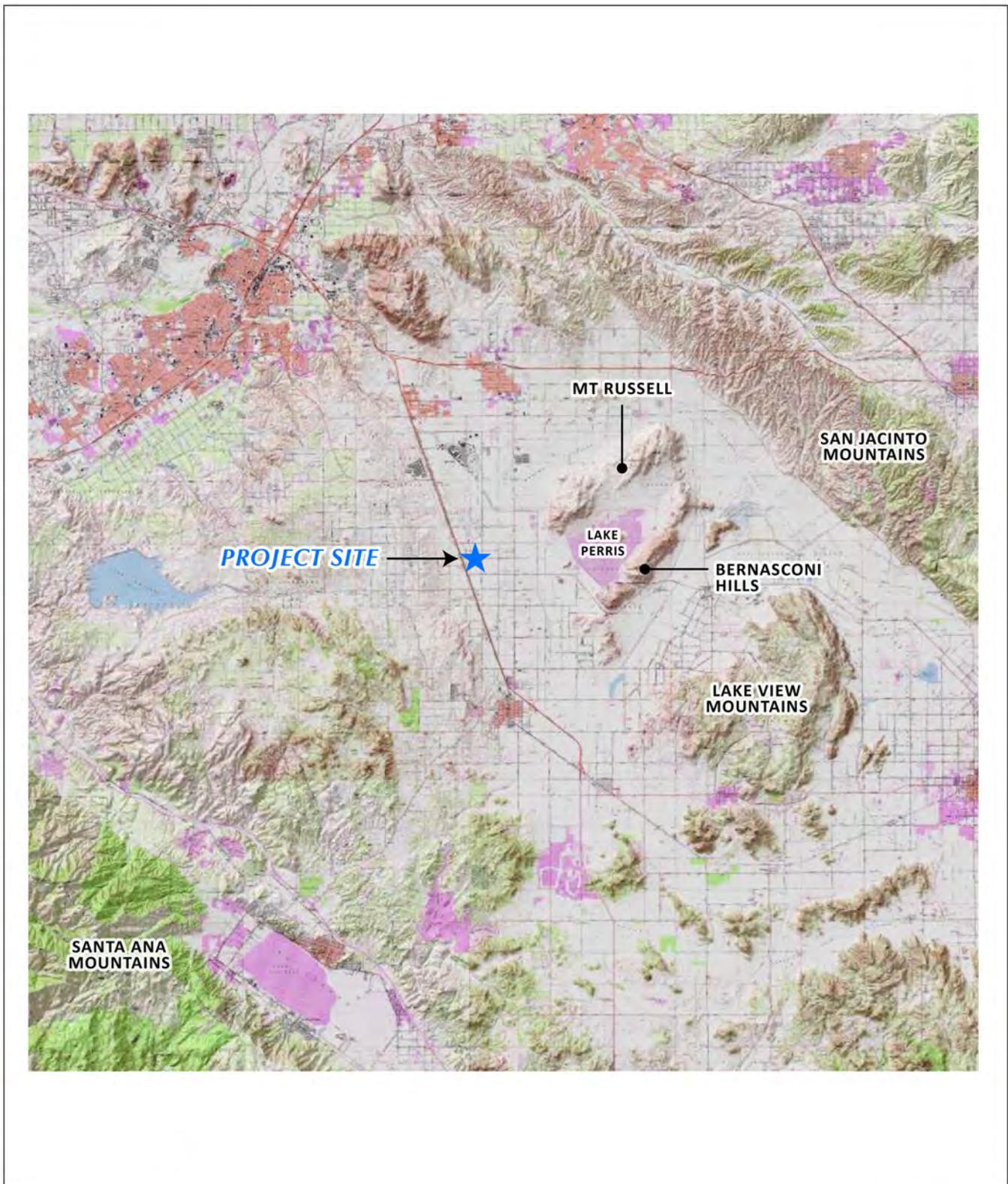
The Project site is in the northern portion of the City of Perris and generally located east of Interstate (I)-215, south of State Route (SR)-60, north of SR-74, and west of the Lake Perris. The visual character of the Project site and surrounding area is typical of areas transitioning from a rural agricultural area to industrial and other urban uses, consistent with development standards established through previously approved Specific Plans. The Project site is undeveloped and disturbed. As previously shown in Figure 3-2, Aerial Photograph, of this EIR, the Project site is bordered by Ramona Expressway to the north, Webster Avenue to the east, Nevada Avenue to the west, and school uses to the south (Val Verde High School, Val Verde Academy, and Val Verde Regional Learning Center). There is primarily vacant and disturbed land within the PVCCSP planning area immediately to the north, east, and west. A retail plaza and single-family residential uses are located northeast of the Project site, and there are industrial warehouse uses to the north of the vacant parcel (north of Ramona Expressway); the vacant parcel along Ramona Expressway is planned to be developed with retail uses. Industrial and non-conforming residential uses within the PVCCSP planning area are located further east (east of Webster Avenue).

Topographic/Vegetation Features

As shown on Figure 4.1-1, Natural Landforms, the Project site is situated in the Perris Valley between the San Jacinto and Santa Ana Mountains. The Project site is relatively flat with elevations ranging from approximately 1,479 to 1,495 feet above mean sea level (amsl). As further described in Section 4.4, Biological Resources, of this EIR, vegetation on the Project site is limited to non-native grassland, and the remainder of the site is disturbed. There is an onsite ephemeral drainage feature that traverses the site in an east-west direction; however, this feature does not support riparian vegetation. In addition, the disturbed area in the southeast corner of the site supports a small grove of trees made up of Peruvian pepper (*Schinus molle*).

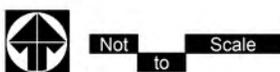
Views

Figure 4.1-2 through Figure 4.1-5 include site photographs that depict the existing visual character of the Project site and the surrounding area. These photographs were taken from ground level public vantage



Source(s): Google Imagery (2019)

Figure 4.1-1



Natural Landforms



Figure 4.1-2

Not to Scale

Site Photographs – Views 1 & 2



Figure 4.1-3

Not to Scale

Site Photographs – Views 3 & 4

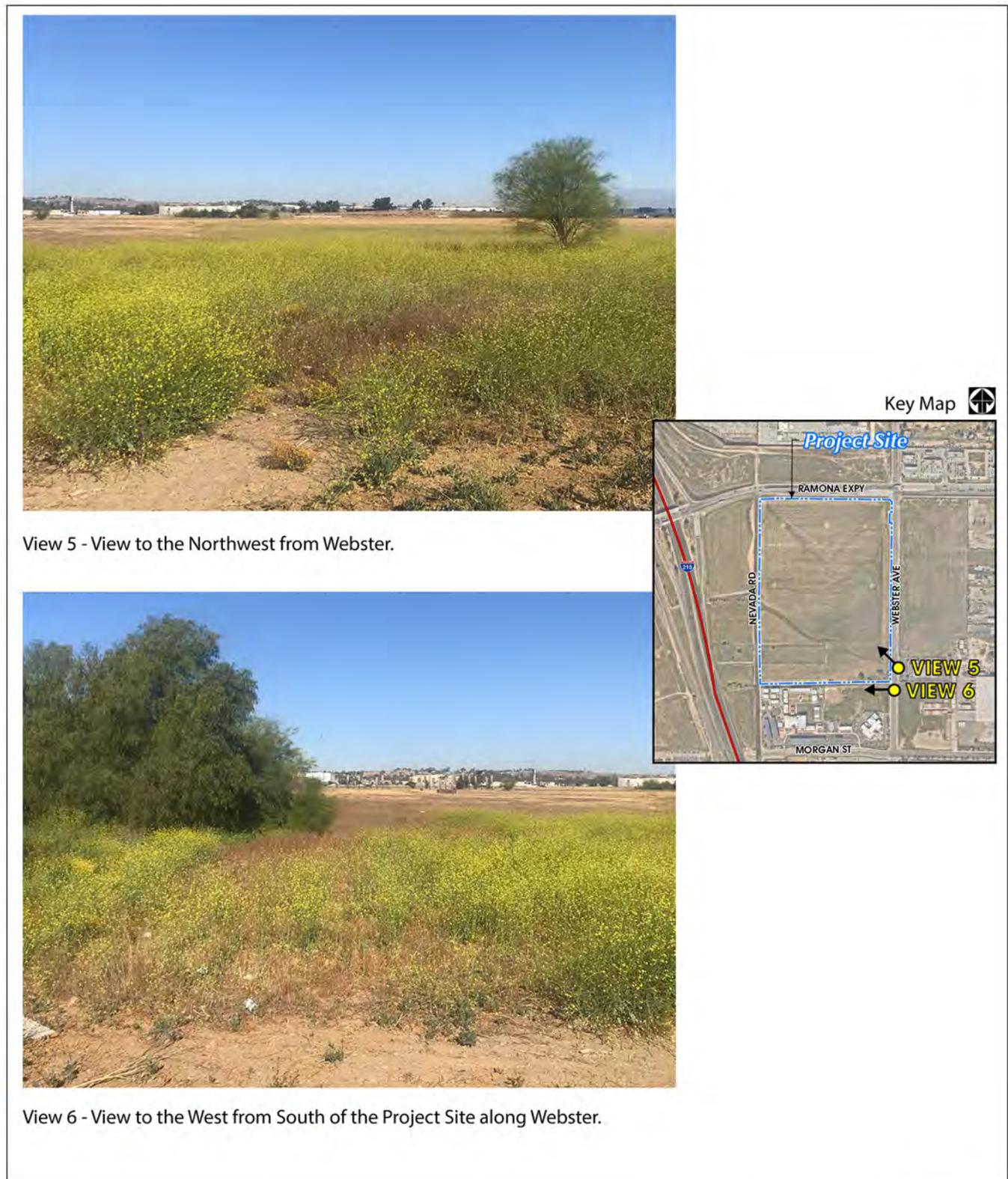


Figure 4.1-4

Not to Scale

Site Photographs – Views 5 & 6

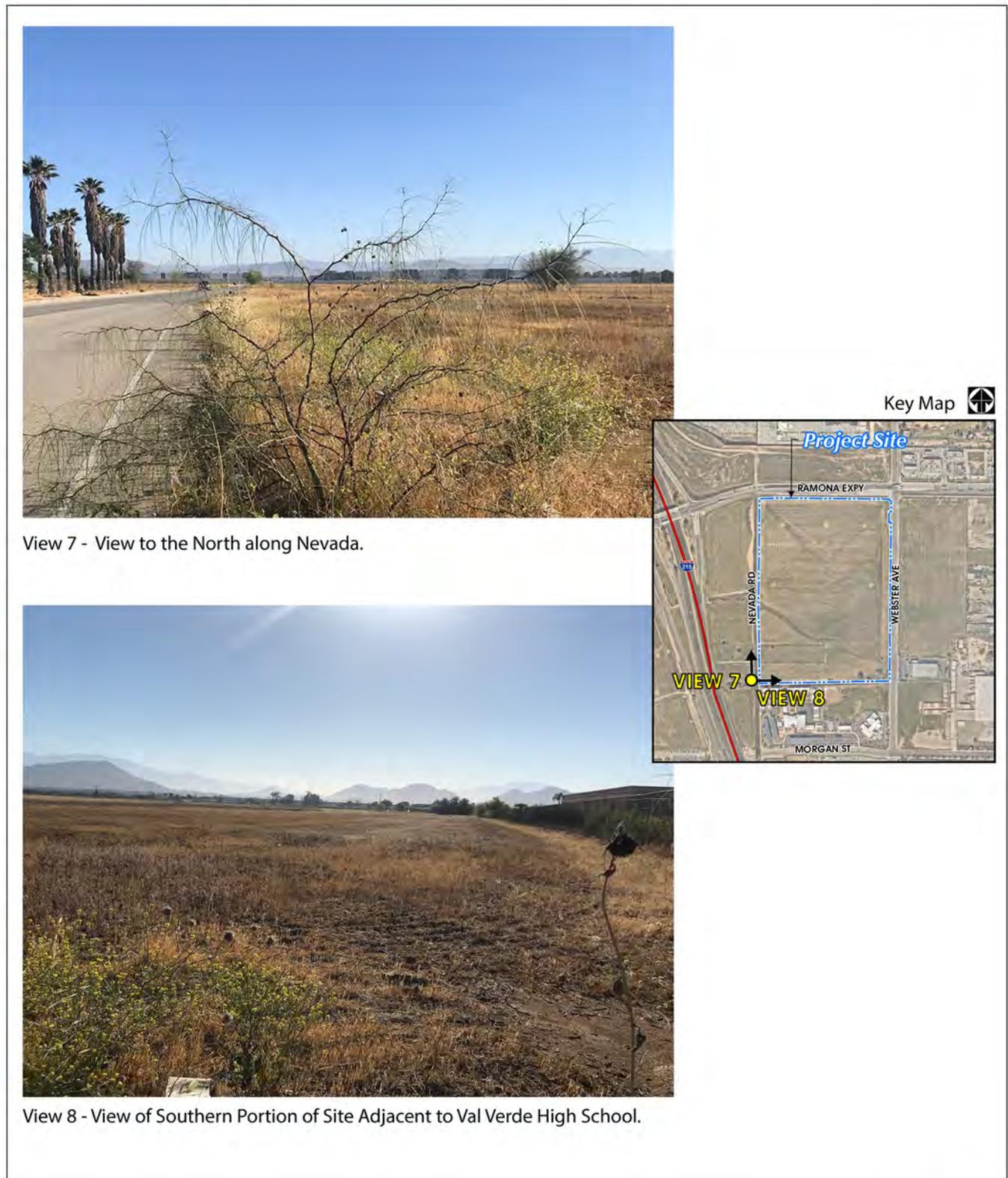


Figure 4.1-5

Not to Scale

Site Photographs – Views 7 & 8

points adjacent to the Project site and are also representative of views from the surrounding roadways. Due to the relatively flat topography of the Project site, views of the site from distant vantage points are limited. Each of the viewsheds presented in Figure 4.1-2 through Figure 4.1-5 is described below and has a corresponding index map identifying the vantage point and direction of the view. The foreground view shown on each photograph is of the Project site and demonstrates that the Project site is relatively flat, currently undeveloped, and is covered with low lying vegetation.

- **Views 1 & 2.** Views 1 and 2, on Figure 4.1-2, depict the visual character of the Project site from vantage points north of the Project site from the corners of the Project site along Ramona Expressway, which is identified as a Major Roadway Visual Corridor in the PVCCSP. These photographs are representative of public views from individuals (primarily motorists) traveling east and west along Ramona Expressway. The Project site is in the foreground, and the school uses south of the Project site, existing low-rise commercial and industrial development, and local hills are visible in the background. Additionally, off-site mature ornamental trees and landscaping, street lights and transmission lines are visible in the background from these vantage points.
- **Views 3 & 4.** Views 3 and 4 on Figure 4.1-3 depicts the visual character of the Project site from the north (View 3 from Ramona Expressway) looking south along Webster Avenue, which is also identified as a Major Roadway Visual Corridor in the PVCCSP, and from the southwest (View 4) at Nevada Street looking northeast. These photographs are representative of public views from individuals (primarily motorists) traveling south along Webster Avenue and north along Nevada Street, respectively. The Project site is in the foreground. As illustrated in View 3, local hills are a prominent visual feature in the background. Additionally, there are background views of existing developed areas, ornamental landscaping, and mature trees to the south. As illustrated in View 4, the Bernasconi Hills and San Bernardino Mountains (east and northeast of the Project site, respectively) are prominent visual features in the background.

Views 5 & 6. Views 5 and 6 shown on Figure 4.1-4 depict the visual character of the Project site and surrounding areas as viewed from vantage points southeast of the Project site at Webster Avenue, a designated Major Roadway Visual Corridor in the PVCCSP. These photographs are representative of public views from individuals traveling along Webster Avenue. The photographs from Views 5 and 6 depict the undeveloped nature of the Project site, with commercial and industrial development in the PVCCSP planning area and on the west side of I-215 in the background. The existing trees in the southeast corner of the Project site are prominent in the foreground from View 6 (looking west across the southern portion of the site). Additionally, there are distant background views of mountains to the north and northwest (i.e., Box Springs Mountain).

Views 7 & 8. Views 7 and 8 on Figure 4.1-5 depict the visual character of the Project site and surrounding areas as viewed from vantage points southwest of the Project site along Nevada Street. These photographs are representative of public views from individuals traveling north along Nevada Street. From View 7, there are prominent views of industrial uses north of Ramona Expressway, and the Box Springs Mountain to the north. Additionally, palm trees line the west side of Nevada Avenue. From View 8 there are distant, partially obstructed views of the Bernasconi Hills to the east, which are the focal point of this vantage point. The existing chain link fence and vegetated lined drainage on the VVUSD property south of the Project site is visible from View 8, along with school buildings.

Light and Glare

Under existing conditions, the vacant Project site does not support any uses that create light or glare. Existing sources of light from the surrounding land uses primarily include exterior building and parking lot lighting, headlights from trucks and passenger vehicles, and street lights along Ramona Expressway (east of the Project site) and Webster Avenue (north and south of the Project site). There are no existing buildings or man-made features near the Project site that are constructed of materials that cause substantial glare. As identified in Section 12.0, Airport Overlay Zone, of the PVCCSP, the Airport Overlay Zone for March Air Reserve Base/Inland Port Airport (MARB/IPA) extends through the central part of the PVCCSP planning area. The Project site is located approximately 1.2 miles south of MARB/IPA. Development of the Project site is required to comply with applicable regulations to ensure that MARB/IPA operations are not affected by light or glare from the proposed uses; this issue is addressed in Section 4.9, Hazards and Hazardous Materials, of this EIR.

4.1.2 EXISTING POLICIES AND REGULATIONS

Following is a discussion of relevant policies and regulations applicable to development in the City of Perris, including the Project site. It should be noted that the development of the Project is also required to comply with the PVCCSP's Design Standards and Guidelines related to aesthetics and visual character, which are identified in Section 4.1.4, below.

County of Riverside Ordinance No. 655

In the absence of a specific City regulation for the purpose of protecting astronomical observation and research, the City applies Riverside County Ordinance No. 655 to projects. On June 7, 1988, the County of Riverside Board of Supervisors adopted Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting light into the night sky that may have a detrimental effect on astronomical observation and research. This ordinance establishes two zones in which different lamp types are allowed or prohibited: Zone A is the area within a 15-mile radius of Palomar Observatory and Zone B is the area that extends from the outer limit of Zone A to 45 miles from Palomar Observatory. The Project site is located within Zone B. Riverside County Ordinance No. 655 also provides a list of general prohibitions that apply to both zones (Riverside County, 1988).

4.1.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on aesthetic/visual character and lighting if it will:

- a. Have a substantial adverse effect on a scenic vista;
- b. Substantially degrade scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site (Public views are those that are experienced from publicly accessible vantage point). If the project is an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; and

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

4.1.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

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

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each land use category. Table 4.1-1 presents the development standards from Table 4.0-1, Development Standards by Land Use, of the PVCCSP, for Commercial and Light Industrial uses that are relevant to scenic quality.

Table 4.1-1 PVCCSP Development Standards Relevant to Scenic Quality

Development Standards	LI	C	Notes
Minimum Lot Frontage	75 feet	100 feet	45' on cul-de-sacs and street knuckles at ROW.
Maximum Structure Size/Floor Area Ratio (FAR)	0.75 FAR	0.75 FAR	Note 3
Minimum Structure Separation	None	None	
Accessory Structures Size	No max.	No max.	
Maximum Lot Coverage by Structure	50% of lot	50% of lot	Note 3
Maximum Structure Height	50 feet ^[1]	45 feet ^[1]	Notes 3 and 4
Maximum Structure Height at Setback	20 feet	25 feet	
Front Yard Setback shall be as follows:	[7][8]	[9][10]	Note 3
• Local/Collector Streets	10 feet	5 feet	
• Arterials	15 feet	10 feet	
• Expressway and Freeway	20 feet	15 feet	
Side Yard:			
• Adjoining non-residential	None	None	
• Adjoining residential	20 feet ^[6]	10 feet ^[5]	
Street Side Yard:	See Front Yard Req.	See Front Yard Req.	
Rear Yard:			
• Adjoining non-residential	None	None	
• Adjoining residential	20 feet ^[6]	10 feet ^[5]	
Minimum Landscape Coverage	12%	10%	Notes 2 and 3

DEVELOPMENT STANDARDS TABLE NOTES

1. Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one-foot for every (1) one-foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one-foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.
2. Interior portions of a site dedicated to loading, storage, large vehicle maneuvering and parking may be permitted to forego required interior landscaping with the exception of those properties abutting the MWD easement and the required landscaping for employee and visitor parking and outdoor employee break or amenity areas and required buffer areas.
3. FAR is the ratio of floor area divided by lot area. These development standards may be modified pursuant to the development participating in the Incentives program as described in this section.
4. Height of structure shall comply with the Federal Aviation Regulation, Part 77 restrictions for March Air Reserve Base.
5. If loading/unloading provided, setback shall not be less than 25-feet, unless within residential buffer zone in which case a 50-foot setback will be required.
6. If loading/unloading provided, setback shall not be less than 30-feet.
7. Setback requirements are for structures 20-feet or less in height on the public right of way.
8. Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.
9. Setback requirements are for structures 25-feet or less in height on the public right-of-way.
10. Front yards for structures shall be increased (1) one-foot for each (2) two-feet of structure height greater than 25-feet in height at setback from property line/right-of-way to maximum structure height.

4.2 On-Site Standards and Guidelines

4.2.1 *General On-Site Project Development Standards and Guidelines*

- Uses and Standards Shall Be Developed in Accordance with City of Perris Codes
- No Changes to Development Procedures Except as Outlined in the Specific Plan
- Visual Overlay Zones (related to Major Roadway Corridor Visual Zones)
- Crime Prevention Measures (related to lighting)
- Trash and Recyclable Materials

4.2.2 *Site Layout for Commerce Zones*

- **4.2.2.1 Building Orientation/Placement:** Building Frontages/Entrances; Distinct Visual Link; Create Diversity and Sense of Community; and Utilize Building for Screening
- **4.2.2.2 Vehicular Access and On-site Circulation:** Visual Link to Building and Entry; Entry Median; and Landscape Parkway/Sides of Entry
- **4.2.2.4 Parking and Loading:** Screening Parking Lot and Ends of Parking Aisle
- **4.2.2.5 Screening:** Screen Loading Docks; Screening Methods; Screen Outdoor Storage Areas; Work Areas, etc.
- **4.2.2.6 Outdoor Storage:** No Outdoor Storage Permitted Other Than as Specified
- **4.2.2.7 Water Quality Site Design:** Best Management Practice (BMP) Features in “Visibility Zone”

4.2.3 *Architecture*

- **4.2.3.1 Scale, Massing and Building Relief:** Scaling in Relationship to Neighboring Structures; Variation in Plane and Form; Project Identity; Do Not Rely on Landscaping; Distinct Visual Link;

Break Up Tall Structures; Avoid Monotony; Avoid Long, Monotonous and Unbroken Building Facades; Provide Vertical or Horizontal Offsets; and Fenestration

- **4.2.3.2 Architectural Elevations and Details:** Primary Building Entries; Elements of a Building; Large Sites with Multiple Buildings; Discernible Base, Body and Cap; Visual Relief; and, Building Relief
- **4.2.3.3 Roofs and Parapets:** Integral Part of the Building Design; Overall Mass; Varied Roof Lines; Form and Materials; Avoid Monotony; Variation in Parapet Height; Flat Roof and Parapets; and Conceal Roof Mounted Equipment
- **4.2.3.5 Color and Materials:** Facades; Building Trim and Accent Areas; Metal Siding; and High-Quality Natural Materials
- **4.2.3.6 Furnishings:** Site furnishings

4.2.4 Lighting

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

4.2.5 Signage Program

- **4.2.5.1 Sign Program:** Multiple Buildings and/or Tenants; Major Roadway Zones/Freeway Corridor; Location; Direct On-Site Traffic Circulation; Monument Signs; Address Identification Signage; Neon Signage; and Prohibited Signs

4.2.6 Walls/Fences

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

4.2.7 Utilities

- Utility Connections and Meters
- Pad-mounted Transformers and Meter Box Locations
- Electrical, Telephone, CATV and Similar Service Wires and Cables

- Electrical Transmission Lines
- All Equipment Shall be Internalized

4.2.9 Visual Overlay Zone Development Standards and Guidelines

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

Landscape Standards and Guidelines (Chapter 6.0 of the PVCCSP)

6.1 On-Site Landscape General Requirements

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

6.1.1 On-Site Landscape Screening

- Plant Screening Maturity
- Screenwall Painting
- Trash Enclosures

6.1.2. Landscape in Parking Lots

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

6.1.3 On-Site Plant Palette

6.2 Off-Site Landscape General Requirements

6.2.1 Streetscape Landscape

- Expressway
- Secondary Arterial (with Striped Median)
- Collector Road

6.2.2 Community Entries/Special Roadways

- Gateway Monumentation
- Lighting Posts
- Banner Program
- Gateway Entries
- Interior Intersections

6.3 Planting Guidelines

- Sizes
- Plant Maintenance
- Plant Material Requirements and Purpose
- Structures Wrapped by Landscaping

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

7.2 Commercial Development Standards and Guidelines

7.2.1 Commercial Site Layout

- **7.2.1.3 Parking and Loading:** Disperse Parking Area, Limited Store Front Parking
- **7.2.1.5 Outdoor Storage:** Outdoor Storage Restrictions
- **7.2.1.6 Outdoor Display:** Extension of Indoor Display Areas

7.2.2 Architecture

- **7.2.2.1 Scale, Massing, and Building Relief:** Project Identity; Building Entrances; Attractive Facades; and Avoid Single, Large Dominant Building Mass
- **7.2.2.2 Architectural Elevations and Details:** Primary Building Entries, Geometric Variation, Windows and Storefronts
- **7.2.2.3 Color and Materials:** Window Glazing

7.2.3 Lighting

- Low wattage down-lighting

7.2.4 Signage

- Perris Valley Commerce Center Logo

Industrial Design Standards and Guidelines (Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- **8.2.1.1 Orientation/Placement:** Industrial Operations.
- **8.2.1.4 Employee Break Areas and Amenities:** Outdoor Break Areas
- **8.2.1.5 Screening:** Truck Courts

8.2.2 Landscape

- No Landscape in Screened Truck Courts

Airport Overlay Zone (Chapter 12.0 of the PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP

- Lighting Plans

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

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

MM Haz 5 *The following uses shall be prohibited:*

- 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.*

Impact Analysis

Threshold a Would the project have a substantial adverse effect on a scenic vista?

The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that the PVCCSP planning area is not located within a scenic vista, nor will the development of the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Further, the PVCCSP EIR Initial Study concludes that the PVCCSP restricts building heights and includes architectural design and landscape guidelines that will meet the City's development standards, further reducing the potential for visual impacts. (City of Perris, 2009)

As identified in the PVCCSP EIR Initial Study, scenic vistas can be defined as the view of an area that is visually or aesthetically pleasing. From various vantage points within the City, there are views of Lake Perris Dam to the northeast; the Bernasconi Hills to the east; Gavilan Hills and the Motte-Rimrock Reserve to the west; and MARB/IPA to the north. Development projects can potentially impact scenic vistas in two ways: (1) directly diminishing the scenic quality of the vista, or (2) by blocking the view corridors or "vistas" of scenic resources. The City of Perris is located within the Perris Valley, and the terrain is generally flat. According to the City's General Plan EIR (Section 6.1, Aesthetics) (City of Perris, 2005):

...[B]ecause the bulk of developable land within the City of Perris is located on the flat, broad basin, virtually all future building construction consistent with land use and development standards set forth in [the General Plan] will obstruct views to the foothills from at least some vantage points. The criterion, however, relates to a scenic vista more narrowly defined as a view through an opening, between a row of buildings or trees, or at the end of a vehicular right-of-way. To this end, the east-west and north-south oriented roadway network and streetscapes that define them will frame and preserve scenic vistas from public rights-of-way to the distant horizons and foothills. Owing to the flatness of the basin, the view corridors extend for miles along current and planned roadways preserving scenic vistas from the broad basin to the surrounding foothills.

As previously described and shown in the site photographs presented in Figure 4.1-2 through Figure 4.1-5, the Project site is undeveloped. The Project site is relatively flat and is located within the PVCCSP planning area, which was identified in the PVCCSP EIR Initial Study as not being within a scenic vista. Further, the PVCCSP EIR Initial Study concluded that development allowed by the PVCCSP would not adversely impact a scenic vista.

The Project would be developed in compliance with the Standards and Guidelines summarized above and identified in the PVCCSP to address visual character. As described in Section 3.0, Project Description, of this EIR, and further discussed below under Threshold c, the Project proposes the construction and operation of one industrial warehouse building in the southern portion of the Project site, eight retail buildings extending along Ramona Expressway in the northern portion of the Project site, installation of landscaping as required by the PVCCSP, and infrastructure. Specifically, landscape setbacks are provided along Webster Avenue, Ramona Expressway, and Nevada Street; Ramona Expressway and Webster Avenue are designated Major Roadway Visual Corridors in the PVCCSP. These landscape features are oriented in north-south and east-west directions and would preserve views of distant scenic vistas from public vantage points along the site-adjacent roadways. Additionally, as

shown on Figure 3-3 in Section 3.0, Project Description, the proposed retail buildings are physically separated from the industrial building by retail and industrial and access roads, and the emergency bypass for storm water flows along the northern boundary of the industrial site. This area would provide access to distant views east and west of the Project site. Similarly, the proposed passenger vehicle parking area south of the industrial building along with the drainage feature in the northern portion of the VVUSD property would provide access to distant views east and west of the Project site. Implementation of the Project would not result in a substantial adverse effect on a scenic vista. Project impacts would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP EIR Initial Study.

Threshold b Would the project substantially degrade scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that no specific scenic resources such as trees, rock outcroppings, or unique features exist within the PVCCSP boundaries, which includes the Project site, and that the PVCCSP planning area is not located within a state scenic highway corridor (City of Perris, 2009). Consistent with the findings in the PVCCSP EIR Initial Study, the Project site is not located within the vicinity of scenic highways and no scenic resources are located on the Project site. The nearest “Officially Designated” State Scenic Highway is segment of Highway 74 located east of the City of Hemet, and the nearest “Eligible” State Scenic Highway is the segment of Highway 74 located approximately 3.9 miles south of the Project site that extends from Hemet to the coast (Caltrans, 2022). Therefore, implementation of the Project would not substantially degrade scenic resources within a state scenic highway. No impact to state scenic highways would occur.

It should be noted that the Project site is adjacent to Ramona Expressway and Webster Avenue, which are designated Major Roadway Visual Corridors identified in the PVCCSP Figure 4.0-17, Visual Overlay Zone (City of Perris, 2022). As such the Project would be required to comply with the Design Standards and Guidelines outlined in the PVCCSP, including restrictions on building height and landscaping, as further discussed under Threshold c, below.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP Initial Study.

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

The PVCCSP EIR Initial Study (Section 13.0, Aesthetics) identifies that development of future projects in the PVCCSP planning area would change the visual character of the PVCCSP planning area from scattered residential, commercial, industrial and agricultural uses to a more modern commerce and industrial center. Further, the PVCCSP EIR Initial Study concludes that projects developed in compliance with the Design Standards and Guidelines of the PVCCSP would not substantially degrade the existing visual character or quality of the area or surrounding properties, resulting in a less than significant impact for this threshold of significance (City of Perris, 2009). In summary, Chapter 4.0 (On-Site Design Standards and Guidelines) of the PVCCSP identifies techniques and minimum standards for achieving the level of design quality that the City desires in new development within the PVCCSP planning area and addresses site layout for commerce zones, architecture, and visual overlay zone development standards and guidelines. Chapter 6.0 (Landscape Standards and Guidelines) outlines general on-site and off-site landscape requirements within the PVCCSP planning area. Chapter 7.0 (Commercial Design Standards and Guidelines) provides guidance on commercial site layout and landscaping. Chapter 8.0 (Industrial Design Standards and Guidelines) provides guidance on industrial site layout and landscaping.

Therefore, the following analysis addresses the visual change resulting from the Project and addresses the Project's compliance with the relevant PVCCSP Standards and Guidelines identified above, which are in place to ensure that future developments have aesthetic cohesiveness, incorporate superior architectural design, and improve the visual character within the PVCCSP planning area.

The visual impacts of a project include both the objective visual resource change created by the project and the subjective viewer response to that change. Distance from a project, frequency of view, length of view, viewer activity, viewer perception, and viewing conditions contribute to the assessment of a visual impact. The perception of different viewer groups to the visual environment and its elements varies based on viewer activity and awareness. Activities such as commuting in traffic can distract an observer from many aspects of the visual environment. Off-site views for motorists are short-lived. Conversely, pleasure driving or relaxing in a scenic environment can encourage an observer to look at the view more closely and at greater length, thereby increasing the observer's attention to detail. Sensitivity is also determined by how much the viewer has at stake in the viewshed. Typically, people who reside or own property in an area are more sensitive to change than those just passing/commuting through an area. As identified in Threshold c, the following analysis addresses public views and not private views.

Due to the relatively flat topography of the Project site and surrounding area, and existing development in the surrounding area, views of the Project site are largely limited to vantage points adjacent to or near the site. The photographs presented in Figure 4.1-2 through Figure 4.1-5 depict the existing visual character of the Project site and surrounding area. These photographs were taken from public vantage points adjacent to the Project site and are representative of public views from adjacent roadways.

It is estimated that construction of the Project would occur for approximately 12 months. Project-related construction activities would be temporary in nature and all construction equipment would be removed from the Project site following completion of the Project's construction activities. Temporary construction-

related changes to local visual character would not substantially degrade the visual quality or character of the area; construction activity is common throughout developing areas of the City of Perris.

As further described in Section 3.0, Project Description, of this EIR, the Project would involve development of the Project site with one industrial warehouse building in the southern portion of the Project site, eight commercial buildings in the northern portion of the Project site along Ramona Expressway, and associated truck trailer (enclosed) and automobile parking lots, landscaping, and infrastructure. Implementation of the Project would result in a permanent and obvious change in the visual character of the site from its current condition (i.e., undeveloped land) to an urban setting with industrial warehouse and retail uses. The site would be developed in compliance with the Standards and Guidelines outlined in the PVCCSP, and as shown on the conceptual renderings provided on Figure 3-6 and Figure 3-18, in Section 3.0, Project Description, the proposed retail and industrial structures would have contemporary and complimentary designs.

The northern portion of the site, which would be developed with the proposed retail buildings (Buildings 1 through 8), is designated for Commercial uses under the PVCCSP. The proposed retail buildings would vary in size from approximately 2,400 sf to 7,200 sf. As identified above, Section 4.2.3 of the PVCCSP provides general on-site Standards and Guidelines related to architecture, and Section 7.2.2 of the PVCCSP provide on-site Standards and Guidelines related to architecture specifically for commercial uses. The Project's proposed building are designed to comply with the requirements in Section 4.2.3 and Section 7.2.2 of the PVCCSP, including scale, massing and building relief, architectural elevations and details, roofs and parapets, and color and materials. Figure 3-5 in Section 3.0, Project Description, provides representative conceptual retail building elevations, and Figure 3-18, provides a representative conceptual rendering. While the final design for the retail buildings may differ slightly from the conceptual elevations renderings based on individual tenant and brand-specific needs, sufficient detail is provided to assess the effect the proposed retail uses may have on the aesthetic character of the Project site and its surroundings area.

The retail buildings would be constructed primarily of plaster/stucco and would convey a contemporary architectural style with decorative elements. The decorative elements would include wood siding, brick, awnings, and/or trellises. Doors leading into the building, including service and fire sprinkler access doors, would be covered with an architecturally integrated roof or trellis structure, and primary entry doors would be surrounded with accented materials, colors and lighting. The exterior color palette would be comprised of various shades ranging from white to tan to brown, and gray with opportunities for tasteful accent colors as necessary for brand identity. Based on the conceptual building elevations, it is anticipated the proposed retail buildings would be up to 26 feet in height above the exterior finish grade level at the top of the parapet, although the roof height would vary based on the building's architectural features. The buildings and architectural projections may exceed 26-feet in height but would not exceed the maximum height allowed by the PVCCSP (45-feet as shown on Table 4.1-1). As shown by the building's elevations, visual relief from the building form would be achieved through variations in height and rooflines, protruding trellis features, canopies, and the use of parapets. Parapet roofs would have a decorative cap along the length of the wall. Porte-cocheres would be provided for the drive-thru buildings to achieve decorative/aesthetic and functional purposes. The porte-cochere design would pair with the roof structure, and compliment the building design and materials.

The southern portion of the Project site, which would be developed with the proposed industrial warehouse building and associated improvements, is currently designated for Commercial and Business

Professional Office uses under the PVCCSP; however, an amendment to the PVCCSP is requested to change the land use designation to Light Industrial. Therefore, the PVCCSP Standards and Guidelines for Light Industrial uses would be applicable to the proposed industrial use. The industrial warehouse building would be approximately 950,224 sf. As identified above, Section 4.2.3 of the PVCCSP provides on-site Standards and Guidelines specifically related to architecture. The proposed building is designed to comply with these requirements, including scale, massing, and building relief, architectural elevations and details, roofs and parapets, and color and materials. Figure 3-16 in Section 3.0, Project Description, show the conceptual warehouse building elevations for the Project, and Figure 3-18 provides conceptual renderings. The building would be constructed of painted concrete tilt-up panels and low-reflective materials, including low-reflective glass. The exterior color palette would be comprised of various shades of white and gray with a green accent color. The office entry areas would feature blue glazed glass in clear aluminum storefront frame system and stone surface material along the base. The proposed building would be constructed up to the maximum allowed 50 feet in height above the exterior finish grade level at the top of the tallest parapet, although the roof height would vary based on the building's architectural features (e.g., the base parapet height would be 44-feet high and office entry corners would be 48-feet high). As shown by the building's elevations, visual relief from building form would be achieved through fenestration, mullions, cornices, and through variations in height and rooflines, and the use of parapets. The various architectural elements would provide articulation and visual interest within the building elevations, and minimize glare. Rooftop equipment would be screened behind the parapets and set back from building edges to prevent it from being visible from the street. Trash enclosures would be provided in the truck parking areas near each of the proposed office spaces; the trash enclosures would be screened as required by the PVCCSP.

The conceptual landscape plans for the Project are described in Section 3.0, Project Description, of this EIR, and depicted on Figure 3-10, Figure 3-11, and Figure 3-18, in Section 3.0. Generally, landscaping would consist of various species of trees, shrubs, and/or groundcover. In addition to screening views into the Project site, the landscaping has also been designed to accent the architectural design of the buildings. Decorative concrete paving (colored) and enhanced landscaping would be installed at the access driveways along Webster Avenue, Nevada Road, and Ramona Expressway.

A key component of the PVCCSP related to visual character is the establishment of a Visual Overlay Zone (refer to Figure 4.0-17 of the PVCCSP) along I-215 and major roadways to provide travelers with the impression of a high caliber, well-planned industrial community. This, in part, is accomplished through the provision of landscaped thoroughfares. Design Standards and Guidelines are provided to enhance the "visual zone," which includes the field of vision from the roadway to the buildings. As previously identified, Webster Avenue and Ramona Expressway, which are adjacent to the Project site, are designated as "Major Roadway Visual Corridors" and are subject to the Design Standards and Guidelines outlined in Section 4.2.9.2, Major Roadway Visual Zones, of the PVCCSP. The Project site is approximately 600 feet east of I-215 and is currently in the viewshed from this freeway; however, it is not within the PVCCSP-designated Freeway Corridor, which includes the area within 100-feet of the I-215 right-of-way.

With respect to the retail component of the Project, a combination of landscaping and berms, up to three-foot-high, would be provided along Ramona Expressway to screen views of vehicles in drive-thru aisles, and screening hedges would also be provided along Webster and Nevada Avenues (refer to the landscape section provided on Figure 3-11). The intersection of Ramona Expressway and Nevada Avenue is a designated PVCCSP gateway entry, and the Project includes required landscape and other

elements at the southeast corner of this intersection. Signage adhering to applicable PVCCSP standards and guidelines would be provided, including a Perris Valley Commerce Center monument sign at the southeast corner of the Ramona Expressway and Nevada Avenue, tenant monument signs at the project entries and northeast corner of the proposed retail component of the Project, and a pylon tenant sign visible from Ramona Expressway and I-215 in the northwest portion of the retail area.

With respect industrial component of the Project, landscaped parkways, including street trees, would be provided along Nevada and Webster Avenues, which would screen views of the proposed industrial building and the proposed bypass channel (along Nevada Avenue). Trees and shrubs would also be planted along the truck court screenwalls on the east and west sides of the proposed building, at the driveways, and in the northeast corner of the industrial site (south of the stilling basin). Additionally, the passenger vehicle parking area between the industrial building and the VVUSD property to the south would have extensive landscaping for shade and at varying heights for screening. Trees and other vegetation would also be planted between the retail and industrial components of the Project, which would serve to screen views of the industrial building but also the proposed bypass channel from the retail site.

To obstruct views of the industrial use truck courts along Nevada Avenue and Webster Avenue, 14-foot screenwalls (as viewed from the truck court) would be installed. However, as shown on the site sections provided on Figure 3-17B, approximately six-feet of the exposed wall would be visible along Nevada Avenue, and approximately eight-feet of exposed wall would be visible from the Webster Avenue; trucks would not be visible from the roadways and associated Class I multipurpose trails. As required by the PVCCSP, a landscape berm would also be installed along the Webster Avenue screenwall.

In summary, although the visual character of the Project site would change, the Project would be designed and constructed in compliance with applicable PVCCSP standards for Commercial and Light Industrial uses and would result in the development of the site in an attractive, well-designed manner using architectural elements, landscaping and screening berms. The streetscapes and screening adjacent to the Project site would be the primary visual focal point for motorists traveling along Webster Avenue, Nevada Road, and Ramona Expressway. Landscaping and screening would also be the primary focal points for individuals traveling along the site-adjacent trails. Therefore, the development of the Project and associated features would not degrade the visual character or quality of public views of the Project site and its surroundings. Project impacts would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP EIR Initial Study.

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

The PVCCSP EIR Initial Study (Section 13, Aesthetics) concluded that development of the PVCCSP land uses would introduce new sources of nighttime light and glare into the area from street lighting and from outdoor lighting from the planned uses, but that compliance with applicable lighting regulations and use of lighting shield and other design features on light fixtures within the PVCCSP planning area would ensure that impacts associated with light and glare are less than significant (City of Perris, 2009).

As previously identified, the Project site is currently undeveloped. As such, there are no sources of light or glare that exist on the Project site. Existing sources of lighting in the surrounding area primarily include exterior lighting associated existing development, lights from vehicles, and street lights.

It should be noted that, to prevent conflicts with aircraft operations at MARB/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 (identified above), 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.

Light

Construction-Related

Project-related construction activities would comply with applicable provisions of the City’s Municipal Code. Notably, Section 7.34.060 (Construction Noise) of the City’s Municipal Code prohibits construction activity that may result in “disturbing, excessive, or offensive noise levels between the hours of 7:00 PM and 7:00 AM”. While construction activities are not expected to occur during these hours, night time lighting would be needed at certain times depending on the time of year and depending on the stage of construction. Additionally, nighttime lighting of construction staging areas may be needed to provide security for construction equipment and construction materials. This type of temporary lighting is often unshielded and may shine onto adjacent properties and roadways causing a potentially significant impact, particularly to motorists. The site-adjacent properties are vacant or occupied by school uses, which do not typically occur during the nighttime hours. As identified in Project-specific mitigation measure MM 1-1, construction staging areas would be located as far as possible from the school uses to the south to minimize light intrusion. Mitigation measure MM 1-1 also requires that temporary nighttime lighting installed for security purposes be downward facing and hooded or shielded to prevent security lighting from spilling outside the staging area or from directly broadcasting security lighting into the sky or onto adjacent properties. With implementation of mitigation measure MM 1-1, this impact would be reduced to a less than significant level.

Operational-Related

As described in Section 3.0, Project Description, development of the Project with industrial and retail uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Lighting would be installed in conformance with PVCCSP Section 4.2.4, which addresses lighting standards and guidelines, including

general lighting, decorative lighting standards, and parking lot lighting. New sources of light associated with the Project would primarily include street lights along Ramona Expressway, Webster Avenue and Nevada Avenue, parking lot lighting, and outdoor security lighting for the proposed buildings. Lighting in loading areas for the industrial use would consist of building-mounted lighting. The lighting plans for the proposed industrial building are shown on Figure 3-19 in Section 3.0 of this EIR.

All development in the PVCCSP planning area, which includes light generated from the proposed retail and industrial uses, is required to adhere to lighting requirements contained in the PVCCSP. The PVCCSP requires compliance with Riverside County Ordinance No. 655 and City of Perris Municipal Code Section 19.02.110. As previously indicated, through its Ordinance No. 655, the County of Riverside has established two nighttime lighting zones that create a radius around the Mount Palomar Observatory. While not located in unincorporated Riverside County, astronomical observations at the Mount Palomar Observatory would be affected by cumulative increases in lighting sources. The nighttime lighting zones were created to ensure that the astronomical observations at the Mount Palomar Observatory would not be affected by light pollution coming from urban development. Zone A encompasses a 15-mile radius centered on the Mount Palomar Observatory, while Zone B encompasses a larger area with a 45-mile radius and extends from the outer limit of Zone A to the end of the 45-mile radius area. Since the Mount Palomar Observatory is located approximately 40 miles southeast of the Project site, the Project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area. Ordinance No. 655 restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mt. Palomar Observatory. As stated in Section 5(A) of Ordinance No. 655, “low-pressure sodium lamps are the preferred illuminating source” in the Mount Palomar Nighttime Lighting Policy Area. Other types of lighting systems are permitted in parking areas if they do not exceed 4,050 lumens. Lighting “allowed” under Ordinance No. 655 must be fully shielded and focused to avoid spill light into the night sky and onto adjacent properties. (Riverside County, 1988)

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

These lighting requirements are uniformly applied to all development in the PVCCSP planning area. As such, adherence to these lighting requirements would be mandatory and enforceable through the review and approval of the project plans. Adherence to the City’s PVCCSP would ensure that the Project’s lighting would not significantly affect adjacent uses. Therefore, operational lighting impacts would be less than significant and no mitigation would be required.

Glare

Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. The PVCCSP Standards and Guidelines related to colors and materials (Section 4.2.3.5) encourage the use of low-reflectance facades and prohibits metal siding where visible from the public.

Allowed building materials generally include wood, brick, native stone, and tinted/textured concrete. As identified in the building elevations presented in Section 3.6 of this EIR, the buildings would be constructed of low-reflective materials, including low-reflective glass. Specifically, the Project's proposed retail uses would be constructed primarily of plaster/stucco, and the industrial warehouse building would be constructed of painted concrete tilt-up panels. Compliance with the requirements of the PVCCSP related to building materials would ensure that glare does not create a nuisance to on- and off-site viewers of the Project site.

Further, as identified in Section 12.1.3, Compatibility with March ARB/IPA 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. Although solar photovoltaic (PV) panels are not currently proposed, as identified in Section 3.0, Project Description, of this EIR, the roof structure for the industrial use would be designed to accommodate solar panels. Therefore, a Solar Glare Analysis was performed by Johnson Aviation Consulting and is included in the *Ramona Gateway Project Airport Land Use Compatibility* analysis provided as Appendix K of this EIR (Johnson Aviation, 2022). The findings of the Solar Glare Analysis demonstrate that a solar PV installation of up to 550,000 sf along the southern portion of the industrial building (the industrial building has an 850,224-sf footprint), could be installed with causing a significant glare impact. This size solar PV array passes the Federal Aviation Administration (FAA)'s recommended solar glare tests and passes these same tests for four critical flight paths required by the MARB. The City would condition the Project such that any future solar PV installation is located on the southern portion of the building and does not exceed 550,000 sf. Therefore, the Project would not impact aircraft traveling to or from MARB/IPA due to glare from solar PV panels, should they be installed in the future.

The Project would not create a new source of substantial glare. This impact would be less than significant and no mitigation is required.

Additional Project-Level Mitigation Measures

MM 1-1 Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that: (1) construction staging areas shall be located as far as possible from school uses south of the Project site; and, (2) any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky, onto adjacent. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.

Level of Significance After Mitigation

With implementation of the mitigation measure identified above, this impact would be less than significant. This is consistent with the conclusions of the PVCCSP EIR Initial Study.

4.1.5 CUMULATIVE IMPACTS

Development within the City of Perris, including development within the PVCCSP planning area, which includes the Project site, have previously and will continue to result in the cumulative conversion of land

that is currently undeveloped to a more urbanized land use. However, this is a continuing development trend currently occurring within the City that has been anticipated in the City's General Plan and approved Specific Plan areas. As shown in Figure 4.11-1, Perris Valley Commerce Center Specific Plan Land Use Designations, in Section 4.11, Land Use and Planning, of this EIR, the area north of the Project site is planned for development with Commercial and Light Industrial uses, similar to the Project, the area east of the Project site is planned for Light Industrial uses, and the area west of the Project site is planned for Commercial uses. The area south of the Project site is developed with school (school uses), with Business Professional Office uses also planned to the south.

Cumulative projects in the same viewshed as the Project would be considered to result in a cumulative aesthetic impact. If the projects were not near each other, the viewer would not perceive them in the same scene and they would not result in a cumulative change in the visual character. Because the Project site and surrounding undeveloped areas to the west, north, and east, are within the PVCCSP, future development — which would contribute to a cumulative visual change along with the Project — would be required to comply with the standards and guidelines identified in the PVCCSP, and with applicable City regulations. The PVCCSP EIR concludes that development of the land uses identified in the PVCCSP in compliance with the established standards and guidelines for the respective uses, would not result in cumulative aesthetic impacts.

As previously noted, the PVCCSP planning area, which includes the Project site, is not located within a scenic vista. The City's General Plan EIR acknowledges that east-west and north-south roads and streetscapes preserve scenic vistas in developed areas. The Project, which complies with PVCCSP requirements for Major Roadway Visual Corridors along Webster Avenue and Ramona Expressway, would have a less than significant impact on scenic vistas and would not result in a cumulatively considerable contribution to a significant aesthetic impact related to scenic vistas.

The Project site and surrounding areas are not located within proximity to any State scenic highways or eligible State scenic highways. Additionally, the Project site does not contain any scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway, and would have no impact to such resources. Therefore, the Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to scenic resources within a scenic highway.

As analyzed in this section, the Project would have a less than significant impact related to degradation of the visual character of the Project site. Because development in the same viewshed as the Project would be required to comply with the applicable standards and guidelines set forth in the PVCCSP, including requirements related to architectural design and landscaping, or similar design requirements outlined in City regulations, these projects would also conform to the overall visual theme of the area. The Project would not result in a cumulatively considerable contribution to a significant aesthetic impact related to substantial degradation of the existing visual character or quality of public views of the site.

As with existing development in the area, light and glare impacts from the Project and future development in the City, including the development allowed by the PVCCSP, would be reduced through the adherence to applicable lighting standards and through City regulations; applicable PVCCSP and City regulations are outlined in this section. Implementation of Project-specific mitigation measure MM 1-1 would ensure that construction-related lighting impacts from the Project are also less than significant. The Project would

not result in a cumulatively considerable contribution to a significant aesthetic impact related to light and glare.

4.1.6 REFERENCES

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- Johnson Aviation, 2022 (September 6). *Ramona Gateway Project – Airport Land Use Compatibility*. Included as Appendix K of this EIR.
- Riverside County, 1988. *Riverside County Ordinance No. 655 Regulating Light Pollution*. Adopted June 7, 1988. Available at: <https://www.rivcocob.org/ords/600/655.htm>

4.2 AGRICULTURE AND FORESTRY RESOURCES

This section addresses the potential impacts to agricultural resources resulting from the Project. The analysis in this section is primarily based on information obtained from the California Department of Conservation (DOC), the City of Perris General Plan, and the City of Perris Zoning Map; references used are listed below in Section 4.2.6.

There were no comments received on the Notice of Preparation (NOP) or at the April 20, 2022, public scope meeting for this Draft Environmental Impact Report (EIR) regarding agricultural and forestry resources.

4.2.1 EXISTING SETTING

Section 4.1, Agricultural Resources, of the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR, includes a discussion of the environmental setting for agricultural resources, including an overview of agricultural activities in the PVCCSP planning area and surrounding areas, and a description of Designated Farmland.

Section 21060.1, of the California Public Resources Code (PRC) defines agricultural land as follows: "Agricultural land means prime farmland, farmland of statewide importance or unique farmland, as defined by the United States Department of Agriculture land inventory and monitoring criteria, as modified for California." This EIR utilizes this definition for evaluating impacts associated with the loss of agricultural lands as a result of the Project.

Agricultural Resources

Regional Agricultural Setting

As identified in the PVCCSP EIR, agriculture has long been a major foundation of the economy and culture of Riverside County; however, its role has been diminishing in the western portion of the County. While the total planted acreage in Riverside County increased from 209,338 acres in 2019 to 214,915 acres in 2020 (RCACO, 2020), the total planted acreage has decreased from 246,012 acres in 2008 (City of Perris, 2012). Riverside County is divided into four districts by the Riverside County Agricultural Commission. The City of Perris is in the San Jacinto/Temecula Valley District. Total agricultural production in the District in 2020 was valued at about \$1.65 million, compared to \$1.48 million in 2019 (RCACO, 2020). Based on inventories of agricultural acreage prepared by as part of the DOC's Farmland Mapping and Monitoring Program (FMMP), further discussed below, the amount of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland in the County decreased by approximately 36.8 percent between 1984 and 2018. Farmland of Local Importance decreased by approximately 13.7 percent, and Grazing Land decreased by approximately 22.3 percent between 1984 and 2018 (DOC, 2018).

City of Perris and Perris Valley Commerce Center Specific Plan Area Agricultural Setting

The City of Perris began as a farming community on the California Pacific Railroad line. The City was a stopover on the California Southern and later Santa Fe Railroad, and made its reputation with grain, fruit and vegetables crops in Riverside County and throughout the region. 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 1950's. Notably, alfalfa, potatoes, onions, and later grapes have been predominant crops in Perris (City of Perris, 2022e). High-yield consumer cash crops are not a principal characteristic of the City's agricultural production or economy. As further discussed below, with the exception of 1 small parcel (less than 10 acres), there are currently no areas in the City that are designated for long-term agricultural production.

When the PVCCSP EIR was prepared, approximately 2,435.5 acres of the approximately 3,500-acre PVCCSP planning area (69 percent) was designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance (City of Perris, 2012). Subsequent to approval of the PVCCSP EIR in 2012, farmland in the PVCCSP planning area has continued to transition to non-agricultural uses.

Project Site and Surrounding Areas

Based on site reconnaissance conducted in April 2022, the Project site is not currently being used for agricultural production. Based on review of aerial photographs, portions of the Project site were under agricultural production through 2012. Consistent with the land use planning for the City and the PVCCSP planning area, much of the area surrounding the Project site has been converted to non-agricultural uses. There are currently no areas under agricultural production near the Project site.

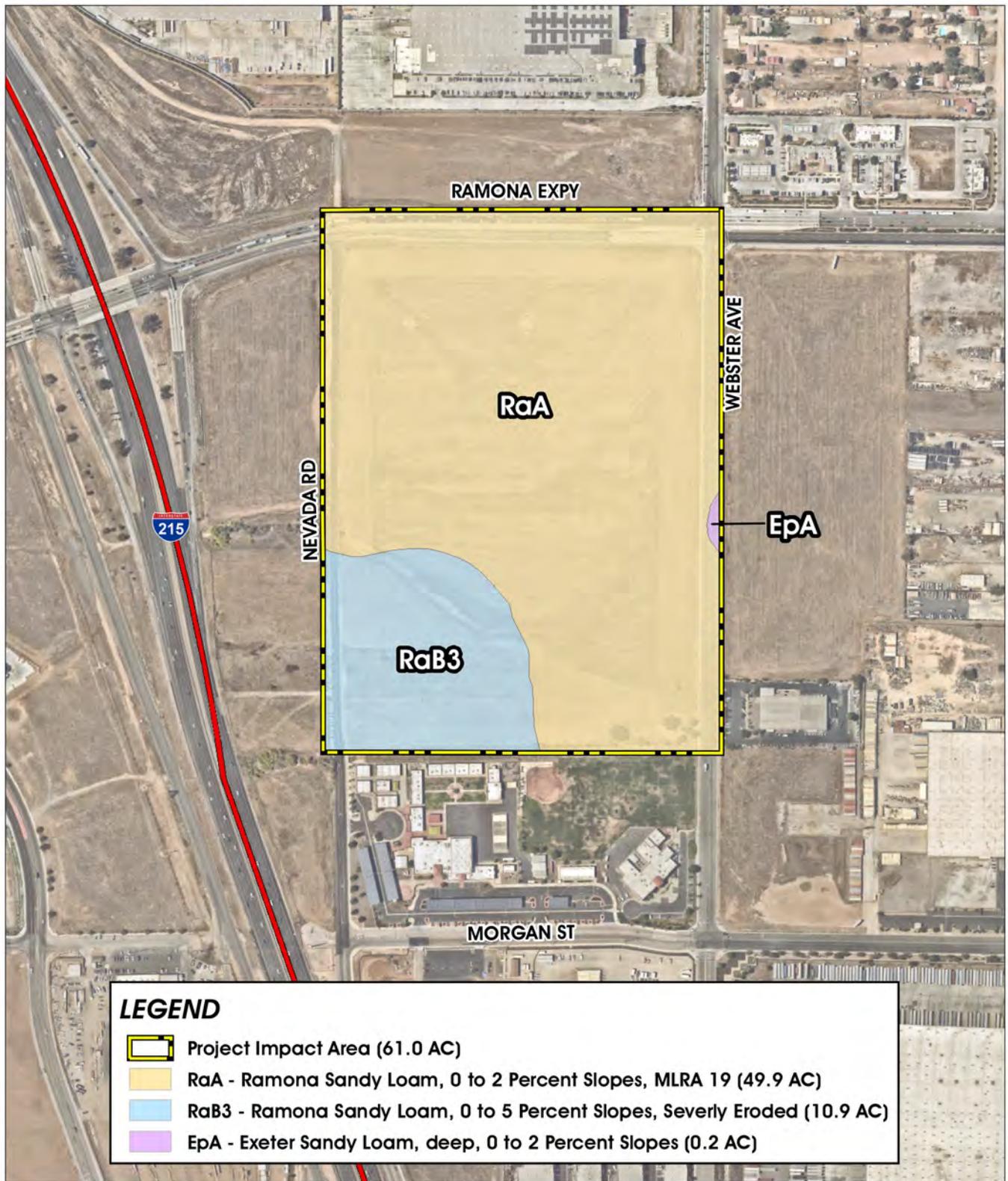
Project site Agriculture Productivity Potential

A property's agricultural productivity potential is primarily determined by the quality of the site's soils. High-quality, productive soils have a higher likelihood to correspond with an important agricultural resource than do low-quality soils. The Project site's soil types, and their respective agricultural productivity rankings, are discussed below.

□ On-Site Soils

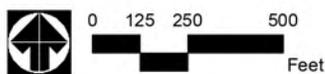
Figure 4.2-1, Soils Map, illustrates the distribution of soils across the Project site (approximately 50-gross acres) and off-site improvement area (approximately 11 acres) (herein "Project impact area"). The mapping symbols shown on Figure 4.2-1 correspond to the United States Department of Agriculture (USDA) soil series classifications. Provided below is a description of the soils found within the Project Impact Area (USDA, 2022).

- **RaA – Ramona Sandy Loam, 0 to 2 percent slopes, Major Land Resource Area (MLRA) 19.** Approximately 49.9 acres (81.8 percent) of the Project impact area contains Ramona Sandy Loam, 0 to 2 percent slopes. This soil is characterized as moderately well drained with moderately slow permeability and is found in basin areas with up to 2 percent slopes. This soil type is used mostly for production of grain, grain-hay, irrigated citrus, olives, truck crops, and deciduous fruits. Uncultivated areas have a cover of annual grasses, forbs, chamise or chaparral (USDA, 2003).



Source(s): ESRI, NearMap (2022), RCTLMA (2022), Web Soil Survey (2022)

Figure 4.2-1



Soils Map

- **RaB3 – Ramona Sandy Loam, 0 to 5 percent slopes, severely eroded.** Approximately 10.9 acres (17.9 percent) of the Project impact area contains Ramona Sandy Loam, 0 to 5 percent slopes, severely eroded. This soil type is characterized as moderately well drained with moderately slow permeability and is found in basin areas with up to 5 percent slopes. This soil type is used mostly for production of grain, grain-hay, irrigated citrus, olives, truck crops, and deciduous fruits. Uncultivated areas have a cover of annual grasses, forbs, chamise or chaparral (USDA, 2003).
- **EpA – Exeter Sandy Loam, deep, 0 to 2 percent slopes.** Approximately 0.2 acres (0.3 percent) of the Project Impact Area contains Exeter sandy loam, deep, 0 to 2 percent slopes. This soil is characterized as moderately deep to a duripan, moderately well drained soils, very slow to medium runoff, and moderately slow permeability above the duripan. that formed in alluvium mainly from granitic sources. This soil type is used for irrigated cropland growing oranges, olives and deciduous orchards, vineyards and row crops. It is also used for dairy and cattle production and building site development. Vegetation in uncultivated areas is mainly annual grasses and forbs (USDA, 2006).

☐ **Storie Index**

The Storie Index is a rating system that determines the value of farmland by evaluating the soil type on a given property. The Storie Index rating system ranks each soil according to four general factors: (1) the characteristics of the soil profile and its depth; (2) the texture of the surface soil; (3) the slope of the land on which the soil is located; and (4) other factors, including drainage, salt content, erosion, and alkali. A score ranging from 0 to 100 percent is determined for each factor, and the scores are then multiplied together to derive an index rating. Soils are graded according to their index on a scale of 1 through 6 (UC Berkeley, 1978).

Soils of Grade 1 (excellent) rate between 80 and 100 percent and have few or no limitations that restrict their use for crops. Soils of Grade 2 (good) rate between 60 and 79 percent and have few special management needs and are suitable for most crops, but they have minor limitations that narrow the choice of crops. Grade 3 (fair) soils rate between 40 and 59 percent and are suited to a few crops or to special crops and require special management. Grade 4 (poor) soils rate between 20 and 39 percent and are severely limited for crops, and if used, it requires careful management. Grade 4 (poor) soils rate between 20 and 39 percent and are severely limited for crops, and if used, it requires careful management. Grade 5 (very poor) soils rate between 10 and 19 percent and generally are not suited to cultivated crops but can be used for pasture and range. Grade 6 (nonagricultural) consists of soils and land types that rate less than 10 percent and generally are not suited to farming (UC Berkeley, 1978).

The Storie Index rating for the Project site’s soil types is presented on Table 4.2-1, Project Site Soils Summary.

☐ **Land Capability Classification**

Similar to the Storie Index, the Land Capability Classification (LCC) is used to determine the soil’s suitability for crop production. The LCC includes eight classes identified as “I” through “VIII,” with soils designated as “I” being the most suitable for crop production. Additionally, the LCC includes four subclasses to identify the soil’s limitation, including susceptibility to erosion (e) and limitations due to

water (w), shallow/stony soils (s), or climate (c) (USDA, 2022). Thus, the soils could have a high Storie Index but be limited for actual use by these latter subclasses. The LCC rating for each of the Project site’s soil types is also presented on Table 4.2-1.

Table 4.2-1 Project Site Soils Summary

Map Symbol	Mapping Unit Name ¹	Acreage	% of Project site	Storie Index ¹	Land Compatibility Classification ¹	LCC Point Rating
RaA	Ramona Sandy Loam, 0 to 2 percent slopes, Major Land Resource Area (MLRA) 19	49.9	81.8	95	IVs	40
RaB3	Ramona Sandy Loam, 0 to 5 percent slopes, severely eroded	10.9	17.9	90	IIIe	70
EpA	Exeter Sandy Loam, deep, 0 to 2 percent slopes	0.2	0.3	34	IIIe	70

¹Source for the Project site’s mapping unit names, storie index, and land compatibility classifications: (USDA, 2022)

Farmland Mapping

As further discussed under Section 4.2.2, Existing Policies and Regulations, below, the Farmland Mapping and Monitoring Program (FMMP) administered by the DOC’s Division of Land Resource Protection divides the State’s land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. Based on review of the 2018 FMMP, which is the latest available mapping, the entire Project impact area is identified as “Farmland of Local Importance” (Figure 4.2-2, FMMP Farmlands Map) (DOC, 2018). This is consistent with the farmland designation for the Project site identified in the PVCCSP EIR (City of Perris, 2012).

Forestry Resources

According to the PVCCSP (Figure 2.0-1, Specific Plan Land Use Designations), there are no areas within the PVCCSP, including the Project site, designated for forest land (City of Perris, 2022c). Further, the City of Perris does not contain forest land, or any vegetation communities associated with forest land.

4.2.2 EXISTING POLICIES AND REGULATIONS

Following is a discussion of relevant policies and regulations applicable to development in the City of Perris, including the Project site.

State

California Land Conservation Act

The California Land Conservation Act of 1965, also referred to as the Williamson Act, is a non-mandated State program administered by Counties and Cities for the preservation of agricultural land. This program

enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive much lower property tax assessments than normal because the assessments are based upon farming and open space uses rather than full market value.

Participation in the program is voluntary on the part of both landowners and local governments, and it is implemented through the establishment of agricultural preserves and the execution of Williamson Act contracts. Individual property owners enter into a contract that restricts or prohibits development of their property to non-agricultural uses during the term of the contract in return for lower property taxes. Initially signed for a minimum ten-year period, the contracts are automatically renewed each year for a successive minimum ten-year period unless a notice of non-renewal is filed, or a contract cancellation is approved by the local government.

In Riverside County, establishing an agricultural preserve requires 100 contiguous acres under one or more ownerships. Landowners with less than 100 acres may apply for annexation to an existing agricultural preserve having a common boundary with their property. The minimum parcel size for annexation to a preserve is ten acres. The property to be included in an agricultural preserve must also have agricultural zoning (RCACCR, 2022).

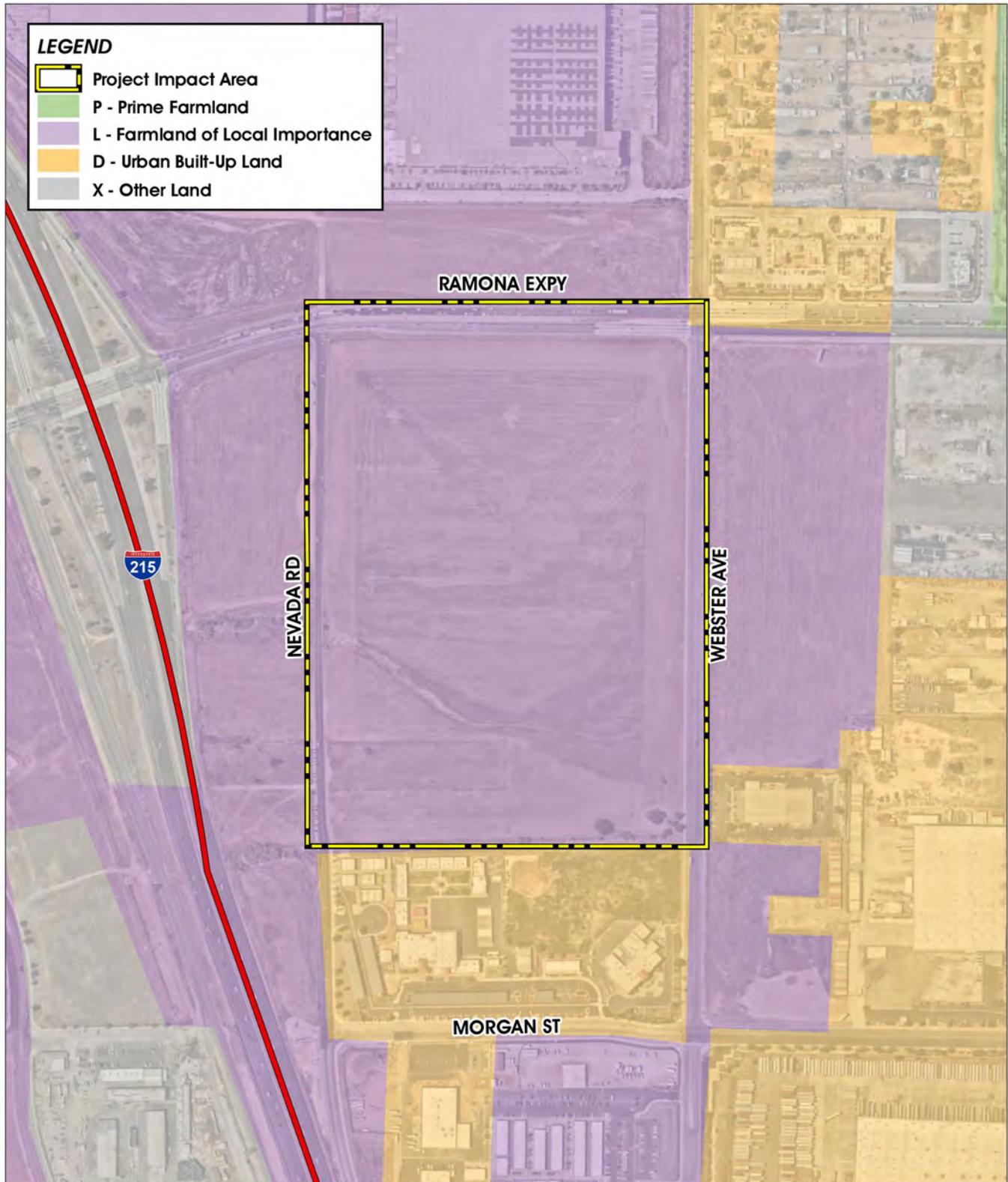
As shown in Figure 4.1-2, Agricultural Preserves, of the PVCCSP EIR, approximately 29 parcels encompassing 204 acres were under Williamson Act contracts in the PVCCSP planning area when the PVCCSP EIR was prepared (City of Perris, 2012). The Project site and surrounding areas are not identified as being subject to a Williamson Act contract. It should also be noted that notices of non-renewal have been filed or cancellations are being processed for the properties currently under Williamson Act contracts within the PVCCSP planning area. Therefore, there are no areas within the City where additional property can be annexed to existing preserve areas.

Farmland Mapping and Monitoring Program (FMMP)

The FMMP is a non-regulatory program administered by the DOC's Division of Land Resource Protection. It provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP provides land use conversion information for decision makers to use in their planning for present and future use of California's agricultural land resources. Land use and soil data are combined to create Important Farmland Maps, which are updated every two years (by June 30 of each even-numbered year).

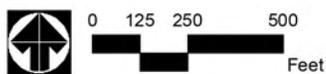
The FMMP divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. While the categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land represent agricultural land, the remaining categories are used for reporting changes in land use as required for FMMP's biennial farmland conversion report. The FMMP mapping categories are classified as follows (DOC, 2022):

- **Prime Farmland (P):** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.



Source(s): ESRI, NearMap (2022), RCTLMA (2022)

Figure 4.2-2



FMMP Farmlands Map

- **Farmland of Statewide Importance (S):** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique Farmland (U):** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- **Farmland of Local Importance (L):** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land (G):** Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- **Urban and Built-Up Land (D):** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- **Other Land (X):** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded by urban development and greater than 40 acres is mapped as Other Land.

As previously shown on Figure 4.2-2, FMMP Farmlands Map, the entire Project impact area is identified as "Farmland of Local Importance."

Local

City of Perris General Plan

The City's 1991 General Plan Land Use Element re-designated all agricultural lands in the City for uses other than agriculture, thereby eliminating the City's General Plan "agricultural" land use designation. The EIR accompanying the City's 1991 General Plan determined that the conversion of agricultural land to nonagricultural uses represented a significant cumulative impact. As the transition from agricultural to more urban and suburban uses continue, the extent to which agriculture and supporting economic activities contribute to the economic base of the City is reduced. In its adoption of the 1991 General Plan, the City recognized that these losses were offset by the economic activities and social benefits that typically accompany urban development. To support the conclusion that a significant cumulative impact would result from implementation of the 1991 General Plan, the City adopted findings and facts and a

Statement of Overriding Considerations indicating that social and economic factors outweighed the significant cumulative impacts associated with conversion of agricultural land to non-agricultural use.

The EIR accompanying the City's 2005 General Plan Update did not identify any significant impacts to agricultural resources. As stated in the Initial Study that preceded preparation of the City's 2005 General Plan EIR (City of Perris, 2004):

Areas surrounding existing agricultural uses have been or will be developed for nonagricultural, urbanized uses. All properties in agricultural production are designated for similar, non-agricultural urbanized uses. The project General Plan will replace the 1991 General Plan whose Land Use Element included no "agricultural" designation. Therefore, adoption and implementation of the project General Plan will have no impact.

The City's long-range planning goal as demonstrated through the Land Use Plan is to ultimately convert all existing Farmland in the City to nonagricultural uses rather than support the continuation of agricultural uses, which are becoming less economically viable. The City is focusing on developing land in an economically productive way that would serve the growing population. Notably, Goal I, Agricultural Resources, of the General Plan Conservation Element states "Orderly conversion of agricultural lands to other approved land uses" (City of Perris, 2008).

There are currently no areas with an agricultural General Plan land use designation in the City of Perris, including the Project site, which is designated "Specific Plan." The specific policies outlined in the City's General Plan that are related to mitigating or avoiding environmental effects with respect to agriculture and forestry resources and that apply to the Project are listed in Table 4.11-3, General Plan Consistency Analysis, in Section 4.11, Land Use and Planning, of this EIR.

City of Perris Municipal Code

Zoning

The Project site is designated PVCCSP – Perris Valley Commerce Center Specific Plan – on the City's Zoning Map. There is only one area zoned A-1, Light Agriculture, on the City's Zoning Map and it is not located in the vicinity of the Project site (City of Perris, 2022d).

Chapter 19.74. - Agricultural Preserve Procedures

According to City of Perris Municipal Code Chapter 19.74, the City has authorization to designate suitable areas of the City as agricultural preserves by resolution of the City Council pursuant to the Williamson Act of 1965 (Government Code section 51200 et seq.) for the purpose of establishing agricultural and compatible land uses (City of Perris, 2022b). As previously identified, the Project site is not designated within an area under a Williamson Act contract.

4.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on agriculture and forestry resources if it will:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(9)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g));
- d. Result in loss of forest land or conversion of forest land non-forest use; and
- 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.

Appendix G of the State CEQA Guidelines identifies that in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment (LESA) Model (1997) prepared by the California DOC as an optional model to use in assessing impacts on agriculture and farmland. The LESA model is a point-based approach used to rate the relative value of agricultural land resources. The California LESA model considers the following factors: land capability, Storie index soil rating system, water availability (drought and non-drought conditions), land uses within ¼ mile, and “protected resource lands” (e.g., Williamson Act lands) surrounding the property. The determination regarding the significance of the Project’s potential impacts to farmland under Thresholds a and e is based on the DOC’s LESA Model.

Two Land Evaluation (LE) factors are based on soil resource quality, and four Site Assessment (SA) factors provide measures of a given project’s size, water resources availability, surrounding agricultural lands, and surrounding protected resources land. Each of these factors is separately rated on a 100-point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score with a maximum attainable score of 100 points. This score becomes the basis for making a significance determination regarding the conversion of agricultural lands to non-agricultural uses based on a set of scoring thresholds (DOC, 1997). The scoring thresholds are summarized in Table 4.2-2.

Table 4.2-2 California LESA Model Scoring Thresholds

Total LESA Score	Scoring Decision
0 to 39	Not Considered Significant
40 to 59	Considered Significant <u>only</u> if LE <u>and</u> SA subscores are <u>greater</u> than or equal to 20 points
60 to 79	Considered Significant <u>unless</u> either LE <u>or</u> SA subscore is <u>less</u> than 20 points
80 to 100	Considered Significant

Source: (DOC, 1997)

4.2.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

Impact Analysis

Threshold a Would the Project 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?

The State CEQA Guidelines Appendix G (Threshold a) defines three of the FMMP’s Important Farmland categories – “Prime Farmland,” “Unique Farmland,” and “Farmland of Statewide Importance” – as “Farmland” for purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be considered a significant impact. The Project impact area does not have any lands mapped by the DOC as Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). As previously identified, the DOC classifies the entire Project impact area as Farmland of Local Importance and there are no existing agricultural operations at the Project site. The Project area consist of the Class IIIe and IVs soils, which have limitations relative to agricultural production. Further, there is no agricultural irrigation source available to serve the Project site. For these reasons, implementation of the Project would not convert Farmland to non-agricultural uses and no impact would occur. Notwithstanding the lack of Farmland within the Project impact area, based on the LESA analysis conducted for the Project, and as discussed under Threshold “e” the loss of Farmland of Local Importance would result in a less than significant impact.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No Impact would occur.

Threshold b Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The PVCCSP EIR (Section 4.1, Agricultural Resources) concluded that consistent with the conclusion of the General Plan EIR, implementation of the PVCCSP would not conflict with existing zoning for agricultural use or a Williamson Act Contract (City of Perris, 2012).

According to the City of Perris Zoning Map, the Project site is not zoned for agricultural use; the Project site is zoned for PVCCSP (City of Perris, 2022d). Per the PVCCSP EIR, the PVCCSP planning area contains approximately 204 acres of active Williamson Act contracts that are located within the Perris Valley Agricultural Preserve No. 1. The Project impact area is not located within the Perris Valley

Agricultural Preserve No. 1 and is not subject a Williamson Act contract (City of Perris, 2012). Furthermore, the City of Perris General Plan EIR determined that the City’s General Plan area resulted in no impacts related to a conflict with existing zoning for agricultural uses or a Williamson Act contract because all agricultural lands within the City’s General Plan area have been re-designated for uses other than agriculture (City of Perris, 2004). Accordingly, the Project would not conflict with an existing Williamson Act contract or with existing agricultural zoning designations. No impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

The Project would have no impact. This is consistent with the conclusions of the PVCCSP EIR.

<p>Threshold c Would the Project conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(9)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?</p> <p>Threshold d Would the Project result in loss of forest land or conversion of forest land non-forest use?</p>
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As previously discussed, according to the PVCCSP (Figure 2.0-1, Specific Plan Land Use Designations), there are no areas within the PVCCSP, including the Project impact area, designated for forest land (City of Perris, 2022c). Further, the Project impact area does not contain forest land, or any vegetation communities associated with forest land. Accordingly, the Project would not conflict with areas currently zoned as forest, timberland, or Timberland Production, and would not result in the rezoning of any such lands, nor would the Project result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

The Project would have no impact. The PVCCSP EIR did not address forest land.

<p>Threshold e Would the Project 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?</p>
--

The PVCCSP EIR (Section 4.1, Agricultural Resources) identifies that development of future projects in the PVCCSP planning area would result in the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural uses. However, that Farmland conversion was previously addressed in the EIR prepared for the City of Perris’ 1991 General Plan and the impact was

determined to be significant and unavoidable. In the Perris General Plan 2030 EIR (certified in 2005) it was concluded that there would be no new significant impacts related to the conversion of farmland to non-agricultural resources. (City of Perris, 2012; City of Perris, 2004).

As shown on Figure 4.2-2, FMMP Farmlands Map, the Project impact area is classified Farmland of Local Importance; however, it is not in agricultural production. The areas adjacent to the Project impact area are classified Farmland of Local Importance, and Urban and Built-Up Land, and also are not in agricultural production.

As identified previously, to quantify a development project's potential impacts on agricultural resources, the DOC has developed the LESA Model, a method of rating the relative quality of land resources and potential impacts to agricultural resources. The LESA model is intended to provide lead agencies with a method of identifying potentially significant impacts that may result from agricultural land conversions. Due to loss of Farmland of Local Importance with implementation of the Project, and to ensure potential impacts to adjacent agricultural activities are appropriately considered, the LESA model requires an examination of land use on all parcels in a Zone of Influence (ZOI), which includes the entire area of all parcels (excluding the Project impact area) within or intersecting a one-quarter-mile buffer around the "smallest rectangle" or, in this case a square, that can fully contain the Project impact area. Figure 4.2-3, Zone of Influence, illustrates the ZOI for the Project impact area. The ZOI includes a total of 686.5 acres; none of these areas are currently producing agricultural crops. For any site evaluated using the LESA model, the factors are rated, weighed, and combined, resulting in a single numeric score that becomes the basis for determining a project's potential significance.

The Project's LESA score is summarized on Table 4.2-3, LESA Score Sheet. As shown on Table 4.2-3, the Project impact area received a LE subscore of 35.1 and a SA subscore of 3.0, which sums to a final LESA score of 38.1. Pursuant to the LESA Model scoring system, a final LESA score between 0 to 39 points corresponds to an impact that is not considered significant. Therefore, the conversion of Farmland of Local Importance to a non-agricultural use as a result of the Project would result in a less than significant impact.

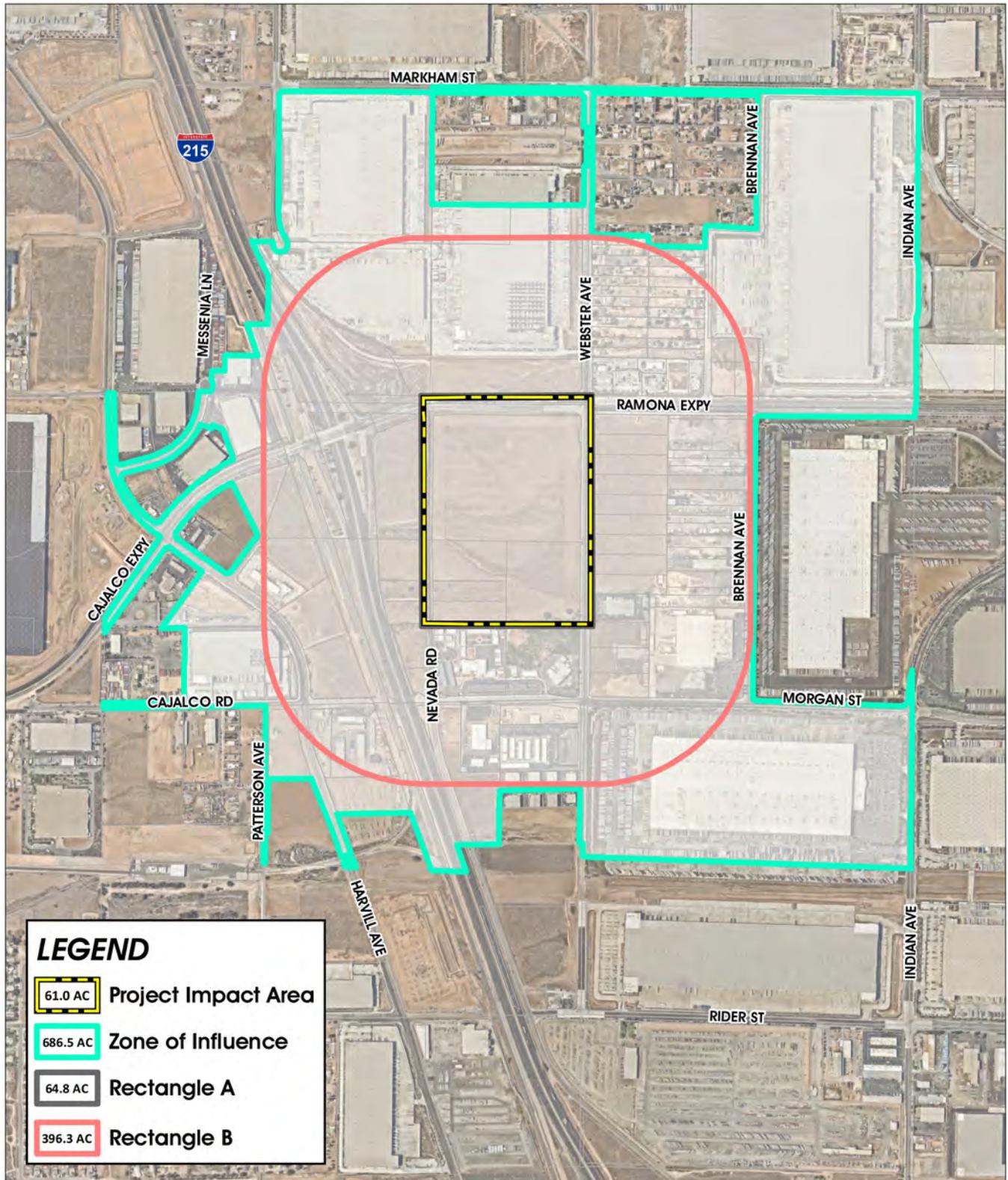
As disclosed above under the analysis for Thresholds c and d, there is no forest land located on or near the Project site; therefore, the Project would not result in the conversion of forest land to non-forest land.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

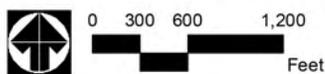
Level of Significance After Mitigation

Project impacts to agricultural resources would be less than significant; this is consistent with the conclusions of the PVCCSP EIR. There would be no impact related to forest land.



Source(s): ESRI, NearMap (2022), RCTLMA (2022)

Figure 4.2-3



Zone of Influence

Table 4.2-3 LESA Score Sheet

	Factor Scores	Factor Weight¹	Weighted Factor Scores
LE Factors			
Land Compatibility Classification	45.5 ²	0.25	11.4
Storie Index	94.8 ³	0.25	23.7
	<i>LE Subscore</i>	<i>0.50</i>	<i>35.1</i>
SA Factors			
Project Size	0.0 ⁴	0.15	0.0
Water Resource Availability	20 ⁵	0.15	3.0
Surrounding Agricultural Land	0 ⁶	0.15	0
Protected Resource Land	0 ⁷	0.05	0
	<i>SA Subscore</i>	<i>0.50</i>	<i>3.0</i>
Final LESA Score			38.1
¹ Defined by LESA Model. ² Approximately 49.9 acres (81.8 percent) of the Project Impact Area has a LCC classification of IVs, which corresponds to a LESA LCC rating of 40; and approximately 11.1 (18.2 percent) acres of the Project Impact Area has a LCC classification of IIIe, which corresponds to a LESA LCC rating of 70. The weighted LCC score for the Project Impact Area is 45.5. ³ Approximately 49.9 acres (81.8 percent) of the Project Impact Area has a Storie Index of 77.7; approximately 10.9 acres (17.9) of the Project Impact Area has a Storie Index of 16.1, and 0.2-acre of the Project Impact Area (0.3 percent) has a Storie Index of 1.0. The adjusted score for the site is 94.8. ⁴ The Project Impact Area contains 11.1 acres of LCC Class III soils, which corresponds to a LESA score of 0 points. The Project Impact Area contains 49.9 acres of LCC Class IV or lower soils, which corresponds to a LESA score of 0 points. ⁵ The Project Impact Area does not have an existing irrigation system; therefore, irrigation is not feasible. However, dryland production is feasible in non-drought years because the City receives 10 inches of rain annually in non-drought years (not in drought years) (City of Perris, 2022e) which corresponds to a LESA score of 20 points. Dryland production is feasible within areas that receive between 10 and 12 inches of rain annually (CAWSI, 2022). ⁶ None of the site's approximately 686.5-acre ZOI is under agricultural production, which corresponds to a LESA score of 0 points. ⁷ None of the site's approximately 686.5-acre ZOI is protected resources land, which corresponds to a LESA score of 0 points.			

4.2.5 CUMULATIVE IMPACTS

As identified in the PVCCSP EIR, build out of the PVCCSP planning area, which includes the Project site and off-site improvement areas, would result in the conversion of Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. That conversion was previously addressed in the EIR that was prepared for the City of Perris' 1991 General Plan and in the Perris General Plan EIR and a Statement of Overriding Considerations was adopted for the loss of designated farmland related to the 1991 General Plan. The 2005 Perris General Plan EIR and the PVCCSP EIR relied on the previous Statement of Overriding Considerations to determine that no new impacts to agricultural resources, including cumulative impacts, would result.

Development in the County of Riverside and the City of Perris, including the PVCCSP planning area, would result in the cumulative conversion of agricultural uses and Farmland to a more urbanized, non-agricultural land use. This is a continuing development trend currently occurring in the region. Based on inventories of agricultural acreage prepared as part of the FMMP, the amount of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland in the County decreased by approximately 26 percent between 1984 and 2018. As of 2018, there were approximately 116,926 acres of Prime Farmland, 43,610 acres of Farmland of Statewide Importance, 221,201 acres Farmland of Local

Importance, 32,121 acres of Unique Farmland, and 109,857 acres of Grazing Land remaining in the County. With the continued introduction of non-agricultural land uses, there would continue to be a decrease in amount of Farmland in the County. There are various factors driving the decline in agriculture in the County, and ongoing conversion of Farmland to non-agricultural uses including, but not limited to increasing land values, environmental regulations, competition from the Central Valley, and high water and labor costs.

The limited nature of the existing agricultural activity in the City does not significantly contribute to the overall economic vitality of the City or the County. The City of Perris continues to undergo a transition into an urban area and conversion of agricultural lands has been identified as goals of both the current (2005) and past (1991) General Plans. Agricultural land use designations were not established in either plan, with the exception of one small area in the 2005 General Plan. That area now has a Business Park land use designation but continues to retain an A-1 zoning (Light Agriculture). The continued utilization of property in the City, including the Project site, for continued low quality agricultural activity would impede the City from achieving the goals and objectives set forth in its General Plan. Therefore, build out of the City's General Plan and the PVCCSP would result in the continued conversion of Farmland to non-agricultural uses. As determined in Thresholds a and e, above, the Project would not result in significant impacts related to farmland conversion and therefore impacts would not cumulatively considerable.

The Project site does not have a Williamson Contract nor does the Project conflict with zoning of agricultural use. Accordingly, the Project would not have cumulative significant impact due to conflicting with a Williamson Contract or zoning of agricultural use. Additionally, there are no forest lands, timberlands, or Timberland Production zones within the Project site or in the Project site's vicinity, nor are any nearby lands under active production as forest land. Therefore, cumulatively significant impacts to forest land would not occur and the Project has no potential to result in a cumulatively considerable impact to the loss of these lands.

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4.3 AIR QUALITY

In compliance with the requirements of the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR), this section provides Project-specific analyses of the Project's potential to have adverse effects related to air quality during construction and operation based on the Project-specific *Ramona Gateway – Air Quality Impact Analysis* (“AQIA;” included in Appendix C1 of this EIR) (October 18, 2022) (Urban Crossroads, 2022a). The *Ramona Gateway –Health Risk Assessment* (“HRA;” included in Appendix C2 of this EIR) (October 18, 2022) (Urban Crossroads, 2022b) has also been conducted to address potential health risks resulting the Project. References used in this Section are listed in Section 4.3.7.

Comments relating to the issue of air quality and health risk were raised in response to the Notice of Preparation (NOP) for this EIR. The NOP comment letters are included in Appendix A of this EIR and are summarized below:

- **California Air Resources Board (CARB).** Due to proximity to residences and a school, CARB identified that a health risk assessment (HRA) should be prepared accounting for potential operational health risks from Project-related diesel particulate (PM). CARB also identified that Project and cumulative health risks should be addressed, and air pollution reduction measures should be incorporated. Further, pollutant emissions from on-site transport refrigeration units (TRUs) should be modeled, potential cancer risks from TRUs should be included in the HRA, and diesel PM emissions from construction should be included in the EIR and HRA. CARB provides guidance on preparation of the HRA and recommended measures to reduce emissions.
- **South Coast Air Quality Management District (SCAQMD).** The SCAQMD provided recommendations on the scope of the air quality analysis for the Project, provided thresholds of significance, and indicated that a mobile source HRA addressing diesel emissions should be prepared. SCAQMD also indicated that the EIR will be the basis for any permits to be issued by the SCAQMD, which would be a responsible agency. SCAQMD referenced CARB’s guidance for evaluating and reducing air pollution impacts associated with new projects, and on strategies to reduce air pollution exposure near high-volume freeways. Further, SCAQMD indicated that the EIR should include feasible mitigation measures to avoid or minimize the Project’s significant air quality and health risk impacts, and mitigation measure to be considered are identified. Information on SCAQMD Rule 2305 (Warehouse Indirect Source Rule- Warehouse Actions and Investments to Reduce Emissions [WAIRE] Program), and Rule 316 (Fees for Rule 2305) is provided.
- **Californians Allied for a Response Economy (CARE CA).** CARE CA identified that because the Project is adjacent to a high school, the EIR must include a HRA to assess the public health risks to students, faculty, and staff at the school. Further, the air pollutant emissions from on-site TRUs should be modeled, and potential cancer risks identified. Mitigation measures must be effect and enforceable, and every effort must be made to incorporate modern technology in the mitigation measures and mitigation monitoring and reporting program (MMRP).
- **Center for Community Action and Environmental Justice (CCA EJ).** CCA EJ indicates that how the Project would meet requirements from the SCAQMD Air Quality Management Plan should be addressed, along with potential health risks for the population of children at the school

uses adjacent to the Project site. CCAEJ also made recommendations on truck routes to limit exposure of schools to pollution from trucks.

At the April 20, 2022, Draft EIR public scoping meeting, the Planning Commissioners and members of the public requested that the EIR address potential air quality and health risk impacts to the school uses south of the Project site, and the number of trucks and potential impacts from truck passing by the school uses. It was also suggested that the City consider the “CARB Handbook” for siting uses. This is referring to the CARB *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) (CARB, 2005), which provides guidance on the siting of new sensitive uses. The Project does not involve the siting or development of a new sensitive use; however, the analysis presented in this section addresses potential air quality and health risk impacts to existing sensitive uses in the vicinity of the Project site, including school uses to the south.

4.3.1 EXISTING SETTING

Section 4.2, Air Quality, of the PVCCSP EIR includes a detailed discussion of the environmental setting, which includes the following topics related to air quality: setting for the PVCCSP area, physical setting of the South Coast Air Basin (SoCAB), regional and local climate, precipitation and temperature, winds, stationary and mobile emission sources, air pollution constituents (criteria pollutants, toxic air contaminants, and diesel emissions), monitored air quality, and existing air quality emissions. The following discussion focuses on information that is either particularly relevant to the Project or information that is new or has been updated since the PVCCSP EIR was prepared.

The Project site is located within the SoCAB, a 6,745-square-mile subregion under the jurisdiction of SCAQMD. The SoCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east and includes all of Orange County as well as the non-desert portions of San Bernardino, Los Angeles, and Riverside Counties.

Criteria Pollutants

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. As described in Section 4.2 of the PVCCSP EIR, air pollutants are classified as either primary or secondary, depending on how they are formed. Primary pollutants are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂) and nitric oxide (NO) (which are collectively known as oxides of nitrogen [NO_x]), sulfur dioxide (SO₂), particulates 10 microns or less in diameter (PM₁₀), particulates 2.5 microns or less in diameter (PM_{2.5}), and volatile organic compounds (VOCs). The predominant source of air emissions generated by Project development would be from vehicle emissions. Motor vehicles primarily emit CO, NO_x, and VOCs.

Secondary pollutants are created over time and are formed in the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O₃), which is one of the products formed when NO_x reacts with VOCs in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as O₃ represent major air quality problems in the SoCAB.

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Seven “criteria” air pollutants have now been identified using specific medical evidence, and NAAQS have been established for those pollutants. The State of California has adopted standards (known as California Ambient Air Quality Standards [CAAQS]) for the same seven criteria pollutants, but the State has established different and generally more restrictive allowable levels. The criteria pollutants are CO, NO_x, O₃, lead, PM₁₀, PM_{2.5}, VOC and SO₂. Further discussion of the criteria pollutants, their sources, and their effects on human health can be found in Section 4.2, Air Quality, of the PVCCSP EIR and Section 2.4 of the AQIA included in Appendix C1 of this EIR.

The NAAQS and CAAQS establish the context for the local air quality management plans (AQMPs) and for determining the significance of a project’s contribution to local or regional pollutant concentrations. NAAQS and CAAQS are presented in Table 4.3-1, California and National Ambient Air Quality Standards. The determination of whether a region’s air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the NAAQS and CAAQS. The NAAQS and CAAQS are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise.

Monitored Air Quality

The Project site is within SCAQMD Source Receptor Area (SRA) 24, Perris Valley. O₃ and PM₁₀ are monitored at the Perris Valley monitoring station, approximately 3.4 miles south of the Project site. The Metropolitan Riverside County monitoring station, SRA 23, located approximately 14.5 miles northwest of the Project site, records air quality data for CO, NO₂, and PM_{2.5}. The most recent published data for SRAs 24 and 23 are for 2018 through 2020 and are presented in Table 4.3-2, Project Area Air Quality Monitoring Summary (2018-2020), which is representative of the local air quality at the Project site. It should be noted that data from SRA 23 was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available.

The monitoring data show that O₃ is the air pollutant of primary concern. The State 1-hour O₃ standard was exceeded 31 days in 2018, 26 days in 2019, and 34 days in 2020. The State and federal 8-hour O₃ standards were exceeded 67 days in 2018, 64 days in 2019, and 74 days in 2020. As previously described, O₃ is a secondary pollutant.

Particulate matter (PM₁₀ and PM_{2.5}) is another air pollutant of concern in the area. The federal 24-hour PM₁₀ standard was not exceeded in 2018, 2019, or 2020, while the State 24-hour PM₁₀ standard was exceeded in all three of the sample years. The annual PM_{2.5} federal standard also was exceeded in all three of the sampled years. Particulate levels in the area are due to natural sources (such as wind), grading operations, and motor vehicles.

Table 4.3-1 California and National Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹	—	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			
See footnotes on next page ...						

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1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
 Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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Source: (Urban Crossroads, 2022a, Table 2-2)

Table 4.3-2 Project Area Air Quality Monitoring Summary (2018-2020)

Pollutant	Standard	Year		
		2018	2019	2020
O ₃				
Maximum Federal 1-Hour Concentration (ppm)		0.117	0.118	0.125
Maximum Federal 8-Hour Concentration (ppm)		0.103	0.095	0.106
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	31	26	34
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	67	64	74
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.2	1.5	1.9
Maximum Federal 8-Hour Concentration	> 20 ppm	2.0	1.2	1.4
NO ₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.055	0.056	0.066
Annual Federal Standard Design Value		0.014	0.014	0.014
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	64	97	77
Annual Federal Arithmetic Mean (µg/m ³)		29.7	25.3	35.9
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	3	4	6
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	50.70	46.70	41.00
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.41	11.13	12.63
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	2	4	4

ppm= Parts Per Million, µg/m³ = Microgram per Cubic Meter
 Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from SCAQMD Air Quality Data Tables.
 Source: (Urban Crossroads, 2022a, Table 2-4)

Regional air quality is defined in a regulatory sense by whether the area has or has not attained State and/or federal ambient air quality standards, as determined by monitoring data. Attainment status for a pollutant means that the SCAQMD meets the standards set by the Environmental Protection Agency (EPA) or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, CARB has implemented a State Implementation Plan (SIP). The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area. On February 21, 2019, CARB posted the 2018 amendments to the State and natural area designations. Table 4.3-3, Attainment Status of Criteria Pollutants in the SoCAB, lists the current attainment designations for the SoCAB.

Table 4.3-3 Attainment Status of Criteria Pollutants in the SoCAB

Criteria Pollutant	State Designation	Federal Designation
O ₃ – 1-hour standard	Nonattainment	--
O ₃ – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO ₂	Attainment	Unclassifiable/Attainment
SO ₂	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb ¹	Attainment	Unclassifiable/Attainment

Note: See Appendix 2.1 of the Project’s AQIA (Appendix C1) for a detailed map of State/National Area Designations within the SoCAB

“-“ = The national 1-hour O₃ standard was revoked effective June 15, 2005

Source: (Urban Crossroads, 2022a, Table 2-3)

Toxic Air Contaminants and Diesel Emissions

Toxic air contaminants (TACs) are chemicals generally referred to as “non-criteria” air pollutants. They are known or suspected to cause serious health problems, but do not have a corresponding ambient air quality standard. There are hundreds of air toxics, and exposure to these pollutants can cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects may be both chronic (i.e., of long duration) or acute (i.e., severe but of short duration) on human health. Acute health effects are attributable to sudden exposure to high concentrations of air toxics. These effects can include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects usually result from low-dose, long-term exposure to air toxics. The effect of major concern for this type of exposure is cancer, which typically requires a latency period of 10 to 30 years after exposure to develop.

Diesel engines utilize compression to ignite fuel, contrary to standard gasoline engines which use conventional spark plugs. Engines that use compression typically run at higher temperatures than gasoline engines, thereby causing the formation of substantially more NO_x than in gasoline engines. In 1998, the California Air Resources Board (CARB) designated diesel particulate matter (diesel PM), which is present in diesel engine exhaust, as a TAC.

A discussion of regulations relevant to TACs is provided in Section 4.3.2, below. With respect to mobile source TACs, with implementation of various CARB regulations to reduce mobile source emissions, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations.

In 2000, CARB’s Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state’s population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Exhibit 2-A of the AQIA

¹ The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SoCAB.

included in Appendix C1 of this EIR. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020.

Cancer Risk Trends

Based on information available from CARB, overall cancer risk throughout the SoCAB has had a declining trend since 1990. DPM accounts for more than 70% of the cancer risk. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES).

In January 2018, as part of the overall effort to reduce air toxics exposure in the SoCAB, SCAQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final report for the MATES V study was published in August 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (AB 2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time.

MATES-V was the first MATES study to include non-inhalation pathways in its estimate for risk. A multi-pathway adjustment factor was used to account for substances that contribute to risk from exposure to pathways other than inhalation, such as ingestion of soil or homegrown vegetables. MATES-V calculated cancer risks based on monitoring data collected at ten fixed sites within the SoCAB. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-V has extrapolated the excess cancer risk levels throughout the SoCAB by modeling the specific grids. The Project is located within a quadrant of the geographic grid of the MATES-V model which predicted a cancer risk of 308 in one million for the area containing the Project site.²

Importantly, given the trend to cleaner diesel technologies, the average levels of diesel PM in MATES V are 53% lower at the 10 monitoring sites compared to MATES IV and experts expect these trend lines to continue.

² MATES-V predicts risk based on ambient air monitoring data that was collected from ten monitoring sites between May 2018 and April 2019. In order to estimate pollutant concentrations across the basin, air toxics emission inventory data as well as traffic volume and speed data from SCAG were utilized. Dispersion modeling was performed using the Comprehensive Air Quality Model with Extensions (CAMx) coupled with the Weather Research and Forecasting Model (WRF), a state-of-the-art meteorological modeling tool. Health risks were calculated using methodology consistent with OEHHA's 2015 Risk Assessment Guidelines. The modeling approach employed in the MATES-V study differs significantly from site-specific DPM modeling due to the regional scale over which risk is assessed as well as the inclusion of a variety of TACs emitted by both stationary and mobile sources.

Sensitive Receptors

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness. Structures that house these persons or places where they gather are defined as “sensitive receptors.” These structures typically include residences, hotels, hospitals, etc. where an individual can remain for 24 hours. Consistent with the Local Significance Threshold (LST) Methodology, the nearest land use where an individual can remain for 24 hours to the Project site was used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5} since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time.

Receptors in the Project study area are shown on Figure 4.3-1, Sensitive Receptor Locations, and are described below. Localized air quality impacts were evaluated at receptor land uses nearest to the Project site.

- R1: Location R1 represents the existing residence at 4063 North Webster Avenue, approximately 355 feet/108 meters northeast of the Project site.
- R2: Location R2 represents the Chevron Gas Station at 796 Ramona Expressway, approximately 36 feet/11 meters northeast of the Project site.
- R3: Location R3 represents the existing residence at 3772 Brennan Avenue, approximately 659 feet/201 meters east of the Project site.
- R4: Location R4 represents the Leonard’s Services at 3701 Webster Avenue, east of the Project site across Webster Avenue (less than 25 meters).
- R5: Location R5 represents the Val Verde Regional Learning Center at 3710 Webster Ave., adjacent to the south of the Project site (less than 25 meters).
- R6: Location R6 represents the Val Verde Academy at 972 Morgan Street, adjacent to the south of the Project site (less than 25 meters).
- R7: Location R7 represents the existing residence 19542 Patterson Avenue, approximately 1,338 feet/408 meters southwest of the Project site.
- R8: Location R8 represents the existing residence 3802 Brennan Avenue, approximately 661 feet/202 meters east of the Project site.

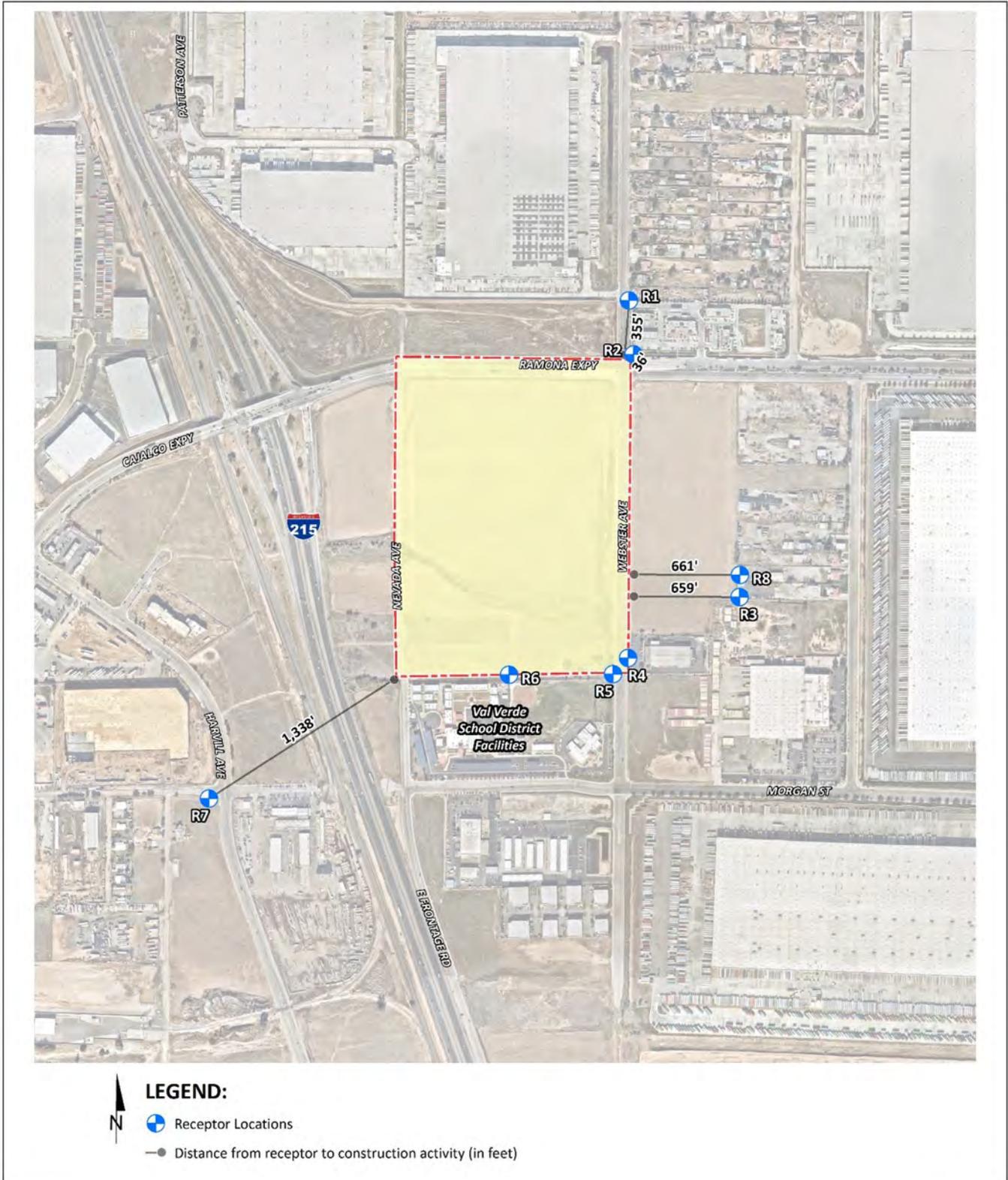
4.3.2 EXISTING POLICIES AND REGULATIONS

Section 4.2 of the PVCCSP EIR, and Section 2.8 of the AQIA included in Appendix C1 of this EIR, provide a discussion of the regulatory framework for the analysis of air quality impacts. Regulatory information for air quality that is particularly relevant to the Project is presented below.

Federal

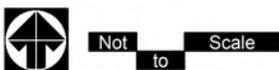
U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (USEPA) regulates emissions sources that are under the exclusive authority of the federal government, such as aircraft, locomotives, and emission sources outside state waters. The USEPA’s air quality mandates are drawn primarily from the Clean Air Act (CAA),



Source(s): Urban Crossroads (06-16-2022)

Figure 4.3-1



Sensitive Receptor Locations

which was first enacted in 1955 and subsequently amended; the most recent major amendments made by Congress were in 1990. The CAA established NAAQS and specified future dates for achieving compliance. The CAA also mandates that states submit and implement a State Implementation Plan (SIP) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O₃, NO₂, SO₂, PM₁₀, CO, PM_{2.5}, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O₃ and to adopt a NAAQS for PM_{2.5}. The NAAQS within the SoCAB is shown in Table 4.3-1.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of NO_x which are emitted as byproducts of the combustion process.

State

California Environmental Protection Agency

The mission of the California Environmental Protection Agency (CalEPA) is restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality. This is accomplished by developing, implementing and enforcing environmental laws that regulate air, water and soil quality, pesticide use and waste recycling and reduction. Relevant to air quality, the CalEPA consists of the CARB and the Office Environmental Health Hazard Assessment (OEHHA).

In 2012, the Legislature passed Senate Bill (SB) 535, which targets disadvantaged communities in California for investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. SB 535 directed that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying those communities. In 2016, the Legislature passed Assembly Bill (AB) 1550, which now requires that 25 percent of proceeds from the fund be spent on projects located in disadvantaged communities. CalEPA has prepared a list of disadvantaged communities for the purpose of SB 535 and CalEnviroScreen is a general mapping tool developed by OEHHA to help identify California communities that are most affected by sources of pollution.

California Air Resources Board

The CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (CCAA) (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree

of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO₄, visibility, hydrogen sulfide (H₂S), and vinyl chloride (C₂H₃Cl). However, at this time, H₂S and C₂H₃Cl are not measured at any monitoring stations in the SoCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (as shown in Table 4.3-1).

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare AQMPs that include specified emission reduction strategies in an effort to meet clean air goals. The AQMPs are required to include the following and are then integrated into the State SIP.

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG, NO_x, CO and PM₁₀. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

Toxic Air Contaminants

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary sources, and consumer products. The TACs responsible for most of the known cancer risk associated with airborne exposure in California include TACs derived from mobile sources (diesel particulate matter [DPM], benzene [C₆H₆], and 1,3-butadiene [C₄H₆]); those that are derived from stationary sources (perchloroethylene [C₂Cl₄] and hexavalent chromium [Cr(VI)]); and, those derived from photochemical reactions of emitted VOCs (formaldehyde [CH₂O] and acetaldehyde [C₂H₄O]). The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk, as further discussed in Section 2.9.1 of the AQIA included in Appendix C1 of this EIR.

CARB has introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in

diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase “Check Engine” or “Service Engine Soon.” The system would also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB’s phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions.

Community Air Protection Program

In response to AB 617 (2017), CARB established the Community Air Protection Program (CAPP). The CAPP’s focus is to reduce exposure in communities most impacted by air pollution. This statewide effort includes community air monitoring and community emissions reduction programs. In addition, the Legislature appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. AB 617 also includes new requirements for accelerated retrofit of pollution controls on industrial sources, increased penalty fees, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. This new effort provides an opportunity to continue to enhance our air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians.

Diesel Particulate Matter Regulations

In 1990, the State of California listed diesel exhaust as a known carcinogen under its Safe Drinking Water and Toxic Enforcement Act (Proposition 65). In 1998, CARB listed DPM as a TAC. Due to interstate commerce issues, regulating diesel emissions becomes not only a State-level issue, but largely a federal issue. The SCAQMD is not responsible for direct regulation of mobile sources, including diesel trucks, except for publicly owned fleets with 15 or more vehicles. The SCAQMD becomes involved in diesel PM issues because they are the permitting agency for stationary sources (e.g., diesel generators) and they are the agency responsible for implementing the AQMP for the SoCAB. Specifically, in the case of light industrial land uses, the SCAQMD does not have direct regulatory control over the diesel truck emissions from vehicles traveling to and from these locations, but they do have the responsibility for implementing and managing air quality plans for the SoCAB in which these facilities will be operating.

Off-road diesel vehicles are also regulated under CARB for both in-use (existing) and new engines. Off-road diesel vehicles include construction equipment. On November 30, 2018, CARB adopted a Final Regulation Order, titled, “Airborne Toxic Control Measures for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater.” The Final Regulation Order specifies four sets of standards for the diesel emissions of newly manufactured engines, known as tiers, and establishes deadlines for retiring lower-tier, and thus higher polluting, vehicles. The Final Regulation Order prohibited most Tier 1 engines from operating in the State as of January 1, 2020, and ultimately requires all engines with a rating greater than 50 brake horsepower (bhp) and that do not meet Tier 4 standards to cease operation in the State by January 1, 2029.

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, CARB Drayage Truck

Regulation, CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach Clean Truck Program (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements. The average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

Truck and Bus Regulation

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were to be removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks were required to be equipped with PM filters and to be upgraded or replaced with an engine that meets 2010 emissions standards. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) must adhere to a similar schedule and were required to be replaced by 2020.

Advanced Clean Trucks Regulation

In June 2020, CARB adopted a new Rule requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California will be required to be zero-emission. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales. CARB reports that as of 2020, most commercially-available models of zero-emission vans, trucks and buses operate less than 100 miles per day. Commercial availability of electric-powered long-haul trucks is very limited. However, as technology advances over the next 20 years, zero-emission trucks will become suitable for more applications, and several truck manufacturers have announced plans to introduce market ready zero-emission trucks in the future. When commercial availability of electric-powered long-haul trucks is more readily available, implementation of the Advanced Clean Trucks Regulation is anticipated to significantly further reduce criteria pollutant concentrations in the SoCAB.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Building Energy Efficiency Standards), was first adopted in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen Code), is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect in

2009, and is administered by the California Building Standards Commission. The purpose of the CALGreen Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.

The Title 24 Building Energy Efficient Standards and CALGreen Code are updated on a regular basis, with the most recent approved updates consisting of the 2022 Building Energy Efficiency Standards and 2022 CALGreen Code, which will become effective on January 1, 2023. Non-residential mandatory measures included in the 2022 CALGreen Code include:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplift and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

Regional

South Coast Air Quality Management District

The Project is in Riverside County, in the SoCAB, where the SCAQMD is the agency principally responsible for comprehensive air pollution control. As a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), County transportation commissions, and local governments, and cooperates actively with all federal and State government agencies. The SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal

standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures.

SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SoCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SoCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

SCAQMD created AQMPs, which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SoCAB. As a result of SCAQMD's efforts, emissions and emission levels of O₃, NO_x, VOC, CO, PM₁₀, PM_{2.5} have been decreasing in the SoCAB since 1975. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Refer to Subsection 2.9 of the Project's AQIA (Appendix C1 of this EIR) for a complete description of regional air quality improvement.

Air Quality Management Plan

As discussed previously, the NAAQS and CAAQS are exceeded in most parts of the SoCAB. The CAAQS designate the SoCAB, including the Project site, as non-attainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designate the SoCAB as nonattainment for O₃ and PM_{2.5}. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMP) to meet the state and federal ambient air quality standards. AQMPs are updated regularly to ensure an effective reduction in emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The AQMP control measures and related emission reduction estimates are based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

On March 3, 2017, the SCAQMD adopted the 2016 AQMP, which is a regional and multi-agency effort (SCAQMD, CARB, SCAG, and EPA). The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. The Project's consistency with the AQMP is provided in Section 4.3 under the discussion of Threshold "a."

The 2022 AQMP is currently being developed by SCAQMD to address the EPA's strengthened ozone standard. The draft 2022 AQMP was released in May 2022 and is currently open for public comment.

Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption of the final document is currently known

SCAQMD Rules

The SCAQMD has established various rules/regulatory requirements applicable to development projects. Following is a discussion of SCAQMD rules particularly relevant to the Project, which address construction-related and operational activities.

SCAQMD Rule 201, Permit to Construct, indicates that a person shall not build, erect, install, alter, or replace any equipment permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce, or control the issuance of air contaminants without first obtaining written authorization for such construction from the SCAQMD Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment for which the application was filed as granted or denied, or the application is canceled.

SCAQMD Rule 401, Visible Emissions, indicates that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.

SCAQMD Rule 402, Nuisance, identifies that a project shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403, Fugitive Dust, is intended to reduce the amount of particulate matter entrained in the ambient air due to anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earthmoving and grading activities.

SCAQMD Rule 461, Gasoline Transfer and Dispensing, attempts to reduce the health risk from gasoline transfer to and from underground storage tanks and dispensing from surface fueling stations. All gas dispensing facilities must have a vapor recovery system with an efficiency of at least 98 percent, an emission factor not exceeding 0.15 pounds of VOC per 1,000 gallons of gasoline for transfer between storage tanks and dispensing facilities, and an emission factor not exceeding 0.38 pounds of VOCs per 1,000 gallons of gasoline when dispensing into customer vehicles.

SCAQMD Rule 1113, Architectural Coatings, limits the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

SCAQMD Rule 1301 is a general rule that sets forth pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the NAAQS, while future economic growth within the SCAQMD is not unnecessarily restricted. The specific air quality goal is to

achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors. Rule 1301 also limits emission increases of ammonia, and Ozone Depleting Compounds (ODCs) from new, modified or relocated facilities by requiring the use of Best Available Control Technology (BACT).

SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants, requires the inspection of new gas transfer and dispensing facilities by SCAQMD staff to evaluate cancer risk, which must be no more than 10 in one million over a 70-year lifespan.

SCAQMD Rule 2202, On-Road Motor Vehicle Options, provides employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. With certain exception, this rule applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average

SCAQMD Rule 2305, Warehouse Indirect Source Rule-Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, was adopted on May 7, 2021, and requires owners and operators associated with warehouses 100,000 sf or larger to directly reduce NO_x and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

City of Perris General Plan

The Conservation Element, Environmental Justice Element, Healthy Community Element of the City of Perris General Plan include policies related to air quality. The specific policies of the General Plan related to air quality that are relevant to the proposed project are identified in Table 4.11-3, in Section 4.11, Land Use and Planning, of this EIR, along with an analysis of the Project's consistency with these policies.

4.3.3 METHODS

Models Employed to Analyze Air Quality and Health Risk

California Emissions Estimator Model™ (CalEEMod)

In May 2022, the California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including the SCAQMD, released the latest version of CalEEMod version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from MMs. Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendix 3.1 of the AQIA included in Appendix C1 of this EIR.

Emission Factor Model (EMFAC)

Vehicle DPM emissions were calculated using emission factors for PM₁₀ generated with the 2021 version of the Emission FACtor model (EMFAC) developed by the CARB. EMFAC 2021 is a mathematical model that CARB developed to calculate emission rates from motor vehicles that operate on highways,

freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The most recent version of this model, EMFAC 2021, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day. Several distinct emission processes are included in EMFAC 2021. Emission factors calculated using EMFAC 2021 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for this Project are presented in the HRA included in Appendix C2 of this EIR. For this Project, annual average PM₁₀ emission factors were generated by running EMFAC 2021 in EMFAC Mode for vehicles in the Riverside County jurisdiction.

AERMOD

SCAQMD recommends using the U.S. EPA's AERMOD model. For purposes of the HRA, the Lakes AERMOD View (Version 10.2.1) was used to calculate annual average particulate concentrations associated with site operations. Lakes AERMOD View was utilized to incorporate the U.S. EPA's latest AERMOD Version 21112. For the HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the U.S. EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters.

Construction Modeling Assumptions

As further described in Section 3.6.3, Construction Activities, of this EIR, for purposes of analysis, construction of the Project (retail and industrial components) is estimated to last approximately 12 months. The construction schedule utilized in the analysis, shown in Table 3-3 of this EIR, represents a "worst-case" analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent³. The duration of construction activity and associated equipment was based on information provided by the Project Applicant and represents a reasonable approximation of the expected construction fleet. Construction activities associated with the Project would result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities, which include site-adjacent improvements and off-site improvements, as applicable:

- Site Preparation
- Grading
- Building/Vertical Construction
- Paving
- Architectural Coating
- Landscaping/Tenant Improvements

³ As shown in the CalEEMod User's Guide Version 2020.4.0, Section 4.3 "Off-Road Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Refer to Section 3.6.3 of this EIR, and Section 3.4 of the Project's AQIA in Appendix C1 of this EIR for a description of the methodology used to evaluate the Project construction emissions, including the estimated construction schedule, construction trip assumptions, and construction equipment assumptions.

Operational Modeling Assumptions

Operational activities associated with the Project will result in emissions of VOCs, NO_x, SO_x, CO, PM₁₀, and PM_{2.5}. Operational emissions are expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- TRU Source Emissions
- On-Site Cargo Handling Equipment Emissions
- Gasoline Dispensing Emissions

Refer to Subsection 3.5 of the Project's AQIA (Appendix C1 of this EIR) for a description of the methodology used to evaluate the Project operational emissions.

Localized Significance Thresholds (LST) Analysis Methodology

Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. For evaluating Project-related LST impacts, the analysis in the Project's AQIA makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology). For this Project, the appropriate SRA for the LST analysis is the SCAQMD Perris Valley (SRA 24). LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. Refer to Subsection 3.6 of the Project's AQIA (Appendix C1 of this EIR) for a description of the methodology used to evaluate the Project's localized air quality impacts.

Health Risk Assessment Methodology

As discussed above, vehicle DPM emissions were calculated using emission factors for PM₁₀ generated with the 2021 version of EMFAC. In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Guidance and emission factors from SCAQMD Risk Assessment Procedures for Rules 1041, 1401.1 and 212 (10)(9) were utilized to model emissions resulting from the gasoline dispensing facility. Based on estimates provided by the Project Applicant, the proposed gasoline station is anticipated to result in an annual throughput of up to 1,200,000 gallons. In order to estimate impacts from DPM and gasoline dispensing emissions during Project operational activities, health risk was calculated using CARB's Hotspots Analysis and Reporting Program (HARP2), version 22118. HARP2 calculates cancer and non-cancer health risk based on the 2015 OEHHA

Guidelines. Refer to the Project’s HRA (Appendix C1) for a detailed description of the methodologies used to assess the Project’s health risk.

4.3.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on air quality if it would:

- a. Conflict with or obstruct implementation of the applicable air quality plan;
- b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- c. Expose sensitive receptors to substantial pollutant concentrations; and
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD has established regional significance thresholds for criteria pollutants to assess the regional impacts of Project-related air pollutant emissions. These significance thresholds are updated as needed to appropriately represent the most current technical information and attainment status in the SoCAB. Table 4.3-4, Maximum Daily Regional Emissions Thresholds, provides a summary of the SCAQMD Regional Emissions Thresholds for both construction and operational activities. The SCAQMD’s CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SoCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 4.3-4 Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = pounds per day
 Source: (Urban Crossroads, 2022a, Table 3-1)

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and/or CAAQS. Collectively, these are referred to as LSTs. The SCAQMD produced screening look-up tables for projects less than or equal to 5 acres in size. The SCAQMD’s screening look-up tables are utilized in determining the significance of the Project’s localized air quality impacts, and to determine if further detailed analysis is required. This approach is

conservative as it assumes that all on-site emissions associated with the Project (construction and operation) would occur within a concentrated 5-acre area. Therefore, LSTs for a 5-acre site during construction and operation are used as a screening tool to determine if further detailed analysis is required. The thresholds used for the construction-source LST analysis are presented in Table 4.3-5, Construction Localized Emissions Thresholds, and the thresholds used for the operational-source LST analysis are presented in Table 4.3-6 Maximum Daily Operational Localized Emissions Thresholds.

Table 4.3-5 Construction Localized Emissions Thresholds

Construction Activity	Construction Localized Thresholds			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	270 lbs/day	2,232 lbs/day	62 lbs/day	17 lbs/day
Grading				
Building/Vertical Construction				
Architectural Coating				
Paving				
Landscaping/Tenant Improvements				

Localized Thresholds presented are based on the SCAQMD LST Methodology, July 2008.

Source: (Urban Crossroads, 2022a, Table 3-9)

Table 4.3-6 Maximum Daily Operational Localized Emissions Thresholds

Operational Localized Thresholds			
NO _x	CO	PM ₁₀	PM _{2.5}
270 lbs/day	2,232 lbs/day	15 lbs/day	4 lbs/day

Localized Thresholds presented are based on the SCAQMD LST Methodology, July 2008.

Source: (Urban Crossroads, 2022a, Table 3-11)

With respect to “cumulative considerable” increases in emissions, the SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report the SCAQMD clearly states (Page D-3):

“...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.

Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.”

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SoCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

With respect to carcinogenic chemical risk, the SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if an HRA shows an increased cancer risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, for purposes of this analysis, 10 in one million is used as the cancer risk threshold for evaluating the Project's potential TAC impacts associated with cancer risk.

The SCAQMD also has established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at, or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, non-carcinogenic exposures of less than 1.0 are considered less than significant.

4.3.5 ENVIRONMENTAL IMPACTS

Applicable PVCC Standards and Guidelines and Mitigation Measures

There are no PVCCSP Standards and Guidelines specifically relevant to this air quality analysis. The PVCCSP EIR includes mitigation measures that are relevant to air quality. These mitigation measures must be implemented, are incorporated as part of the Project, and are assumed in the analysis presented in this Section.

PVCCSP EIR Mitigation Measures

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

The Project-specific construction-related air quality and LST analyses required by this PVCCSP EIR mitigation measure have been provided in the AQIA included in Appendix C1 of this EIR to comply with this PVCCSP EIR mitigation measure. The URBEMIS model has been replaced by CalEEMod.

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

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

- *requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),*
- *keeping disturbed/loose soil moist at all times,*
- *requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered,*
- *installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip,*
- *posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions 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 PM10 generation,*
- *sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,*
- *replacement of ground cover in disturbed areas as quickly as possible.*

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

- MM Air 5** *Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.*
- MM Air 6** *The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.*
- MM Air 7** *During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.*
- MM Air 8** *Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.*
- MM Air 9** *To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.*
- MM Air 10** *To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.*

It should be noted that the Project-specific operational air quality, LST, and CO hotspots analyses have been provided in the AQIA included in Appendix C1 of this EIR to comply with this PVCCSP EIR mitigation measure. The URBEMIS model has been replaced by CalEEMod.

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

MM Air 13 *In order to promote alternative fuels, and help support “clean” truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 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 [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD’s website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.*

Implementation of this PVCCSP EIR mitigation measure is required; however, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

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

Implementation of this PVCCSP EIR mitigation measure is required; however, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

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

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

The required Project-specific HRA has been prepared for the Project to comply with this PVCCSP EIR mitigation measure, and is included in Appendix C2 of this EIR.

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 sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.*

The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries. The RTA indicated that a bus stop should be provided as part of the Project near the southwest corner of Ramona Expressway and Webster Avenue, and the Project has incorporated the bus stop, as requested. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure. However, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

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

Implementation of this PVCCSP EIR mitigation measure is required; however, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

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

Implementation of this PVCCSP EIR mitigation measure is required; however, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions

that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

Impact Analysis

Threshold a: Would the project conflict with or obstruct implementation of the applicable air quality plan?
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The PVCCSP EIR concludes that implementation of the PVCCSP and its subsequent implementing development and infrastructure projects would not conflict with obstruct implementation of the 2007 AQMP, which was the applicable AQMP at the time the PCCSP EIR was prepared and certified.

Subsequent to certification of the PVCCSP EIR in 2012, in March 2017, the SCAQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the established air quality standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. The Project's consistency with the AQMP has been determined using the 2016 AQMP.

The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

Consistency Criterion No. 1

The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated below, under Thresholds "b" and "c", the Project's localized and regional construction-source emissions would not exceed applicable regional significance threshold and LST thresholds. Therefore, the Project's construction impacts would not conflict with Consistency Criterion No. 1 and impacts would be less than significant.

The City of Perris General Plan land use and Zoning designation for the Project site is "PVCCSP". The PVCCSP land use designation for the Project site is BPO and Commercial. As described in Section 3.0, Project Description, the Project involves an amendment to the PVCCSP to change the land use designation for the industrial component of the Project from BPO and Commercial to Light Industrial. Therefore, to determine the Project's consistency with the AQMP under Consistency Criterion 1, the operational emissions of the Project are compared to the emissions that would be generated by

development of the site pursuant to the current PVCCP land use designation (BPO and Commercial). The BPO land use designation allows for uses associated with business, professional, or administrative services in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are permitted within the BPO PVCCSP land use designation. The Commercial land use designation allows for retail, professional office, and service-oriented business activities that serve the entire City as well as the surrounding neighborhoods.

As further described in Section 5.0, Alternative, based on the PVCCSP development standards and review of allowed uses for the PVCCSP BPO and Commercial land use designations, it is estimated that the existing PVCCSP land use designations would allow for the development of up to 256,115 sf of commercial land uses and up to 605,804 sf of light industrial, business park, office, and medical care clinic land uses at the Project site. Table 4.3-7, Operational Emissions – Existing PVCCSP Land Designations, presents the estimated emissions from CalEEMod 2022 that would result with development of the Project site pursuant to the existing PVCCSP land use designations (CalEEMod outputs are presented in Appendix 3.3 of the AQIA included in Appendix C1 of this EIR).

Table 4.3-7 Operational Emissions – Existing PVCCSP Land Designations

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Area Source	27.00	0.32	37.50	0.01	0.05	0.07
Energy Source	1.17	21.30	17.90	0.13	1.62	1.62
Mobile Source	452.00	189.00	1,696.00	3.92	131.00	25.60
Total Maximum Daily Emissions	480.17	210.62	1,751.40	4.06	132.67	27.29
Winter						
Area Source	20.9	0	0	0	0	0
Energy Source	1.17	21.30	17.90	0.13	1.62	1.62
Mobile Source	437.00	202.00	1,426.00	3.68	131.00	25.60
Total Maximum Daily Emissions	459.07	223.30	1,443.90	3.81	132.62	27.22

Source: (Urban Crossroads, 2022a, Table 3-16)

Table 4.3-8, Operational Emissions – Comparison of Existing PVCCSP Land Use Designations and the Project, shows the estimated operational emissions that would result with development of the Project site pursuant to the existing PVCCSP land use designations in comparison to the emissions that would occur with implementation of the Project with the proposed retail and industrial uses (the Project’s operational emissions are discussed under Threshold “b” and shown in Table 4.3-10, Summary of Peak Operational Emissions).

Table 4.3-8 Operational Emissions – Comparison of Existing PVCCSP Land Use Designations and the Project

Scenario	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Proposed Project	143.08	85.73	399.03	1.09	29.21	6.81
PVVSCP Development Alternative	480.17	210.62	1,751.40	4.06	132.67	27.29
% Difference	-236%	-146%	-339%	-272%	-354%	-301%
Winter						
Proposed Project	126.48	89.32	271.83	1.04	29.10	6.66
PVCCSP Development Alternative	459.07	223.30	1,443.90	3.81	132.62	27.22
% Difference	-268%	-150%	-431%	-266%	-356%	-309%

Source: (Urban Crossroads, 2022a, Table 3-17)

As discussed below under Threshold “b”, the Project would exceed the applicable regional thresholds for operational activity; however, as shown in Table 4.3-8, Operational Emissions – Comparison of Existing PVCCSP Land Use Designations, the estimated operational emissions resulting from development of the Project site pursuant to the existing PVCCSP land use designations would be higher than the operational emissions generated by the Project, primarily due to mobile source emissions associated with the additional vehicle trips.

In summary, implementation of the Project would result in a net decrease in long-term operational emissions, as compared to development under the existing PVCCSP land use designations, which is the basis for the current 2016 AQMP. Additionally, the Project would not exceed the applicable regional significance thresholds during construction activity and would not exceed localized significance thresholds during construction or operation of the Project. Therefore, the Project would not conflict with the AQMP according to this criterion.

Consistency Criterion No. 2

The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Perris General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site’s land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. Therefore, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

As previously discussed, the Project site is designated as Commercial and BPO under the PVCCSP. The Project is proposed to consist of a single industrial warehouse and eight commercial retail buildings. Although the Project involves an amendment to the PVCCSP to change the land use designation for the industrial use (southern portion of the Project site) from BPO and Commercial to LI, the proposed change in land use would result in an overall reduction in projected employment. As discussed in Section 5.0, Alternatives, of this EIR, the Project is estimated to generate approximately 997 jobs based on the employment generation factors included in Table 4.8-E, Development Intensity and Employee Projections, of the PVCCSP EIR; however, development pursuant to the existing PVCCSP land use designations (estimated to be 246,115 sf of Commercial uses and 605,804 sf of BPO uses) would generate approximately 1,521 jobs. Therefore, the Project would not conflict with Consistency Criterion No. 2. As such, impacts would be less than significant.

In summary, the Project would not conflict with or obstruct implementation of the AQMP. As such, because the Project would not result in a conflict with the SCAQMD 2016 AQMP, no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would occur. This finding is consistent with the finding in the PVCCSP EIR.

Threshold b: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

The PVCCSP EIR concludes that, even with mitigation, emissions from both the construction and operation of allowed uses within the PVCCSP would be significant and unavoidable. Specifically, construction-related emissions of NO_x, reactive organic compounds (ROG, i.e., VOCs), and PM₁₀, and operational emissions of ROG (VOC), NO_x, CO, PM₁₀, and PM_{2.5} were determined to exceed the SCAQMD thresholds of significance.

The PVCCSP EIR mitigation measures MM Air 1, MM Air 10, and MM Air 15 require that project-specific air quality analyses be conducted to determine the potential impact of individual development projects in the PVCCSP planning area. These analyses have been conducted for the Project, as discussed in this subsection.

Regional Construction Impacts

Based on construction assumptions described in Section 3.6.3 of this EIR, and the methods presented above in Section 4.3.3, the Project's construction emissions were calculated using CalEEMod. The details of construction phases, selection of construction equipment, areas to be paved, and other input parameters, including CalEEMod data, are included in the AQIA in Appendix C1 of this EIR, and detailed construction model outputs are presented in Appendices 3.1 to the AQIA. SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis.

The estimated maximum daily construction emissions, without mitigation, are shown on Table 4.3-9, Overall Emissions Summary of Construction Activities. As shown, the estimated emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. Nonetheless, all development implementing the PVCCSP, including the Project, would be required to implement the applicable construction-related mitigation measures from the PVCCSP EIR, listed above (refer to PVCCSP EIR mitigation measures MM Air 2 through MM Air 9), which would reduce the estimated construction emissions.

Table 4.3-9 Overall Emissions Summary of Construction Activities

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
2023	8.09	77.20	64.30	0.12	13.90	8.34
2024	38.40	45.00	128.00	0.10	17.70	5.06
Winter						
2023	7.32	72.80	86.60	0.12	13.40	5.31
2024	38.10	39.80	105.00	0.10	17.70	5.06
Maximum Daily Emissions	38.40	77.20	128.00	0.12	17.70	8.34
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Note: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1 of the AQIA.
 Source: (Urban Crossroads, 2022a) Table 3-5

As previously shown in Table 4.3-3, the SoCAB is in nonattainment for CAAQS for O₃, PM₁₀, and PM_{2.5}, in nonattainment for NAAQS for O₃ and PM_{2.5}. Because emissions resulting from the Project's construction activities would not exceed criteria pollutant thresholds established by SCAQMD for any criteria pollutant, the Project would not result in a considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. A less than significant impact would occur for Project-related regional construction-source emissions and no additional mitigation is required beyond compliance with the PVCCSP EIR mitigation measures.

Long-Term Regional Operational Impacts

Operational emissions are calculated based on land use types, the number of units or building sizes a project is proposing, vehicle trip characteristics, and project design features and/or mitigation measures to be implemented. The results are expressed in pounds per day and are compared with SQAQMD operational mass daily significance thresholds to determine impact significance. Emissions were calculated using CalEEMod, described previously. The results of the modeling calculations are presented in Appendix C1 of this EIR.

As previously identified, there are six primary sources of long-term operational emissions associated with the Project: area sources, energy sources, mobile sources (i.e., vehicles), TRU source; on-site cargo handling equipment, and gasoline dispensing. The primary source of operational emissions generated by the Project would be from mobile sources, including employee trips to and from the site, trucks trips associated with the proposed uses, and retail customers. For vehicle emissions, traffic data was obtained from the Traffic Impact Analysis prepared by Urban Crossroads and included in Appendix N2 of this EIR.

Trip generation estimates for the Project are shown on Table 4.13-2, Project Trip Generation Summary (Actual Vehicles), in Section 4.13, Transportation, of this EIR. As shown in Table 4.13-9, the Project is expected to generate 8,372 total trips per day, which includes 7,994 passenger car tips per day and 378 truck trips per day. In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 36 two-way truck trips have the potential to include TRUs (approximately 10% of all trucks accessing the site). Additional information about the mobile source and other operational emission sources is provided in Section 3.5 of the AQIA included in Appendix C1 of this EIR.

The Project’s estimated operational-source emissions are summarized on Table 4.3-10, Summary of Peak Operational Emissions.

Table 4.3-10 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Area Source	60.40	0.71	84.20	0.01	0.11	0.15
Energy Source	0.11	1.99	1.67	0.01	0.15	0.15
Mobile Source	80.50	77.80	304.00	1.06	28.90	6.46
TRU Source	0.17	1.86	2.37	4.50E-04	0.02	0.02
On-Site Equipment Source	0.16	3.37	6.79	0.01	0.03	0.03
Gasoline Dispensing	1.74	0	0	0	0	0
Total Maximum Daily Emissions	143.08	85.73	399.03	1.09	29.21	6.81
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	NO	NO
Winter						
Area Source	46.60	0.00	0.00	0.00	0.00	0.00
Energy Source	0.11	1.99	1.67	0.01	0.15	0.15
Mobile Source	77.70	82.10	261.00	1.02	28.90	6.46
TRU Source	0.17	1.86	2.37	4.50E-04	0.02	0.02
On-Site Equipment Source	0.16	3.37	6.79	0.01	0.03	0.03
Gasoline Dispensing	1.74	0	0	0	0	0
Total Maximum Daily Emissions	126.48	89.32	271.83	1.04	29.1	6.66
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	NO	NO

Note: Operational-source emissions are presented in Appendices 3.7 of the AQIA.
Source: (Urban Crossroads, 2022a, Table 3-8)

As shown in Table 4.3-10, the Project would exceed regional thresholds of significance established by the SCAQMD for VOCs and NO_x. Over 85% of operational-source VOC emissions would be generated from the use of consumer products and mobile activities, and mobile source emissions alone would exceed the regional significance threshold for VOCs. Similarly, over 90% of operational-source NO_x emissions would be generated from the mobile activities.

Project operation would be required to comply with previously identified mitigation measures from the PVCCSP EIR, which are intended to reduce criteria pollutant emissions during operation. Specifically, the Project would comply with PVCCSP EIR mitigation measure MM Air 11 (which limits idling time of trucks), mitigation measure MM Air 12 (which requires electrical hookups for TRUs), mitigation measure MM Air 13 (which promotes the use of “clean” truck fleets), and mitigation measure MM Air 14 (which requires parking to accommodate ride-sharing vehicles), MM Air 19 (installation of energy efficient lighting), and MM Air 20, which sets performance standards on energy and water usage. Based on coordination with RTA (required by mitigation measure MM Air 18), the Project would also include the provision of bus stop along Ramona Expressway.

As described in Section 3.0, Project Description, and further discussed in Section 4.13, Transportation, the Project involves the installation of pedestrian improvements that would encourage people to walk instead of drive and would serve to reduce VMT and associated mobile source emissions, including VOC and NO_x. This includes the installation a pedestrian network that would internally link the proposed uses and would connect to existing pedestrian facilities contiguous with the Project site. Notably, the Project includes the implementation of Class I multipurpose trails along Ramona Expressway, Webster Avenue and Nevada Avenue that would provide connectivity to existing pedestrian facilities along these roadways. Additionally, to reduce vehicle trips and associated emissions, the Project would comply with SCAQMD Rule 2202 and would implement a commute trip reduction program, both of which would discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, transit usage, walking and biking (refer to mitigation measure MM 3-7).

With respect to the Project’s VOC emissions from architectural coatings, PVCCSP EIR mitigation measures MM Air 8 and MM Air 9 would reduce VOC emissions resulting from the application of architectural coatings. Additionally, the storage, transfer and dispensing of gasoline is not expected to generate significant VOC emissions. The enhanced vapor recovery systems required by SCAQMD Rule 461 would substantially reduce VOC emissions and mitigate any potential for the proposed gas station to exceed the daily emissions thresholds set by SCAQMD. For example, SCAQMD Rule 461 sets a maximum limit of 0.15 pounds of VOC per 1,000 gallons from the storage, transfer and dispensing of gasoline and 0.38 pounds of VOC per 1,000 gallons from the dispensing of gasoline into vehicle fuel tanks for a total of 0.53 pounds of VOC per 1,000 gallons of gasoline. It is anticipated that up to 1,200,000 gallons of gasoline would be dispensed per year (or 3,288 gallons/day). By dividing the throughput per day by 1,000 and then multiplying by 0.53, it was determined that the Project would result in 1.74 pounds of additional VOC emissions per day from gasoline dispensing.

Although the Project would implement the applicable PVCCSP EIR mitigation measures, there is no way to definitively quantify the emission reductions resulting from these measures in CalEEMod. As such, as a conservative measure, no reductions are shown, leading to an overstatement of air pollutant emissions and associated impacts. To further reduce VOC and NO_x emissions in exceedance of the SCAQMD thresholds, Project-level mitigation measures have been identified and are included below (refer to mitigation measures MM 3-1 through MM 3-13). As with the PVCCSP EIR mitigation measures, even though the additional Project-level mitigation measures would serve to reduce operational emissions, there is no way to definitively quantify these reductions in CalEEMod. As such, as a conservative measure, no reductions are shown, leading to an overstatement of air pollutant emissions and associated impacts. No additional feasible mitigation measures, beyond the measures identified herein, exist that would further reduce these emissions to levels that are less than significant. Neither the Project Applicant nor the Lead Agency (City of Perris) can substantively or materially affect reductions in Project mobile-

source emissions beyond the regulatory requirements and mitigation measures identified herein. Thus, these emissions are considered significant and unavoidable, consistent with the conclusions of the PVCCSP EIR.

VOC and NO_x are O₃ precursors, and as discussed previously, the SoCAB is designated nonattainment for O₃. Therefore, the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

Health Consequences

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As discussed in briefs filed in the Friant Ranch case, correlating a project's criteria air pollutant emissions to specific health impacts is challenging. The SCAQMD, which has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes noted that it may be "difficult to quantify health impacts for criteria pollutants." SCAQMD used O₃ as an example of why it is impracticable to determine specific health outcomes from criteria pollutants for all but very large, regional-scale projects. First, forming O₃ "takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Second, "it takes a large amount of additional precursor emissions (NO_x and VOCs) to cause a modeled increase in ambient ozone levels over an entire region," with a 2012 study showing that "reducing NO_x by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion."

SCAQMD concluded that it "does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects." The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) ties the difficulty of correlating the emission of criteria pollutants to health impacts to how ozone and particulate matter are formed, stating that "[b]ecause of the complexity of ozone formation, a specific tonnage amount of NO_x or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area." Similarly, the tonnage of PM "emitted does not always equate to the local PM concentration because it can be transported long distances by wind," and "[s]econdary PM, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SO_x) and NO_x," meaning that "the tonnage of PM-forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary PM in that area." The disconnect between the amount of precursor pollutants and the concentration of ozone or PM formed makes it difficult to determine potential health impacts, which are related to the concentration of ozone and particulate matter experienced by the receptor rather than levels of NO_x, SO_x, and VOCs produced by a source.

Most local agencies lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally specific thresholds of significance based on potential health impacts from an individual development project. The use of national or "generic" data to fill the gap of missing local data would not yield accurate results because

such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in cause asthma), existing scientific tools cannot accurately estimate health impacts of the Project's air emissions without undue speculation. Instead, the Project's AQIA included in Appendix C1 of this EIR, which is summarized in this section, provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project's construction and long-term operation.

The LST analysis discussed in Threshold "c" below determined that the Project would not result in emissions exceeding SCAQMD's LSTs. Additionally, it should be noted that the Project is significantly smaller than the project evaluated in the Friant Ranch case, and consequently would be more difficult to analyze impacts. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}. As the Project's emissions would comply with federal, state, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled. Lastly, as also discussed under Threshold "c", the Project's HRA determined that the Project would not result in any significant health risk impacts from exposure to toxic air contaminants (TACs) resulting from the Project.

Additional Project-Level Mitigation Measures

No significant construction-related impacts would result, and no mitigation is required for construction activities. The following additional Project-level mitigation measures are required to reduce the Project's operational-source emissions.

- MM 3-1** Prior to issuance of occupancy permits for the proposed buildings, the Project Applicant shall provide evidence to the City of Perris Building Division that legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.
- MM 3-2** Prior to issuance of occupancy permits, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that each project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.
- MM 3-3** Prior to the issuance of each building permit, the Project Applicant proponent and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance.

- MM 3-4** Once constructed, the Project Applicant shall ensure that all building tenants shall utilize electric equipment for landscape maintenance to the extent feasible, through requirements in the lease agreements.
- MM 3-5** Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.
- MM 3-6** Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year.
- MM 3-7** Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program would include, but not be limited to the following:
- Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees.
 - Create and maintain a “commuter club” to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work.
 - Inform employees of public transit and commuting services available to them (e.g., social media, signage).
 - Provide on-site transit pass sales and discounted transit passes.

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

MM 3-8 Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks.

MM 3-9 Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding:

- Building energy efficiency, solid waste reduction, recycling, and water conservation.
- Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.
- Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies.
- Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling.
- The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.

- MM 3-10** Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with an on-site signage program that clearly identifies the required on-site circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.

- MM 3-11** Prior to issuance of occupancy permits, the City of Perris Building Division shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project area.

- MM 3-12** Prior to issuance of an occupancy permit, the Project Applicant shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Municipal Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.

- MM 3-13** Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.

Level of Significance After Mitigation

Construction-related emissions impacts would be less than significant.

As indicated in the preceding analysis, after implementation of applicable mitigation measures from the PVCCSP EIR and additional Project-specific mitigation measures MM 3-1 through MM 3-13, operational VOC and NO_x emissions would still exceed the regional significance thresholds. The operational emissions are primarily associated with vehicle emissions. The City of Perris and the Project Applicant do not have regulatory authority to control tailpipe emissions and no additional feasible mitigation measures beyond the measures identified herein exist that would reduce VOC and NO_x emissions to levels below the regional thresholds established by the SCAQMD.

Therefore, operation of the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. This conclusion is consistent with the conclusions of the PVCCSP EIR.

Threshold c: Would the project expose sensitive receptors to substantial pollutant concentrations?

The PVCCSP EIR concludes that implementation of the PVCCSP and its subsequent implementing development and infrastructure projects would not expose sensitive receptors to substantial pollutant concentrations during project construction. Implementation of mitigation measures would prevent the exposure of sensitive receptors to substantial pollutant concentrations related to long-term air quality

impacts associated with build out and operation of the PVCCSP. However, the PVCCSP EIR acknowledges that individual projects would need to complete the appropriate analysis to address localized impacts from construction and operation (SCAQMD LST analysis).

Localized Impacts from Criteria Pollutants

As previously stated, LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

Consistent with the SCAQMD LST Methodology, the nearest land use to the Project site where an individual could remain for 24 hours (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for emissions of PM₁₀ and PM_{2.5}, since PM₁₀ and PM_{2.5} thresholds are based on a 24-hour averaging time. It should be noted that a school use is not included in SCAQMD's specific definition of sensitive land uses for LST purposes, since the LST definition includes locations where an individual has a likelihood to remain for 24-hours per day. However, school receptors are considered for localized emissions of NO₂ and CO – which have averaging times of 1 and 8-hours, as discussed below. The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is represented by location R1 which represents the existing residence at 4063 North Webster Avenue, approximately 355 feet/108 meters northeast of the Project site. As such, for evaluation of localized PM₁₀ and PM_{2.5}, a 108-meter distance will be used.

As per the LST Methodology, the nearest commercial, educational, and industrial use are not included in the definition of sensitive receptor because people do not typically remain on site for a full 24 hours but are typically on site for eight hours or less. The LST Methodology explicitly states that “*LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.*” Therefore, any adjacent land use where an individual could remain for 1 or 8-hours, that is located at a closer distance to the Project site than the receptor used for the PM₁₀ and PM_{2.5} analysis, must be considered to determine construction and operational LST air impacts for emissions of NO₂ and CO since these pollutants have an averaging time of 1 and 8-hours. The nearest receptor used for evaluation of localized impacts of NO_x and CO is represented by locations R5 and R6 which represent the Val Verde Regional Learning Center and the Val Verde Academy located adjacent to the Project.

The LST Methodology also explicitly states that “*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.*” As such a 25-meter receptor distance has been used for the evaluation of localized NO_x and CO because the boundary of the school is closer than 25 meters to the Project site.

Localized Significance Thresholds – Construction

Based on the methodologies presented in Subsection 3.7 of the Project's AQIA (Appendix C1 of this EIR), the localized significance of the Project's construction-related emissions has been evaluated. Although the total acreage disturbed is more than 5 acres per day for construction activities, the LST

Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, such as the Project site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project-site boundary. As such, LSTs for a 5-acre site during construction are used as a screening tool to determine if further detailed analysis is required. Outputs from the model runs for unmitigated construction LSTs are provided in Appendix 3.1 of the AQIA included in Appendix C1 of this EIR.

As shown in Table 4.3-11, Localized Construction Source Emissions, when compared to the LSTs presented in Table 4.3-5, would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant during construction. Nonetheless, all development projects within the PVCCSP planning area are required to comply with applicable PVCCSP EIR construction-related mitigation measures (notably mitigation measures MM Air 3 [fugitive dust emissions], MM Air 6 [use of alternative fueled off-road construction equipment], and MM Air 9 [use of low-VOC paints]). Thus, a less than significant impact would occur for Project-related localized construction-source emissions and no additional mitigation is required beyond compliance with the PVCCSP EIR mitigation measures.

Table 4.3-11 Localized Construction Source Emissions

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation				
Maximum Daily Emissions	76.30	61.60	13.41	8.20
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Grading				
Maximum Daily Emissions	69.10	55.50	8.22	4.95
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Building/Vertical Construction				
Maximum Daily Emissions	25.60	28.60	1.19	1.10
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Architectural Coating				
Maximum Daily Emissions	2.42	3.06	0.08	0.08
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Paving				
Maximum Daily Emissions	15.60	20.10	0.78	0.72
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO
Landscaping/Tenant Improvements				
Maximum Daily Emissions	24.30	28.50	1.08	0.99
SCAQMD Localized Threshold	270	2,232	62	17
Threshold Exceeded?	NO	NO	NO	NO

Source: (Urban Crossroads, 2022a. Table 3-10)

Localized Significance Thresholds – Long-Term Operations

The Project is located on an approximately 50.0-acre parcel. However, as noted previously, consistent with the LST Methodology LSTs for a 5-acre site during operations are conservatively used as a screening tool to determine if further detailed analysis is required. The operational LST analysis includes on-site sources only; however, CalEEMod outputs do not separate on- and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 4.3-12, Localized Operations Emissions Summary, represent on-site Project-related stationary (area) sources and 5% of the Project-related mobile sources. Considering that the trip length used in CalEEMod for the Project is approximately 22.3 miles for passenger cars and 40.0 miles for all trucks, 5% of this total would represent an on-site travel distance of approximately 1.1 mile/4,382 feet for passenger cars and 2 miles/10,560 feet for trucks. It should be noted that the longest on-site distance is roughly 1.0 mile for both trucks and passenger cars. As such, the 5% assumption is conservative and would tend to overstate the actual impact because it is not likely that a passenger car would drive 0.8 mile on the site or that a truck would drive 2 miles on the site.

Table 4.3-12, shows the calculated emissions for the Project’s operational activities compared with the applicable LSTs presented in Table 4.3-6. As shown, even with the conservative modeling assumptions, Project operational-source emissions would not exceed applicable LST thresholds for the nearest sensitive receptor. Therefore, the Project would have a less than significant localized impact during long-term operational activities (Urban Crossroads, 2022a).

Table 4.3-12 Localized Operations Emissions Summary

On-Site Emissions	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	20.58	174.39	2.80	0.77
SCAQMD Localized Threshold	270	2,232	15	4
Threshold Exceeded?	NO	NO	NO	NO

Localized operational-source emissions are presented in Appendix 3.2 to the Project’s AQIA (Appendix C1).
 Source: (Urban Crossroads, 2022a, Table 3-12)

Health Risk Assessment

The HRA prepared for the Project is included in Appendix C2 of this EIR. The HRA evaluates the potential health risk impacts associated with construction and operation of the Project to nearby sensitive receptors (including residents and schools) as well as nearby workers, and identifies and evaluates potential health risk impacts associated with exposure to TACs including diesel particulate matter generated by heavy duty trucks accessing the site as well as TAC emissions resulting from the proposed gasoline service station in the commercial portion of the Project. The HRA results are summarized below.

Construction Activities

A construction health risk assessment has been prepared for the Project and is provided in the HRA included in Appendix C2 of this EIR. The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in the AQIA

included in Appendix C1 and summarized in Section 3.6.3 of this EIR. Construction related DPM emissions are expected to occur primarily as a function of heavy-duty construction equipment that would be operating on site.

It is estimated that the Project would result in approximately 265 total working-days of construction activity. The CalEEMod emissions outputs are presented in Appendix 2.1 of the HRA. The modeled emission sources for construction activity are shown on Figure 4.3-2, Modeled Construction Emission Sources, and include on-site and site-adjacent improvement areas. The nearest modeled receptors were previously shown on Figure 4.3-1, Sensitive Receptor Locations.

- Residential Exposure Scenario:** The residential land use with the greatest potential exposure to Project construction-source DPM emissions is Location R8 which is located approximately 661 feet east of the Project site at an existing residence located at 3802 Brennan Avenue. R8 is placed at the private outdoor living area (backyard) facing the Project site. As presented in Table 4.3-13, Summary of Construction Cancer and Non-Cancer Risks, at the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 0.86 in one million, which is less than the SCAQMD’s significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Although location R8 is not the nearest receptor to the Project site, it does represent the MEIR since this location experiences the greatest concentration due to the modeled source configuration and the meteorological conditions (wind speed and direction). As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors, including the school uses to the south of the Project site, would experience less risk during construction activity than what is identified for this location.

Table 4.3-13 Summary of Construction Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
1.01 Year Exposure	Maximum Exposed Sensitive Receptor	0.86	10	NO
1.01 Year Exposure	Maximum Exposed School Receptor	1.02	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Maximum Exposed Sensitive Receptor	≤0.01	1.0	NO
Annual Average	Maximum Exposed School Receptor	≤0.01	1.0	NO

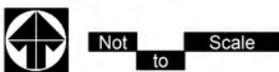
Source: (Urban Crossroads, 2022b, Table ES-1)

- School Exposure Scenario:** The nearest schools are Val Verde Academy, Val Verde High School, and Val Verde Regional Learning Center, which are located adjacent to the Project site to the south and represented by Location R6. At the maximally exposed individual school (MEIS), the maximum incremental cancer risk impact attributable to Project construction is calculated to be 1.02 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which



Source(s): Urban Crossroads (06-16-2022)

Figure 4.3-2



Modeled Construction Emission Sources

would not exceed the applicable significance threshold of 1.0. All other school receptors during construction activity would be exposed to lower concentrations of TACs and therefore less risk than the MEIS identified herein. As such, Project construction would not cause a significant human health or cancer risk to nearby schools.

Operations

In order to evaluate the potential significance of the Project's mobile-source DPM emissions (including TRUs) (as required by PVCCSP EIR mitigation measure MM Air 15), emissions from operational off-road equipment, and emissions from the proposed gasoline dispensing facility, an HRA was prepared and is included in Appendix C2 of this EIR. Detailed information about the modeling assumptions, model outputs, and risk calculations are presented in Appendices 2.1 through 2.4 of the HRA included in Appendix C2 of this EIR. In summary, the model was run for speeds traveled in the vicinity of the Project. It should be noted that diesel emissions identified in this analysis overstate future DPM emissions since not all the regulatory requirements identified previously are reflected in the modeling.

As a conservative measure, a 2024 EMFAC 2021 run was conducted and a static 2024 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2024 emission factors would overstate potential impacts since this approach assumes that emission factors remain "static" and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2024. Furthermore, the industrial portion of the Project plans to install electric vehicle charging infrastructure (conduit) to every other truck loading dock. The build out of this infrastructure and the industry's adoption of such technology over time would encourage the use of electric trucks and potentially reduce diesel emissions associated with the Project.

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). Due to the large number of volume sources modeled for this analysis, the corresponding coordinates of each volume source are included in Appendix 2.3 of the HRA. The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 4.3-14, DPM Emissions from Project Trucks (2024 Analysis Year).

The modeled emission sources are illustrated on Figure 4.3-3 for on-site sources and Figure 4.3-4 for off-site sources. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than $\frac{3}{4}$ mile. This modeling domain is more inclusive and conservative than using only a $\frac{1}{4}$ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a $\frac{1}{4}$ mile of the primary source of emissions (in the case of the Project, the primary source of emissions is the on-site idling and on-site travel). Based on direction from the City and the Val Verde Unified School District, to access the nearest designated truck route, trucks would use Nevada Avenue, the Frontage Road, and Placentia Avenue, a PVCCSP designated truck route, to travel to and from I-215.

On-site truck idling was estimated to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators will be required by State law to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions be

Table 4.3-14 DPM Emissions from Project Trucks (2024 Analysis Year)

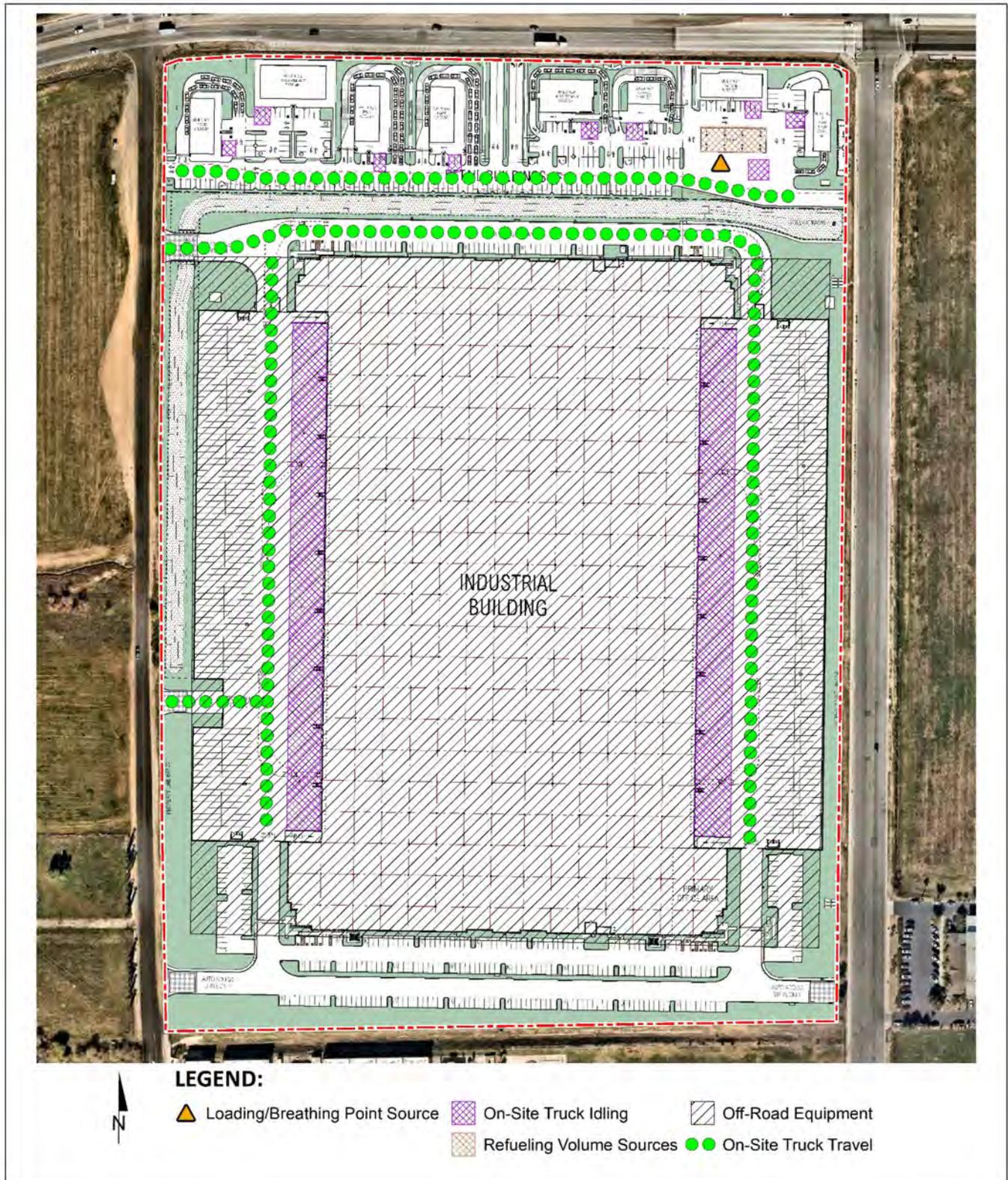
Truck Emission Rates						
Source	Trucks Per Day	VMT ^a (miles/day)	Truck Emission Rate ^b (grams/mile)	Truck Emission Rate ^b (grams/idle-hour)	Daily Truck Emissions ^c (grams/day)	Modeled Emission Rates (g/second)
On-Site Idling - West	189			0.0698	3.84	4.441E-05
On-Site Idling - East	189			0.0698	3.84	4.441E-05
On-Site Idling - Retail Bldg. 1	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 2	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 3	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 4	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 5	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 6	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 7	1			0.0698	0.08	8.953E-07
On-Site Idling - Retail Bldg. 8	1			0.0698	0.02	2.020E-07
On-Site Idling - Retail Fuel Deliveries	1			0.0698	0.02	2.020E-07
On-Site Travel - West 50%	189	38.20	0.0200		0.81	9.365E-06
On-Site Travel - East 50%	189	70.48	0.0200		1.49	1.728E-05
On-Site Travel - Driveway 3 50%	189	6.06	0.0200		0.13	1.486E-06
On-Site Travel - Driveway 2 50%	189	5.60	0.0200		0.12	1.373E-06
On-Site Travel - Retail	9	1.96	0.0200		0.08	8.751E-07
Off-Site Travel Nevada Ave Retail Inbound/Outbound	9	0.23	0.0090		0.00	4.706E-08
Off-Site Travel Nevada Ave 50% Inbound/Outbound	198	30.97	0.0090		0.29	3.350E-06
Off-Site Travel Nevada Ave 100% Inbound/Outbound	387	619.72	0.0090		5.74	6.648E-05

^a Vehicle miles traveled are for modeled truck route only.

^b Emission rates determined using EMFAC 2021. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

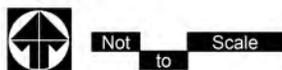
^c This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes.

(Urban Crossroads, 2022b, Table 2-4)

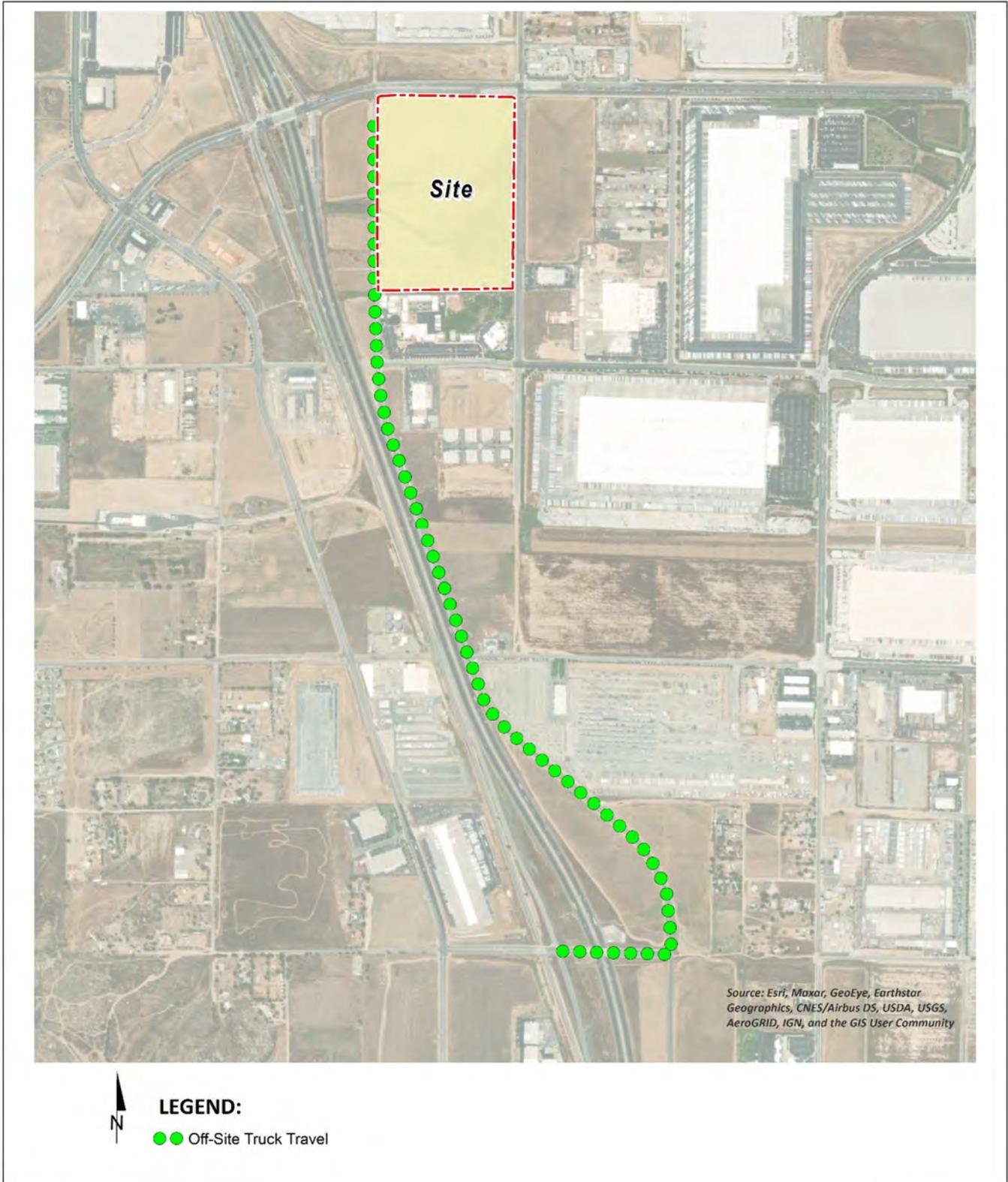


Source(s): Urban Crossroads (06-16-2022)

Figure 4.3-3

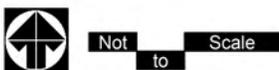


Modeled Emission Sources – On-Site Emission Sources



Source(s): Urban Crossroads (06-16-2022)

Figure 4.3-4



Modeled Emission Sources – Off-Site Emission Sources

calculated assuming 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, the analysis in the HRA calculates truck idling at 15 minutes, consistent with SCAQMD’s recommendation.

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Guidance and emission factors from SCAQMD Risk Assessment Procedures for Rules 1041, 1401.1 and 212 (10)(9) were utilized to model emissions resulting from the gasoline dispensing facility. Based on estimates provided by the Project Applicant, the proposed gasoline station is anticipated to result in an annual throughput of up to 1,200,000 gallons.

Receptors may be placed at applicable structure locations for residential and worker property and not necessarily the boundaries of the properties containing these uses because the human receptors (residents and workers) spend a majority of their time at the residence or in the workplace’s building, and not on the property line. It should be noted that the primary purpose of receptor placement is focused on long-term exposure. For example, the HRA evaluates the potential health risks to residents and workers over a period of 30 or 25 years of exposure, respectively. Notwithstanding, as a conservative measure, receptors were placed at either the outdoor living area or the building facade, whichever is closer to the Project site. Therefore, the HRA overestimates the exposure risk. For purposes of the Project-specific HRA, receptors include residential, children at nearby schools, and worker land uses in the vicinity of the Project. These receptors are included in the HRA since residents, children at nearby schools, and workers may be exposed at these locations over a long-term duration of 30, 9, and 25 years, respectively. This methodology is consistent with SCAQMD and OEHHA recommended guidance. Any impacts to residents, school-aged children, or workers located further away from the Project site than the modeled residential, school, and workers would have a lesser impact than what has already been disclosed in the HRA at the MEIR and MEIW because concentrations dissipate with distance. The results of the operational HRA are presented in 0, and discussed below.

Table 4.3-15 Summary of Operational Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	1.70	10	NO
25 Year Exposure	Maximum Exposed Worker Receptor	0.41	10	NO
9 Year Exposure	Maximum Exposed School Receptor	3.58	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Maximum Exposed Sensitive Receptor	≤0.01	1.0	NO
Annual Average	Maximum Exposed Worker Receptor	≤0.01	1.0	NO
Annual Average	Maximum Exposed School Receptor	≤0.01	1.0	NO

Source: (Urban Crossroads, 2022b, Table 2-4)

- Residential Exposure Scenario: The residential land use with the greatest potential exposure to Project operational-source TAC emissions is Location R8 which is located approximately 661 feet east of the Project site at an existing residence located at 3802 Brennan Avenue. R8 is placed at the private outdoor living area (backyard) facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source TAC emissions is estimated at 1.70 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Although location R8 is not the nearest receptor to the Project site, it does represent the MEIR since this location experiences the greatest concentration due to the modeled source configuration and the meteorological conditions (wind speed and direction). Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site and primary truck route than the MEIR analyzed herein, and TACs generally dissipate within a relatively short distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences.
- Worker Exposure Scenario⁴: The worker receptor land use with the greatest potential exposure to Project operational-source TAC emissions is Location R6 (school use), which represents the adjacent potential worker receptor adjacent to the south of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.41 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. All other modeled worker receptors would be exposed to lower concentrations of TACs and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers.
- School Exposure Scenario: The nearest schools are Val Verde Academy, Val Verde High School, and Val Verde Regional Learning Center, which are located adjacent to the Project site to the south. At the maximally exposed individual school (MEIS), the maximum incremental cancer risk impact attributable to the Project is calculated to be 3.58 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. All other school receptors would be exposed to lower concentrations of TACs and therefore less risk than the MEIS identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby schools.

Construction and Operations

The HRA also evaluates the potential health risk impacts associated with construction and operation of the Project to nearby sensitive receptors (including residents and schools) as well as nearby workers. The results of the construction and operational HRA are presented in Table 4.3-16, Summary of Construction and Operational Cancer and Non-Cancer Risks, and discussed below.

⁴ SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on site.

- **Residential Exposure Scenario:** The residential land use with the greatest potential exposure to Project construction-source and operational-source TAC emissions is Location R8. At the MEIR, the maximum incremental cancer risk attributable to Project construction and operational TAC source emissions is estimated at 2.56 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Although location R8 is not the nearest receptor to the Project site, it does represent the MEIR since this location experiences the greatest concentration due to the modeled source configuration and the meteorological conditions (wind speed and direction). As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.
- **School Exposure Scenario:** At the MEIS, the maximum incremental cancer risk attributable to Project construction and operational TAC source emissions is estimated at 4.60 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby schools.

Table 4.3-16 Summary of Construction and Operational Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	2.56	10	NO
9 Year Exposure	Maximum Exposed School Receptor	4.60	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Maximum Exposed Sensitive Receptor	≤0.01	1.0	NO
Annual Average	Maximum Exposed School Receptor	≤0.01	1.0	NO

Source: (Urban Crossroads, 2022b, Table ES-3)

In summary, the Project would not cause a significant human health or cancer risk to the identified receptors as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for these locations.

CO “Hot Spots”

As discussed below, the Project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of Project-specific CO “hot spots” is not needed to reach this conclusion. An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of

older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SoCAB is now designated as attainment, as noted in Table 2-3 of the Project's AQIA (included in Appendix C1 of this EIR).

To establish a more accurate record of baseline CO concentrations affecting the SoCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards, as shown on Table 3-13 of the Project's AQIA (included in Appendix C1 of this EIR).

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak CO concentrations in the SoCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 9.3 ppm 8-hour CO concentration measured at the Long Beach Boulevard and Imperial Highway intersection (highest CO generating intersection within the "hot spot" analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared. In contrast, an adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

The ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 1.9 ppm and 1.4 ppm, respectively (data from Perris Valley station for 2020). Therefore, even if the traffic volumes for the Project were double or even triple of the traffic volumes generated at the Long Beach Boulevard and Imperial Highway intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO "hot spot" at any study area intersections.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) – or 24,000 vph where vertical and/or horizontal air does not mix – in order to generate a significant CO impact.

Traffic volumes generating the CO concentrations for the "hot spot" analysis is shown on Table 3-14 of the AQIA included in Appendix C1 of this EIR. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations ($4.6 \text{ ppm} \times 4 = 18.4 \text{ ppm}$) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). As summarized on Table 3-15 of the Project AQIA included in Appendix C1 of this EIR, the intersection of Interstate (I)-215 Northbound Ramps and Ramona Expressway would have the highest morning (AM) traffic volumes of 5,069 vph. The intersection of Perris Boulevard and Ramona Expressway would have the highest evening (PM) traffic volumes of 6,029 vph. As such, total traffic volumes at the intersections considered are less than the traffic volumes identified in the 2003 AQMP.

As such, the Project along with background and cumulative development would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an

environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

Disadvantaged Communities

With respect to the Community Air Protection Program (CAPP) (AB 617), each year CARB's governing board (Board) is required to consider selecting communities for participation in the CAPP. Communities are selected for developing community air monitoring systems, emissions reduction programs, or both in order to improve air quality in their community. Over the first four years of the Program, the Board selected 17 communities where these focused actions are underway (CARB, 2022a). The City of Perris is not one of the selected communities, and to date has not been nominated to participate in the CAPP (CARB, 2022b).

As previously discussed, CalEnviroScreen is a general mapping tool developed by OEHHA to help identify California communities that are most affected by sources of pollution. The Project site and its immediately surrounding area are designated by CalEPA as being part of a disadvantaged community for the purpose of SB 535. SB 535 targets disadvantaged communities in California for investment of proceeds from the State's cap-and-trade program to improve public health, quality of life, and economic opportunity in California's most burdened communities, while also reducing pollution. The Project entails the development of one industrial warehouse building and eight commercial retail buildings, which would bring jobs and other economic opportunities to the local area without State assistance. The environmental effects of the Project are fully evaluated in this EIR, and feasible mitigation measures are identified for significant impacts that are within the City of Perris's jurisdictional authority to impose and enforce as required by the State CEQA Statute and Guidelines. This EIR provides a disclosure of localized impacts which may affect this CalEPA-designated disadvantaged community. As indicated in the preceding analysis, the Project's construction and operational localized emissions would not exceed the SCAQMD LST thresholds, and the Project would not result in significant health impacts due to DPM emissions. The Project also would not cause or contribute to any CO "hot spots."

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold d Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Odors would be emitted during construction and operation of uses allowed under the PVCCSP, including industrial and commercial uses as proposed with the Project. The PVCCSP EIR (Section 4.2, Air Quality) concludes that, because of the short-term duration and quantity of emissions during construction and the limited outdoor exposure of persons to odors, odor impacts from construction of projects in the Specific Plan area would be less than significant.

Land uses generally associated with odor complaints include agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries;

landfills; dairies; and fiberglass molding facilities. The Project does not propose or require any additional land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant.

Potential operational odors may result from the temporary storage of typical solid waste (refuse), and commercial uses (i.e., restaurants and gas station). It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. While restaurants may result in some odors from the cooking process, these odors are not typically considered objectionable. With respect to operation of the gas station, gas pumping activities are also expected to generate odors associated with gasoline fumes. The gas pumps and underground storage tanks would include CARB-required vapor recovery systems that would control VOC vapor releases during refueling and would minimize driver and employee exposure to gasoline odors and fumes. Thus, gasoline odors are not expected to adversely affect adjacent land uses. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

4.3.6 CUMULATIVE IMPACTS

As indicated under the analysis of Threshold “a”, the Project would not result in a conflict with the SCAQMD 2016 AQMP. As such, cumulatively-considerable impacts due to a conflict with the AQMP would be less than significant.

As previously discussed, the CAAQS designate the Project area as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Project area as nonattainment for O₃ and PM_{2.5}. As discussed in Section 4.3.4, the AQMD has published a report on how to address cumulative impacts from air pollution, and projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant. Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the SoCAB is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related

construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

As indicated under the analysis for Threshold “b”, emissions resulting from the Project construction would not exceed the regional thresholds established by the SCAQMD for any criteria pollutants and would not result in a cumulatively considerable impact. Even with implementation of the PVCCSP EIR operational mitigation measures and additional Project-level mitigation measures MM 3-1 through MM 3-13, operational VOC and NO_x emissions would exceed the regional significance thresholds. The operational emissions are primarily associated with vehicle emissions. The City of Perris and the Project Applicant do not have regulatory authority to control tailpipe emissions and no additional feasible mitigation measures beyond the measures identified herein exist that would reduce VOC and NO_x emissions to levels below the regional thresholds established by the SCAQMD. Therefore, operation of the Project would result in a significant and unavoidable cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.

As discussed under the analysis of Threshold “c”, the Project would not exceed the SCAQMD LST thresholds during either construction or operation. Additionally, the Project would not cause or contribute to any CO “Hot Spots.” The Project also would not result in cancer risk or health hazards exceeding the SCAQMD thresholds of significance of 10 in one million and 1.0, respectively. Consistent with SCAQMD report on how to address cumulative impacts from air pollution discussed above, since the Project does not exceed the applicable health risk thresholds and does not result in a significant impact on an individual basis, the Project would not be considered to be cumulatively significant, and a less than significant cumulative health risk impact would occur.

With respect to odors, the Project does not include any land uses associated with the generation of odors or other emissions that could adversely affect a substantial number of people and would have a less than significant odor impact. Thus, Project-related odor impacts would be less than cumulatively considerable.

4.3.7 REFERENCES

California Air Resources Board (CARB), 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Available at: <https://www.arb.ca.gov/ch/handbook.pdf>

California Air Resources Board (CARB), 2022a. *California Air Protection Program Community Selection Process*. Accessed June 27, 2022. Available at: <https://ww2.arb.ca.gov/capp-selection>

California Air Resources Board (CARB), 2022b. *Community Air Protection Program Community Nominations*. Accessed June 27, 2022. Available at: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-selection/community-nominations>

Urban Crossroads, 2022a. *Ramona Gateway Air Quality Impact Analysis*. October 18, 2022. Included in Appendix C1 of this EIR.

Urban Crossroads, 2022b. *Ramona Gateway Health Risk Assessment*. October 18, 2022. Included in Appendix C2 of this EIR.

4.4 BIOLOGICAL RESOURCES

This section assesses the potential for the Project to impact biological resources. Unless otherwise noted, the analysis in this section is based on information contained in the following Project-specific technical reports prepared by ELMT Consulting, Inc. (ELMT):

- *Ramona Gateway Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis* (Habitat Assessment) (July 2022) (ELMT, 2022a), included in Appendix D1 of this Environmental Impact Report (EIR).
- *Ramona Gateway Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue Delineation of State and Federal Jurisdictional Waters* (Jurisdictional Delineation) (July 2022) (ELMT, 2022b), included in Appendix D2 of this EIR.
- *Determination of Biologically Equivalent or Superior Preservation Report, Ramona Gateway, Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue* (DBESP) (July 2022) (ELMT, 2022c), included in Appendix D3 of this EIR.

The Santa Ana Regional Water Quality Control Board (Regional Board) submitted a comment on the Notice of Preparation (NOP) requesting that the Draft EIR consider the on-site ephemeral drainage a water of the state for which the Regional Board will accept jurisdiction. The Regional Board also requested that a jurisdictional delineation be conducted and discussed in the EIR.

4.4.1 EXISTING SETTING

The Project site is within the *Steele Peak, Riverside East, Sunnymead, and Perris* USGS quadrangle and has an elevation of approximately 1,479 to 1,495 feet above mean sea level (amsl). The Project site consists of vacant land that is disturbed due to anthropogenic disturbances associated with historic agricultural activities, surrounding development, and routine weed abatement. These activities have occurred since at least 1966 and have eliminated the natural plant communities that historically occurred on the Project site and surrounding area. As discussed below, the Project site supports non-native vegetation, and an ephemeral drainage feature transects across the southern portion of the Project site in a west to east direction.

The Project study area for biological resources includes the Project site, site adjacent roadway improvement areas, and off-site utility line installation along Ramona Expressway (collectively referred to as the Project site and off-site improvement areas). As further discussed in Section 4.4.2, Existing Policies and Regulations, the Project site and off-site improvement areas are located within the Mead Valley Area Plan of the Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP); however, they are not within an MSHCP Criteria Cell, and do not occur within any MSHCP Core or Linkage Area, Owl Survey Area, Narrow Endemic Plant Survey Area (NEPPSA), Criteria Area Plant Species Survey Area (CAPSSA) Invertebrate Survey Area or Mammal or Amphibian Survey Areas. Refer to Figure 4.4-1, MSHCP Criteria Area.

Information below describes the existing environmental setting based on information obtained from the Project-specific Habitat Assessment and Jurisdictional Delineation (included in Appendix D1 and Appendix D2 of this EIR). Refer to the Habitat Assessment and Jurisdictional Delineation for detailed descriptions of the surveys, scopes of study, and research and survey methodologies used in the reports. In summary, the Habitat Assessment included the review of relevant literature, field surveys, and identification of the nearest recorded occurrences of special-status species based on review of the California Natural Diversity Data Base (CNDDB) in conjunction with ArcGIS software. The field investigation was conducted April 20, 2021, to document existing conditions within the Project site and off-site improvement areas, and to assess the potential for special-status biological resources to occur. The Habitat Assessment also included review of on-site and adjoining soils, mapping of plant communities and identification of plant and wildlife species present, and assessments for areas subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps) jurisdiction pursuant to Section 404 of the Clean Water Act (CWA), State Water Quality Control Board pursuant to Section 401 of the CWA and Section 13260 of the California Water Code (CWC), and California Department of Fish and Wildlife (CDFW) jurisdiction pursuant to Division 2, Chapter 6, Section 1600–1617 of the California Fish and Game Code. Based on the presence of an unnamed ephemeral drainage on site, a Jurisdictional Delineation was prepared, including a field delineation on November 23, 2021.

Vegetation Communities

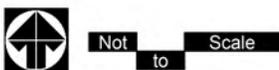
As described below and shown on Figure 4.4-2, Existing Vegetation Communities, no native plant communities occur within the Project site or off-site improvement areas. The Project site supports one plant community (non-native grassland), and one land cover type that would be classified as disturbed. It should be noted that the off-site improvement areas are paved or otherwise disturbed and do not support vegetation. There are no vegetation communities within the Project site or off-site improvement areas that would be classified as a “sensitive” vegetation community under CEQA.

- **Non-Native Grassland (NNG).** The majority of the Project site supports non-native grassland that occurs in varying densities throughout the site, except for the southwest and southeast corners and portions of the site perimeter. This plant community is dominated by non-native grasses such as oats (*Avena* spp.) and bromes (*Bromus* spp.) and supports primarily weedy/early successional species. Common plant species observed in the non-native grassland plant community include red-stemmed filaree (*Erodium cicutarium*), common mustard (*Brassica rapa*), Mediterranean mustard (*Hirschfeldia incana*), stinknet (*Oncosiphon pilulifer*), wild radish (*Raphanus sativa*), fiddleneck (*Amsinckia* sp.), annual lupine (*Lupinus bicolor*), and Mexican palo verde (*Parkinsonia aculeata*). Non-native grasses occur in the highest densities in the southern portion of the site, where they are nearly exclusive along a swale.
- **Disturbed.** Disturbed portions of the Project site occur primarily in the southeast and southwest corners of the site and along portions of the site perimeter. These areas support the same species as the non-native grassland plant community, but dominance is shared among species such as Mediterranean mustard and red-stemmed filaree. In addition, the disturbed area in the southeast corner of the site supports a small grove of trees made up of Peruvian pepper (*Schinus molle*) and Mexican palo verde.



Source(s): ELMT Consulting, Inc (July 2022)

Figure 4.4-2



Existing Vegetation Communities

Wildlife

Fish

No fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on the Project site or off-site improvement areas. Therefore, no fish are expected to occur and are presumed absent from the Project site.

Amphibians

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the Project site or off-site improvement areas. Therefore, no amphibians are expected to occur and are presumed absent.

Reptiles

The Project site and off-site improvement areas provide a limited amount of habitat for a few reptile species adapted to a high degree of human disturbance associated with the on-site weed abatement activities. The only reptilian species observed during the field investigation was Great Basin fence lizard (*Sceloporus occidentalis longipes*). Other common reptilian species expected to occur on site include common side-blotched lizard (*Utastansburiana elegans*) and southern alligator lizard (*Elgaria multicaerinata*). Due to the high level of anthropogenic disturbances on site, and surrounding development, no special-status reptilian species are expected to occur on site or in the off-site improvement areas.

Birds

The Project site and off-site improvement areas provide minimal foraging habitat for bird species adapted to a high degree of human disturbance. Bird species detected during the field survey include lark sparrow (*Chondestes grammacus*), red-tailed hawk (*Buteo jamaicensis*), American crow (*Corvus brachyrhynchos*), Anna's hummingbird (*Calypte anna*), and bushtit (*Psaltriparus minimus*).

Mammals

The Project site and off-site improvement areas provide minimal foraging and denning potential for mammalian species adapted to a high degree of human disturbance. The only mammalian species observed during the field investigation were gopher (*Thomomys* sp.) and desert cottontail (*Sylvilagus audubonii*). Other common mammalian species expected to occur include coyote (*Canis latrans*), opossum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). No bat species are expected to occur due to a lack of suitable roosting habitat (i.e., suitable trees, crevices, abandoned structures) within and surrounding the Project site and off-site improvement areas.

Nesting Birds

No active nests or birds displaying nesting behavior were observed during the field survey conducted on April 20, 2021, which was conducted during breeding season. Although heavily disturbed, the Project site has the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian

residents, as well as migrating songbirds that could occur in the area that are adapted to urban environments. Additionally, the disturbed habitats have the potential to support birds that nest on the open ground such as killdeer (*Charadrius vociferus*).

Special-Status Biological Resources

Special-Status Plants

ELMT conducted a records search of the CNDDDB and California Native Plant Society (CNPS), which indicated that 35 special-status plant species were recorded in Steele Peak, Riverside East, Sunnymead, and Perris quadrangles. No special-status plant species were observed within the Project site or off-site improvement areas during the field investigation. Based on habitat requirements for specific species and availability and quality of on-site habitats, ELMT determined that the Project site and off-site improvement areas do not have the potential to support any special-status plant species known to occur in the vicinity. All special-status plant species known to occur in the vicinity are presumed absent due to the lack of native habitats and routine on-site disturbances.

Special-Status Wildlife

ELMT conducted a records search of the CNDDDB, which indicated that 87 special-status wildlife species were recorded in the Steele Peak, Riverside East, Sunnymead, and Perris quadrangles. No special-status wildlife species were observed on the Project or off-site improvement areas during the field investigation. Based on habitat requirements for specific species and the availability and quality of on-site habitats, ELMT determined that the Project site and off-site improvement areas have a moderate potential to support foraging habitat for Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), and California horned lark (*Eremophila alpestris actica*); and a low potential to support foraging habitat for great egret (*Ardea alba*), great blue heron (*Arden herodias*), burrowing owl (*Athene cunicularia*), and northern harrier (*Circus hudsonius*). All remaining special-status wildlife species were presumed to be absent from the project site and off-site improvement areas due to the lack of native habitat, routine on-site disturbances, and isolation of the site from suitable habitats.

Although the Project site and off-site improvement areas are not within a survey area for the burrowing owl, ELMT conducted a habitat suitability assessment on April 20, 2021, due to the regional significance of the species. As further described in the Habitat Assessment included in Appendix D1 of this EIR, the habitat suitability assessment was conducted in accordance with survey guidelines described in the 2006 MSHCP Burrowing Owl Survey Instructions. Results from the habitat suitability assessment indicate that suitable resources (i.e., low growing vegetation that provides line of site opportunities) for burrowing owl are present throughout the Project site. Accordingly, if suitable habitat is documented on site or within adjacent habitats, focused burrow surveys and the 30-day preconstruction surveys are required in order to comply with the MSHCP guidelines. Concurrent with the initial habitat assessment, a detailed focused burrow survey was conducted and included documentation of appropriately sized natural burrows or suitable man-made structures that may be utilized by burrowing owl. No burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Portions of the Project site are vegetated with a variety of low-growing plant species that allow for minimal line-of-sight observation favored by burrowing owls. However, no small mammal burrows that have the potential to provide suitable burrowing owl nesting habitat (greater than 4 inches in diameter) were observed within the boundaries of the Project site or off-site improvement areas. Additionally, the site supports and is

surrounded by tall trees and buildings that provide perching opportunities for large raptors (i.e., red-tailed hawk) that can prey on burrowing owls. Being that no appropriate burrows or burrowing owl habitat was found, focused burrowing owl surveys are not required.

Special-Status Plant Communities

ELMT conducted a records search of the CNDDDB, which indicated that three special-status habitats are within the Steele Peak, Riverside East, Sunnymead, and Perris quadrangles. These habitats include Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland, which do not occur within the Project site or off-site improvement areas. No CDFW special-status plant communities occur within the boundaries of the Project site or off-site improvement areas.

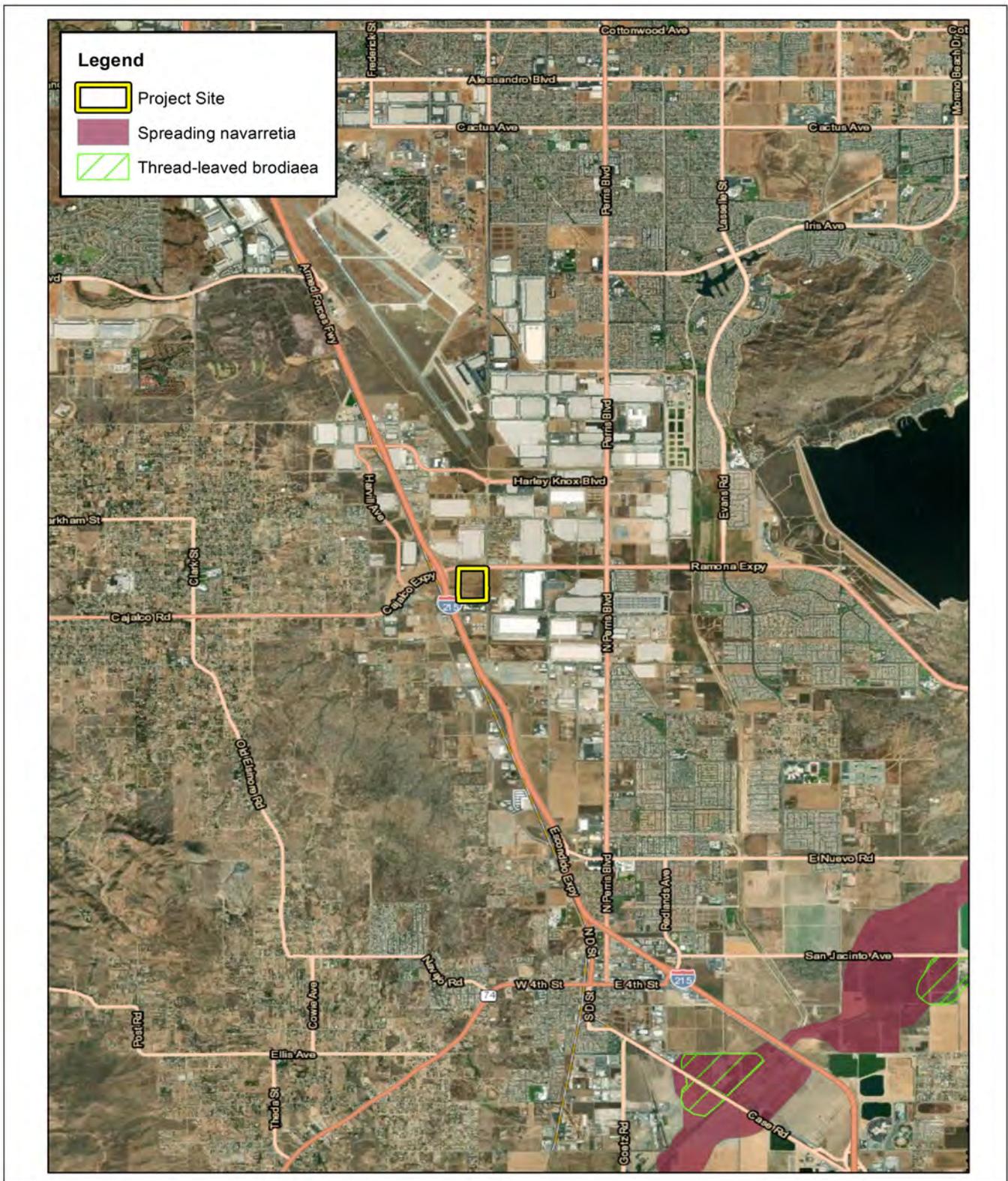
Critical Habitat

Under the federal Endangered Species Act, “Critical Habitat” is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site and off-site improvement areas are not within federally designated Critical Habitat (refer to Figure 4.4-3, Critical Habitat). The closest designated Critical Habitat is located approximately 4.62 miles southeast of the site for spreading navarretia (*Navarretia fossallis*) and approximately 4.95 miles east of the site for thread-leaved brodiaea (*Brodiaea filifolia*) along the San Jacinto River.

Jurisdictional Areas

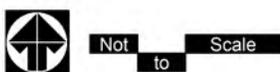
As further discussed in Section 4.4.2 below, there are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge and/or fill materials into “waters of the United States” pursuant to Section 404 of the Federal CWA and Section 10 of the Rivers and Harbors Act. Of the State agencies, the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act and the CDFW regulates alterations to streambed and associated plant communities pursuant to Section 1602 of the California Fish and Game Code.

As described in the Habitat Assessment, based on review of aerial photographs, between 1978 and 1994, improvements were made to Ramona Expressway and Interstate-215 (I-215). Culverts were installed under I-215, which diverted water runoff from the area west of I-215 and from I-215 and created a swale on the Project site. All of the water that reached the Project site infiltrated/dissipated on site. No features are present to suggest water exited the site. Between 1994 and 1997 the on-site swale that entered the Project site from the adjacent farmland to the west bifurcated at Nevada Avenue into two features (northern and southern). The northern feature traverses the site eastward before exhibiting sheet flow to the northeast; and the southern feature traverses the site to the southeast before exhibiting sheet flow towards the southeast corner. In addition, a new swale was observed along the eastern boundary of the Project site along Webster Avenue. The feature along Webster Avenue collects flows from on-site features and infiltrates/dissipates on site. From 2003 to 2005, the southern limits of the drainage along Webster Avenue move northwards and the southern Nevada Avenue drainage no longer reaches the



Source(s): ELMT Consulting, Inc (March 2022)

Figure 4.4-3



Critical Habitat

southeast corner of the Project site, but instead moves eastward towards Webster Avenue. Then between 2005 and 2009, storm drains are installed along the eastern boundary of the Project site adjacent to Webster Avenue, connecting into the storm drain system.

Due the presence of the on-site drainage feature, ELMT prepared a Jurisdictional Delineation, which was supported by a field survey and verification of site conditions on November 23, 2021, and a literature review. ELMT conducted the field delineation to determine the jurisdictional limits of “waters of the State” and jurisdictional streambed (including potential wetlands), located within the boundaries of the Project site. Detailed information about the methods for the delineation are presented in Jurisdiction Delineation included in Appendix D2. One unnamed ephemeral water feature was observed on the Project site during the field investigation that historically bifurcated into two channels (northern and southern). This feature originates at Nevada Avenue in the middle of the western boundary of the site. West of Nevada Avenue, outside of the Project footprint an off-site feature conveys flows from a culvert beneath I-215 that was created when I-215 was installed. Culverts were installed under I-215 which diverted water runoff from the area west of I-215 and from I-215 and created a swale on the Project site. Once on site, this feature traverses the site from west to east towards the eastern boundary of the Project site, where the water infiltrates/dissipates on site. This feature only conveys flows from direct precipitation during storm events. No surface water was present during the field investigation, and no riparian vegetation was observed on site during the field investigation. A review of historic aerial imagery and topographic maps show that the culverts under I-215 and the resulting drainage feature off site are manmade features. Figure 4.4-4 depicts the water features on and off site.

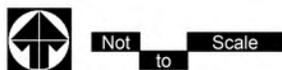
This ephemeral swale historically bifurcated, creating two features (a northern feature and a southern feature). The southern feature (the aforementioned swale) continues to persist on site, while the northern feature has been heavily impacted from mowing activities and weed abatement and water no longer flows into the northern feature. The on-site feature performs the following functions within the local area of the watershed: regulation of nuisance flows, energy dissipation, nutrient cycling, retention of particulates, nutrient/particulate uptake from off site, and upstream runoff from I-215. In its current state, the on-site feature has limited resource value to local and migratory wildlife since its heavily disturbed, and only receives flows that runoff of I-215.

It was preliminarily determined that water dissipation on the eastern boundary of the Project site has an insubstantial or speculative effect on the chemical, physical or biological significant nexus to the downstream waters. Storm flows are not expected to flow across the Project site during most storm events. There are no existing blueline streams traversing the Project site, and the majority of the water flows from the off-site feature do not leave the Project site. Plant species associated with this area is consistent with the vegetation found on the majority of the Project site. It is ELMT’s professional opinion that the on-site feature would not qualify as jurisdictional by the Corps, Regional Board, or CDFW since it is a manmade feature, does not provide any habitat for wildlife, and is isolated (ELMT, 2022a). Even though the on-site feature dissipates/infiltrates on site, does not present a surface hydrologic connection to any downstream waters, does not provide fish and wildlife resources, or beneficial uses, after initial discussions with the Regional Board, the Regional Board is likely to assert jurisdiction over the on-site feature. As a result, it is expected that CDFW will also assert jurisdiction over the feature which encompasses approximately 0.18 acre (3,150 linear feet) and impacts would likely require a Regional



Source(s): ELMT Consulting, Inc (July 2022)

Figure 4.4-4



Water Features

Board Report of Waste Discharge and CDFW Section 1602 Lake or Streambed Alteration Agreement. The on-site feature would not qualify as jurisdictional by the Corps.

MSHCP Riparian/Riverine Areas and Vernal Pools

The MSHCP states that “Riparian/Riverine areas are natural lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.” Since the on-site water feature was artificially created/manmade, did not replace an existing blueline stream or other water feature, and is not dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens it does not meet the definition of riparian/riverine habitat under Section 6.1.2 of the MSHCP. However, since the Regional Board stated they would assert jurisdiction over the on-site feature during initial conversations, it is expected that the Regional Conservation Authority (RCA) would also assert jurisdiction over the feature under Section 6.1.2 of the MSHCP. As required, a Determination of Biologically Equivalent or Superior Preservation (DBESP) has been prepared and is included in Appendix D3 of this EIR.

Vernal pools are seasonally inundated, ponded areas that only form in regions where specialized soil and climatic conditions exist. During fall and winter rains typical of Mediterranean climates, water collects in shallow depressions where downward percolation of water is prevented by the presence of a hard pan or clay pan layer (duripan) below the soil surface. Later in the spring when rains decrease and the weather warms, the water evaporates, and the pools generally disappear by May. The shallow depressions remain relatively dry until late fall and early winter with the advent of greater precipitation and cooler temperatures. Vernal pools provide unusual "flood and drought" habitat conditions to which certain plant and wildlife species have specifically adapted as well as invertebrate species such as fairy shrimp.

A review of recent and historic aerial photographs (1966-2018) of the Project site as part of preparation of the Habitat Assessment did not provide visual evidence of an astatic or vernal pool conditions within the Project site or off-site improvement areas. No ponding was observed during the field investigation, further supporting the fact that the drainage patterns currently occurring on the Project site do not follow hydrologic regime needed for vernal pools. As further discussed in the Habitat Assessment included in Appendix D1, from the review of historic aerial photographs and observations during the field investigations, there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project site or off-site improvement areas.

Wildlife Linkages/Corridors and Nursery Sites

Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources. The project site has not been identified as occurring in a wildlife corridor or linkage. There are no riparian corridors, creeks, or useful

patches of steppingstone habitat (natural areas) within or connecting the Project site to a recognized wildlife corridor or linkage.

Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. Nurseries can be important to both special-status species as well as commonly occurring species. The Project site and off-site improvement areas do not support a nursery site due to a lack of habitat.

4.4.2 EXISTING POLICIES AND REGULATIONS

Section 4.3, Biological Resources, of the PVCCSP EIR includes a discussion of regulations pertaining to biological resources that are applicable to the Project area. These regulations are summarized below and further detailed in the Project-specific Habitat Assessment and Jurisdictional Delineation included in Appendix D2.

Endangered Species Acts

Federal Endangered Specific Act

The Federal Endangered Species Act (ESA) prohibits "take" (harm or harassment [including to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct] of individuals of a protected species and, under certain circumstances, the destruction of habitat) of a Federally listed Endangered or Threatened species and will require incidental take permits or authorization. Individual projects within the PVCC area are required to avoid known occurrences of listed plants and habitat for listed wildlife species or otherwise mitigate potential impacts to these species through the requirements of Section 6 of the (MSHCP).

California Endangered Species Act

The California Endangered Species Act (Fish and Game Code 2050, et seq.) (CESA) establishes that it is the policy of the state to conserve, protect, restore, and enhance Threatened or Endangered species and their habitats. CESA mandates that state agencies should not approve projects which would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. CESA requires state led agencies to consult with the CDFW during the CEQA process to avoid jeopardy to threatened or endangered species.

Article 3, Sections 2080 through 2085, of the CESA, addresses the taking of threatened, endangered, or candidate species by stating "No person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under the CESA, "take" is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. Sections

1901 and 1913 of the California Fish and Game Code provide that notification is required prior to disturbance.

Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Sections 3503, 3503.5, and 3800 prohibit the take, possession, or destruction of any birds, their nests, or eggs. Much of the PVCCSP area (exceptions include portions of the "developed" areas) provides foraging habitat for many raptor species, including special-status raptors. The loss of raptor habitat is covered and mitigated for through participation with the MSHCP. Direct impacts to raptors (and other migratory birds), including their active nests, are prohibited through the MBTA and California Fish and Game Code. As such, vegetation removals should be conducted outside of the nesting season, but if not feasible then nesting bird surveys should be conducted prior to any removals.

Jurisdictional Waters

Army Corps of Engineers (Corps)

Since 1972, the Corps and EPA have jointly regulated the filling of waters of the United States, including wetlands, pursuant to Section 404 of the CWA. The Corps has regulatory authority over the discharge of dredged or fill material into the waters of the United States under Section 404 of the CWA. The Corps and EPA define "fill material" to include any "material placed in waters of the United States where the material has the effect of: (i) replacing any portion of a water of the United States with dry land; or (ii) changing the bottom elevation of any portion of the waters of the United States." Examples include, but are not limited to, the placement of sand, rock, clay, construction debris, wood chips, and "materials used to create any structure or infrastructure in the waters of the United States."

In April of 2020, the Corps and the EPA provided a new definition for waters of the United States [Federal Register, Vol. 85, No. 77 (April 21, 2020)] which encompass:

- The territorial seas and traditional navigable waters;
- Perennial and intermittent tributaries that contribute surface water flow to such waters;
- Certain lakes, ponds, and impoundments of jurisdictional waters; and
- Wetlands adjacent to other jurisdictional waters.

Additionally, the new definition identifies 12 categories of those waters and features that are excluded from the definition of "waters of the United State, such as features that only contain water in direct response to rainfall (e.g., ephemeral features), groundwater, many ditches, prior converted cropland, and waste treatment systems. The final rule excludes from the definition of "waters of the United States" all waters or features not mentioned above. In addition to this general exclusion, the final rule specifically clarifies that waters of the United States do not include the following:

- Groundwater, including groundwater drained through subsurface drainage systems;
- Ephemeral features that flow only indirect response to precipitation, including ephemeral streams, swales, gullies, rills, and pools;

- Diffuse stormwater runoff and directional sheet flow over upland;
- Ditches that are not traditional navigable waters, tributaries, or that are not constructed in adjacent wetlands, subject to certain limitations;
- Prior converted cropland;
- Artificially irrigated areas that would revert to upland if artificial irrigation ceases;
- Artificial lakes and ponds that are not jurisdictional impoundments and that are constructed or excavated in upland or non-jurisdictional waters;
- Water-filled depressions constructed or excavated in upland or in non-jurisdictional waters incidental to mining or construction activity, and pits excavated in upland or in non-jurisdictional waters for the purpose of obtaining fill, sand, or gravel;
- Stormwater control features constructed or excavated in upland or in non-jurisdictional waters to convey, treat, infiltrate, or store stormwater runoff;
- Groundwater recharge, water reuse, and wastewater recycling structures constructed or excavated in upland or in non-jurisdictional waters; and
- Waste treatment systems.

California Department of Fish and Wildlife (CDFW)

Fish and Game Code Sections 1600 et. seq. establishes a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely impact fish and wildlife resources, or, when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided. Fish and Game Code Section 1602 requires any person, state, or local governmental agency or public utility to notify the CDFW before beginning any activity that will do one or more of the following:

- (1) substantially obstruct or divert the natural flow of a river, stream, or lake;
- (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or
- (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State. CDFW's regulatory authority extends to include riparian habitat (including wetlands) supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. Generally, the CDFW takes jurisdiction to the top of bank of the stream or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that will take place in or in the vicinity of a river, stream, lake, or their tributaries. This includes streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life and watercourses having a surface or subsurface flow that support or have supported riparian vegetation. For this Project location, CDFW jurisdictional limits were delineated using this definition of "stream." A Section 1602 Streambed Alteration Agreement would be required if impacts to identified CDFW jurisdictional areas occur.

It is important to note that the Fish and Game Code defines fish and wildlife to include: all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities including the habitat upon which they depend for continued viability (FGC Division 5, Chapter 1, section 45 and Division 2, Chapter 1 section 711.2(a) respectively). Furthermore, Division 2, Chapter 5, Article 6, Section 1600 et seq. of the California Fish and Game Code does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence/absence of vegetation types or communities.

Regional Water Quality Control Board (Regional Board)

Pursuant to Section 401 of the CWA, any applicant for a federal license or permit to conduct any activity which may result in any discharge to waters of the United States must provide certification from the State or Indian tribe in which the discharge originates. This certification provides for the protection of the physical, chemical, and biological integrity of waters, addresses impacts to water quality that may result from issuance of federal permits and helps ensure that federal actions will not violate water quality standards of the State or Indian tribe. In California, there are nine Regional Boards that issue or deny certification for discharges to waters of the United States and waters of the State, including wetlands, within their geographical jurisdiction.

The California Porter-Cologne Water Quality Control Act gives the Regional Board very broad authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. The Regional Board shares the Corps' methodology for delineating the limits of jurisdiction based on the identification of OHWM indicators and utilizing the three-parameter approach for wetlands. Under the State Water Resources Control Board State wetland definition, an area is a wetland if, under normal circumstances, (1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both; (2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and (3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP serves as a comprehensive multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Federal ESA of 1973 as well as a Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The Western Riverside County MSHCP was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the federal and state wildlife agencies and participating entities. The MSHCP is a comprehensive habitat conservation-planning program for western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the MSHCP, and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species pursuant to Section 10(a) of the FESA.

Through agreements with the United States Fish and Wildlife Service (USFWS) and the CDFW, the MSHCP designates 146 special-status animal and plant species that receive some level of coverage

under the plan. Of the 146 “Covered Species” designated under the MSHCP, most of these species have no additional survey/conservation requirements. In addition, through project participation with the MSHCP, the MSHCP provides mitigation for project-specific impacts to Covered Species so that the impacts would be reduced to below a level of significance pursuant to CEQA. Project-specific survey requirements exist for species designated as “Covered Species not yet adequately conserved.” These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animals species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with Riparian/Riverine areas and vernal pool habitats (i.e., least Bell’s vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp) (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public Quasi Public (PQP) Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped, independent Cell has designated “criteria” for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all Projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the Project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

Each city or local jurisdiction will impose a Development Mitigation Fee for projects within their jurisdiction. With payment of the mitigation fee to the County and compliance with the survey requirements of the MSHCP where required, full mitigation in compliance with CEQA, National Environmental Policy Act (NEPA), CESA, and FESA will be granted. The Development Mitigation Fee varies according to project size and project description.

Stephens’ Kangaroo Rat Habitat Conservation Plan

Separate from the consistency review against the policies of the MSHCP, Riverside County established a boundary in 1996 for protecting the Stephens’ kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens’ kangaroo rat is protected under the Stephens’ Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP IA, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990. Relevant terms of the SKR HCP have been incorporated into the MSHCP and its IA. The SKR HCP will continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation

of the SKR HCP that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits.

Local

City of Perris General Plan Policies

The Conservation Element of the City's General Plan identifies goals and policies related to biological resources. The policies applicable to the Project and a discussion of the Project's consistency is provided in Table 4.11-3, City of Perris General Plan Consistency Analysis, in Section 4.11, Land Use and Planning, of this EIR. Additionally, because the Project site is within the PVCCSP planning area, the Project is subject to applicable mitigation measures in the PVCCSP EIR, as further discussed in Section 4.4.4 and 4.4.5 below.

Urban Forestry Ordinance

The City of Perris recognizes the healthful benefits of trees in the community, and the City's Municipal Code includes Section 19.71, Urban Forestry (Ordinance 1262). The purpose of this Ordinance is to (1) establish and maintain a healthy urban forest in the City of Perris; (2) create an Urban Forestry Board to guide the City in the establishment and care of its urban forest; (3) establish guidelines for the planting, care, and maintenance of trees within the City; (4) ensure the protection of trees during development and redevelopment of properties in the City; (5) avoid conflict between trees and utilities and other public improvements; and (6) identify public hazard and nuisance trees and establish removal procedures. The intent of this Ordinance is to establish, maintain, and protect a thriving urban forest to benefit all who live, visit, or work in the City of Perris. Under this Ordinance, the Planning Commission is designated as the Urban Forestry Board and is responsible for implementing the City's tree policies and programs, as well as setting the direction and scope of tree-related activities.

Protected tree includes all special status trees designated as such by age, size, species, location, cultural and/or ecological or historic importance that may not be harmed. 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.

4.4.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on biological resources if it will:

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

- c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

4.4.4 ENVIRONMENTAL IMPACTS

Applicable PVCC Standards and Guidelines and Mitigation Measures

There are no Perris PVCCSP Standards or Guidelines applicable to the analysis of biological resources for the Project. The PVCCSP EIR includes mitigation measures for potential impacts to biological resources. The following PVCCSP EIR mitigation measures applicable to the Project have been completed, or are incorporated as part of the Project, and are assumed in the analysis presented in this section.

Mitigation Measures

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

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

MM Bio 2 *Project-specific habitat assessments and focused surveys for burrowing owls will be conducted for implementing development or infrastructure projects within burrowing owl survey areas. A pre-construction survey for resident burrowing owls will also be conducted*

by a qualified biologist within 30 days prior to commencement of grading and construction activities within those portions of implementing project sites containing suitable burrowing owl habitat and for those properties within an implementing project site where the biologist could not gain access. 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 active nests are identified on an implementing project site during the pre-construction survey, the nests shall be avoided or the owls actively or passively relocated. To adequately avoid active nests, no grading or heavy equipment activity shall take place within at least 250 feet of an active nest during the breeding season (February 1 through August 31), and 160 feet during the non-breeding season.

If burrowing owls occupy any implementing project site and cannot be avoided, active or passive relocation shall be used to exclude owls from their burrows, as agreed to by the City of Perris Planning Division and the CDFG. Relocation shall be conducted outside the breeding season or once the young are able to leave the nest and fly. Passive relocation is the exclusion of owls from their burrows (outside the breeding season or once the young are able to leave the nest and fly) by installing 1-way doors in burrow entrances. These 1-way doors allow the owl to exit the burrow, but not enter it. These doors shall be left in place 48 hours to ensure owls have left the burrow. Artificial burrows shall be provided nearby. The implementing project area shall be monitored daily for 1 week to confirm owl use of burrows before excavating burrows in the impact area. Burrows shall be excavated using hand tools and refilled to prevent reoccupation. Sections of flexible pipe shall be inserted into the tunnels during excavation to maintain an escape route for any animals inside the burrow. The CDFG shall be consulted prior to any active relocation to determine acceptable receiving sites available where this species has a greater chance of successful long-term relocation. If avoidance is infeasible, then a DBESP will be required, including associated relocation of burrowing owls. If conservation is not required, then owl relocation will still be required following accepted protocols. Take of active nests will be avoided, so it is strongly recommended that any relocation occur outside of the nesting season.

MM Bio 3 *Project specific delineations will be required to determine the limits of Corps, Regional Board, and CDFW jurisdiction for implementing projects that may contain jurisdictional features. Impacts to jurisdictional waters will require authorization by the corresponding regulatory agency. If impacts are indicated in an implementing project specific delineation, prior to the issuance of a grading permit, such implementing projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the Corps, a Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from CDFW.*

The required Project-specific jurisdictional delineation has been prepared for the Project to comply with this PVCCSP EIR mitigation measure and is included in Appendix D2 of this EIR.

MM Bio 4 *Project specific mapping of riparian and unvegetated riverine features will be required for implementing projects pursuant to Section 6.1.2 of the MSHCP. For areas not excluded as artificially created, the MSHCP requires 100 percent avoidance of riparian/riverine areas. If for any implementing project avoidance is not feasible, then such implementing projects will require the approval of a DBESP including appropriate mitigation to offset the loss of functions and values as they pertain to the MSHCP covered species. Riparian vegetation will also need to be evaluated for the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo.*

The required Project-specific jurisdictional delineation and DBESP have been prepared for the Project to comply with this PVCCSP EIR mitigation measure and are included in Appendix D2 and Appendix D3 of this EIR.

Impact Analysis

Threshold a **Would the Project 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?**

The following discussion examines the potential impacts to candidate, sensitive, or special status plant and wildlife species that would occur as a result of Project implementation. Impacts can occur in two forms, direct and indirect. Direct impacts are considered to be those that involve the loss, modification or disturbance of plant communities, which in turn, directly affect the flora and fauna of those habitats. Direct impacts also include the destruction of individual plants or animals, which may also directly affect regional population numbers of a species or result in the physical isolation of populations thereby reducing genetic diversity and population stability. Indirect impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project. Indirect (or secondary) impacts are those that are reasonably foreseeable and caused by a project but occur at a different time or place.

Impacts to Natural Vegetation

Implementation of proposed development at the Project site and off-site improvement areas would result in direct impacts to the entire Project site, site-adjacent roadway improvement areas, and along Ramona Expressway where a new natural gas line would be installed between Webster Avenue and Brennan Avenue). The Project site and off-site improvement areas do not support native or natural vegetation communities; therefore, no direct impacts to native or natural vegetation communities, including special-status vegetation communities, would result from the Project.

Impacts to non-native grassland and disturbed land would be a less than significant impact under CEQA as the impact area is heavily disturbed and routinely maintained, and the non-native grassland and disturbed land are composed of non-native plant species.

The Project would not impact lands designated as critical habitat by USFWS, as none are present within the Project site or off-site improvement areas.

Direct Impacts to Special-Status Plant Species

The Project site and off-site improvement areas are not within a NEPSSA or CAPSSA, and no special status plant species were observed within the Project site or off-site improvements areas during the field survey. Further, previous disturbances have resulted in a majority of the Project site and off-site improvement areas being dominated by early successional and non-native vegetation, which has reduced, if not eliminated, the ability to provide suitable habitat for special-status plant species. Based on habitat requirements for specific species and the availability and quality of habitat, it was determined that the Project site and off-site improvement areas do not provide suitable habitat for NEPSSA or CAPSSA plant species, or other special status plant species. Therefore, the Project would not result in any impacts to special status plants and no impacts would result.

Direct Impacts to Special-Status Wildlife Species

Federal and/or State Listed Wildlife

The Project site and off-site improvement areas are located within the Mitigation Fee Area of the SKR HCP; however, are not within or adjacent to any of the Core Reserve Areas. Additionally, no suitable habitat for the SKR is present within or adjacent the Project site or off-site improvement areas. Therefore, no focused SKR surveys or on-site mitigation would be required. On-site mitigation is only recommended in Ordinance 663.10 when a site is located within or adjacent to a Core Reserve Area. As a result, the Project Applicant would only be required to pay the SKR HCP Mitigation Fee prior to development. Impacts would be less than significant.

Special-Status Wildlife

No special-status species were detected within the Project site or off-site improvement areas. However, as previously discussed there is a moderate potential to support foraging habitat for Cooper's hawk, sharp-shinned hawk, California horned lark, great egret, great blue heron, and low potential to support foraging habitat for the great egret, great blue heron, burrowing owl, and northern harrier. All remaining special-status wildlife species were presumed to be absent from the Project site and off-site improvement areas due to the lack of native habitat, routine on-site disturbances, and isolation of the site from suitable habitats. To ensure impacts to the aforementioned species do not occur from implementation of the Project, and in accordance with PVCCSP EIR mitigation measure MM Bio 1, a pre-construction nesting bird clearance survey would be conducted prior to ground disturbance. Additionally, although burrowing owls or signs of burrowing owls are not present within the Project site or off-site improvement areas, the Project would incorporate PVCCSP EIR mitigation measure MM Bio 2 to ensure that required pre-construction surveys are conducted for the burrowing owl to determine the presence or absence of the species within the Project impact area. If present, the mitigation measure provides performance criteria that requires avoidance and/or relocation of burrowing owls in accordance with CDFW protocol. With implementation of PVVSCP EIR mitigation measures MM Bio 1 and MM Bio 2, impacts would be less than significant, and no additional mitigation would be required.

Nesting Birds

The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). Impacts to nesting birds are prohibited by the California Fish and

Game Code. PVCCSP EIR mitigation measure MM Bio 1 is incorporated into the Project and would ensure that pre-construction nesting bird surveys are conducted; this measure also identifies actions to be taken if nesting birds are present.

Although impacts to native birds are prohibited by the California Fish and Game Code, potential impacts to native birds by the Project would not be a significant impact under CEQA. The native birds with potential to nest in the Project area would be those that are extremely common to the region and highly adapted to human landscapes. The number of individuals potentially affected by the Project would not significantly affect regional, let alone local populations of such species. Impacts would be less than significant.

Impacts to Critical Habitat

The Project site and off-site improvement areas are not within a federally designated Critical Habitat. Therefore, the loss or adverse modification of Critical Habitat will not occur as a result of the Project and consultation with the USFWS will not be required for impacts to Critical Habitat. No impacts would occur.

Indirect Impacts to Special Status Biological Resources

The Project site and off-site improvement areas are not located in proximity to MSHCP Conservation Areas, or areas known to support special status plant or wildlife species. Therefore, no indirect impacts to special status biological resources would result and no mitigation is required.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold b Would the Project have a substantially 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?

As previously discussed, the Project site and off-site improvement areas do not support special status habitats, CDFW special-status plant communities, or riparian habitat. The only vegetation community identified is non-native grassland. No impacts would result.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impacts to riparian habitat or other sensitive natural communities would result.

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

As previously discussed, one unnamed ephemeral water feature was observed on the Project site during the April 20, 2021, and November 23, 2021 field investigations. As previously identified, the on-site feature dissipates/infiltrates on site and does not present a surface hydrologic connection to any downstream waters. Therefore, the on-site feature would not qualify as jurisdictional by the Corps. There are no federally protected wetlands on site.

Even though the on-site feature dissipates/infiltrates on site, does not present a surface hydrologic connection to any downstream waters, does not provide fish and wildlife resources, or beneficial uses, after initial discussions with the Regional Board, the Regional Board is likely to assert jurisdiction over the on-site feature. Therefore, for purposes of this analysis, approximately 0.18 acre (3,150 linear feet) of non-wetland waters of the State occur on site that would be impacted from site development (refer to Figure 4.4-4 for an illustration of impacts to Regional Board waters of the State). The off-site roadway improvements would not result in impacts to jurisdiction areas since the improvements would occur within existing road right-of-way, which is developed/disturbed.

Even though the on-site feature dissipates/infiltrates on site, does not provide fish and wildlife resources, or beneficial uses, CDFW would also likely assert jurisdiction over the on-site feature. Therefore, for purposes of this analysis, it is determined that approximately 0.18 acre (3,150 linear feet) of CDFW jurisdictional waters occur on site would also be impacted from site development resulting in a potentially significant impact.

Mitigation for the loss of 0.18 acre (1,350 linear feet) determined to be jurisdictional within the on-site water feature would be mitigated off site through the purchase of mitigation credits through the Riverpark Mitigation Bank at a ratio of 1:1 (refer to Project-level mitigation measure MM 4-1). The Riverpark Mitigation Bank has 613 acres of rehabilitation and re-establishment credits. The Project Applicant would be responsible for the purchase of 0.18 acre of mitigation credits. With implementation of Project-level mitigation measure MM 4-1 this impact would be reduce to a less than significant level.

Additional Project-Level Mitigation Measures

MM 4-1 Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits/approvals from the regulatory agencies, including a RWQCB Section 401 Water Quality Certification and CDFW Section 1602 Streambed Alteration Agreement for impacts to jurisdictional areas, and RCA review/approval of impacts to MSHCP riverine resources. As part of the permitting process, it is expected that the regulatory agencies shall require compensatory mitigation for permanent impacts to 0.18-acre of jurisdiction and MSHCP riverine resources, none of which consist of jurisdictional wetlands through the purchase of mitigation credits (0.18 acre) at the Riverpark Mitigation Bank. In the event that compensatory mitigation credits are not available from the Riverpark Mitigation Bank at the time of proposed

work commencement, the Project Applicant shall coordinate with the regulatory agencies, the City and RCA to secure alternate mitigation totaling a minimum of 0.18 acre at another approved mitigation bank or in-lieu fee program.

Level of Significance After Mitigation

Project impacts would be less than significant after mitigation. This is consistent with the conclusions of the PVCCSP EIR.

Threshold d Would the Project interfere substantially with the movement of any resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Project site does not contain natural, surface drainage or ponding features, and there are no water bodies on or adjacent to the Project impact area that could support fish. Therefore, there is no potential for the Project to interfere with the movement of native resident migratory fish. Further, as discussed previously in Section 4.4.1, there is no potential for wildlife nurseries to be present within the Project site. In addition, the Project site and off-site improvement areas have not been identified as occurring in a wildlife corridor or linkage. There are also no MSHCP Cores or Linkages adjacent to or within the Project site. The Project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages as there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the area to a recognized wildlife corridor or linkage. As such, implementation of the Project is not expected to impact wildlife movement opportunities and no impacts to wildlife corridors or linkages are expected occur. This impact would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold e Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As previously discussed, the Project site is within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP); however, no SKR was observed within the Project impact area and due to lack of suitable habitat, no SKR is expected to occur within the Project impact area. Furthermore, the Project Applicant is required to contribute a local development impact and mitigation fee, which requires a fee payment to assist the City in implementing the SKR HCP. With mandatory compliance with standard regulatory requirements (i.e., development impact and mitigation fee payment), the proposed Project would not conflict with any City policies or ordinances related to the protection of the SKR and impacts would be less than significant.

The City of Perris Municipal Code also contains provisions for the collection of mitigation fees to further the implementation of the Western Riverside County MSHCP (refer to Title 3, Chapter 3.48 of the Municipal Code). The Project Applicant is required to contribute a local mitigation fee, which requires a fee payment to assist the City in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with Western Riverside County MSHCP and impacts would be less than significant.

The on-site Peruvian pepper trees are not protected by the City's Urban Forestry Ordinance since they do not meet the criteria for protected privately owned trees as presented in Section 19.71.050, Tree Protection, of the City's Municipal Code. Notably, the existing on-site private trees were not required as a project condition of approval, and they are not located on environmentally sensitive land. Further, as described in Section 3.0, Project Description, new trees would be planted on site, including along Ramona Expressway, Webster Avenue and Nevada Avenue. The number of trees to be planted would far exceed the number of trees to be removed, and the new trees would be protected by the City's Urban Forestry Ordinance. The removal of existing trees on site, which are not protected, and the planting and maintenance of trees as part of the Project would comply with the City's Urban Forestry Ordinance, and no impacts would result.

The City of Perris does not have any additional policies or ordinances in place to protect biological resources that are applicable to the Project.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold f Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?

The following analysis evaluates the Project's compliance with the Western Riverside County MSHCP's Reserve Assembly Requirements as well as other applicable MSHCP requirements pursuant to the following sections of the MSHCP: Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools; Section 6.1.3, Protection of Narrow Endemic Plant Species; Section 6.1.4, Guidelines Pertaining to the Urban/Wildland Interface; and Section 6.3.2, Additional Survey Needs and Procedures.

Project Relation to Reserve Assembly

The Project area does not occur within a MSHCP Criteria Area nor is it located within any Criteria Cell. As such, the Project is not required to set aside conservation lands pursuant to the MSHCP, and the

Project is not subject to the MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process nor Joint Project Review (JPR). Accordingly, the Project would not conflict with the MSHCP Reserve Assembly requirements, and no impact would occur.

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

As described under Section 4.4.1 above, there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project site. Based on the Jurisdictional Delineation, one unnamed ephemeral water feature was observed on the Project site during the field delineation. Since the on-site water feature was artificially created/manmade, did not replace an existing blueline stream or other water feature, and is not dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens, it does not meet the definition of riparian/riverine habitat under Section 6.1.2 of the MSHCP. However, since the Regional Board stated they would assert jurisdiction over the on-site feature during initial conversations, it is expected that the RCA would also assert jurisdiction over the feature under Section 6.1.2 of the MSHCP. Therefore, the Project would result in permanent impacts to approximately 0.18 acre (3,150 linear feet) of riparian/riverine habitat, which would be considered a potentially significant impact.

Notwithstanding the fact that the on-site feature is artificially created, as outlined in PVCCSP EIR mitigation measure MM Bio 4, impacts to MSHCP Riparian/Riverine resources triggers the requirement under the MSHCP that a DBESP be prepared. The DBESP details the type of resource that would be impacted, and the compensation provided to ensure biologically equivalent or superior preservation. Compensation presented in the DBESP would be the same as what is proposed for impacts to Regional Board and CDFW jurisdictional areas. As discussed above, mitigation for the loss of riparian/riverine habitat within the on-site water feature would be mitigated off site through the purchase of mitigation credits through the Riverpark Mitigation Bank at a ratio of 1:1 (refer to Project-level mitigation measure MM 4-1). With approval of the DBESP, the Project would be consistent with Section 6.1.2 of the MSHCP. The CDFW and USFWS have reviewed the DBESP and concurred with the conclusions and identified mitigation.

With implementation of the Project, there would be no MSHCP Riparian/Riverine resources remaining on site. However, Riparian/Riverine resources on the property west of Nevada Avenue would remain and would potentially be subject to indirect effects from the Project (e.g., fugitive dust, runoff -toxics, accidental encroachments during construction, and post-construction human disturbances), resulting in a potentially significant impact if preventative measures are not implemented. As discussed in Section 4.3, Air Quality, of this EIR, impacts related to fugitive dust would be reduced with incorporation of PVCCSP EIR mitigation measure MM Air 3, which requires compliance with SCAQMD Rule 403, including preparation of a dust control plan approved by the South Coast Air Quality Management District.

As discussed in Section 4.10, Hydrology and Water Quality, to address potential short-term impacts to water quality from construction runoff that may carry storm water pollutants downstream, a Storm Water Pollution Prevention Program (SWPPP) would be implemented by the construction contractor as required by the California General Construction Storm Water Permit pursuant to State Water Quality Control Board and Regional Board regulations. The SWPPP shall identify BMPs related to the control of toxic substances, including construction fuels, oils, and other liquids. These BMPs would be implemented by the Applicant's contractor prior to the start of any ground clearing activity, would be subject to periodic inspections, and would be maintained throughout the construction period and remain in place until all landscape and permanent BMPs are in place. BMPs shall be monitored and repaired if necessary to

ensure maximum erosion, sediment, and pollution control. Project-level mitigation measure MM 4-2 below outlines specific requirements related to the SWPPP to address potential water quality impacts to Riparian/Riverine resources west of Nevada Avenue.

To address accidental encroachments into the Riparian/Riverine resource west of Nevada Avenue during construction, Project-level mitigation measure MM 4-3 requires the construction worker training be completed by a qualified biologist prior to construction, and that equipment not be operated in areas of flowing water. Additionally, potential post-construction human disturbance would be addressed through the incorporation of edge treatments designed to minimize edge effects by providing a safe transition between developed areas and the adjacent riparian/riverine habitat, which would be compatible with Project operation. The edge treatments include required landscaping on the boundary of the Project site, as addressed in Section 3.0, Project Description. Additionally, Nevada Avenue provides a physical buffer between the Project site and the Riparian/Riverine resources east of the Project site.

With implementation of PVCCSP EIR mitigation measure MM Air 3 (to address fugitive dust); implementation of a SWPPP (refer to RR 10-2 in Section 4.10, and specific BMP requirements outlined in Project-level mitigation measure MM 4-2; implementation of Project-level mitigation measure 4-3 (to address accidental encroachments), and installation of required landscaping along the perimeter of the Project, potentially indirect effects to Riparian Riverine resources west of Nevada Avenue would be less than significant.

Protection of Narrow Endemic Plants

Volume I, Section 6.1.3 of the MSHCP requires that within identified NEPSSA, site-specific focused surveys for Narrow Endemic Plants Species will be required for all public and private projects where appropriate soils and habitat are present. The Project is not within the designated survey area Narrow Endemic Plant Species as depicted in Figure 6-1 within Section 6.1.3 of the MSHCP. Further, based on the results of the field investigation, the Project site and off-site improvement areas do not provide suitable habitat for MSHCP listed Narrow Endemic Plant Species. The Project would not conflict with Section 6.1.3 of the MSHCP. No impacts would occur.

Guidelines Pertaining to Urban/Wildland Interface

Section 6.1.4 of the MSHCP, Guidelines Pertaining to Urban/Wildlands Interface, is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The Project site and off-site improvement areas are not located within or in proximity of any Criteria Cells or designated conservation areas. Therefore, the Project would not need to comply with the Urban/Wildlands Interface Guidelines. The Project would not conflict with Section 6.1.4 of the MSHCP.

Additional Needs Survey and Procedures

In accordance with Section 6.3.2 of the MSHCP, Additional Survey Needs and Procedures, additional surveys may be needed for certain species in order to achieve coverage for these species. As previously discussed, the Project site and off-site improvement areas are not within any designated survey areas.

Nonetheless, ELMT conducted a survey for burrowing owls based on regional significance. The results of the survey indicated that no burrowing owls were identified during the field survey and no appropriate burrows or burrowing owl habitat was found. Thus, focused burrowing owl surveys are not required. Further, as identified in PVCCSP EIR mitigation measure MM Bio 2, pre-construction surveys would be conducted to ensure that Project construction activities would not result in the direct harm of burrowing owls should they occur on site in the future. The Project would not conflict with Section 6.3.2 of the MSHCP. No impacts would occur.

Additional Project-Level Mitigation Measures

Refer to Project-level mitigation measure MM 4-1 under Threshold “c.” The following Project-level mitigation measures are also required to address potential indirect effects to Riparian Riverine resources west of Nevada Avenue.

MM 4-2 As identified in RR 10-2, prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. In addition to the BMPs to be implemented in the SWPPP identified RR 10-2, the following additional BMPs shall be implemented to protect Riparian/Riverine resources:

- Permittee shall prohibit the use of erosion control materials potentially harmful to fish and wildlife species, such as mono-filament netting (erosion control matting) or similar material, within and adjacent to jurisdictional areas.
- All fiber rolls¹, straw waddles, and/or hay bales utilized within and adjacent to the project site shall be free of non-native plant materials.
- Permittee shall comply with all litter and pollution laws. All contractors, subcontractors, and employees shall also obey these laws and it shall be the responsibility of Permittee to ensure compliance.
- Permittee shall not allow water containing mud, silt, or other pollutants from grading, aggregate washing, or other activities to enter a lake, streambed, or flowing stream or be placed in locations that may be subjected to high storm flows.
- Spoil sites shall not be located within a lake, streambed, or flowing stream or locations that may be subjected to high storm flows, where spoil shall be washed back into a lake, streambed, or flowing stream where it will impact streambed habitat and aquatic or riparian vegetation.
- Raw cement/concrete or washings thereof, asphalt, paint, or other coating material, oil or other petroleum products, or any other substances which could be hazardous to

¹ Fiber rolls or erosion control mesh shall be made of loose-weave mesh that is not fused at the intersections of the weave, such as jute, or coconut (coir) fiber, or other products without welded weaves. Non-welded weaves reduce entanglement risks to wildlife by allowing animals to push through the weave, which expands when spread.

fish and wildlife resources resulting from Project-related activities shall be prevented from contaminating the soil and/or entering the waters of the State. These materials, placed within or where they may enter a lake, streambed, or flowing stream by Permittee or any party working under contract or with the permission of Permittee, shall be removed immediately.

- No equipment maintenance shall be done within or near any lake, streambed, or flowing stream where petroleum products or other pollutants from the equipment may enter these areas under any flow.
- No broken concrete, cement, debris, soil, silt, sand, bark, slash, sawdust, rubbish, or washings thereof, oil or petroleum products, or other organic or earthen material from any construction or associated activity of whatever nature shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into waters of the State. When operations are completed, any excess materials or debris shall be removed from the work area. No rubbish shall be deposited within 150 feet of the edge of any lake, streambed, or flowing stream.

MM 4-3 Prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:

- Construction worker training shall be provided by a qualified biologist at the first pre-construction meeting, and
- No equipment shall be operated in areas of flowing water.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

4.4.5 CUMULATIVE IMPACTS

The cumulative impact analysis considers development of the Project in conjunction with other development projects located within the purview of the Western Riverside County MSHCP. This study area for cumulatively-considerable impacts to biological resources is appropriate because the MSHCP encompasses a large area surrounding the Project site, and provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area. Additionally, cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP plan area.

Anticipated cumulative impacts to biological resources are addressed by the MSHCP, which, as currently adopted, addresses 146 “Covered Species” that represent a broad range of habitats and geographical areas within western Riverside County, including threatened and endangered species and regionally- or locally sensitive species that have specific habitat requirements and conservation and management needs. The MSHCP addresses biological impacts for take of Covered Species within the MSHCP area.

Impacts to Covered Species and establishment and implementation of a regional conservation strategy and other measures included in the MSHCP are intended to address the federal, state, and local mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the MSHCP states that:

The MSHCP was specifically designed to cover a large geographical area so that it would protect numerous endangered species and habitats throughout the region. It is the projected cumulative effect of future development that has required the preparation and implementation of the MSHCP to protect multiple habitats and multiple endangered species.

It goes on to state that:

The LDMF [Local Development Mitigation Fee] is to be charged throughout the Plan Area to all future development within the western part of the County and the Cities in order to provide a coordinated conservation area and implementation program that will facilitate the preservation of biological diversity, as well as maintain the region's quality of life.

The reason for the imposition of the Mitigation Fee over the entire region is that the loss of habitat for endangered species is a regional issue resulting from the cumulative effect of continuing development throughout all of the jurisdictions in Western Riverside County. Finally, Section 5.1 of the Western Riverside County MSHCP states that:

It is anticipated that new development in the Plan Area will fund not only the mitigation of the impacts associated with its proportionate share of regional development, but also the impacts associated with the future development of more than 332,000 residential units and commercial and industrial development projected to be built in the Plan Area over the next 25 years.

As the construction of buildings, infrastructure, and all alterations of the land within areas that are outside of the Criteria Area are permitted under the Western Riverside County MSHCP (see MSHCP Section 2.3.7.1), cumulative impacts to biological resources with the exception of MSHCP non-covered species would be less than significant on a cumulative basis provided that the terms of the MSHCP are fully implemented. Because the proposed Project is required to comply with the Western Riverside County MSHCP and pay the required MSHCP mitigation fee, the Project would have less than significant cumulatively considerable impacts to MSHCP covered species. Impacts to species not covered by the MSHCP would be less than significant with implementation of PVCCSP EIR mitigation measures, which require pre-construction nesting bird surveys. Regarding impacts to Riparian/Riverine areas, the Project would result in permanent impacts to 0.18 acre of MSHCP Section 6.1.2 Riparian/Riverine resources, which would be mitigated at a 1:1 ratio through the purchase of credits from the Riverpark Mitigation Bank, in accordance with the Project's DBESP, thereby ensuring Project consistency with MSHCP Section 6.1.2. Cumulative development projects that impact MSHCP Riparian/Riverian areas would also be required to prepare a DBESP and ensure and be consistent with the MSCHP Section 6.1.2.

SKR is listed as Endangered/Threatened; the Project site is within the Mitigation Fee Area of the SKR, but not within or adjacent to any Core Reserve Area. The Project would not temporarily or permanently impact potential habitat. The species is fully covered under the SKR HCP with both potential project-specific and cumulative effects mitigated to a level of less than significant under CEQA through fee payment to the RCHCA.

The Project would impact 0.18 acre (1,350 linear feet) of area under the jurisdiction of the Regional Board and CDFW; however, with implementation of Project-level mitigation measure MM 4-1, which ensures that the Project Applicant obtains required permits, and purchase of credits from the Riverpark Mitigation Bank. With implementation of the required mitigation, the Project impact would be less than significant. Cumulative development projects that impact jurisdictional areas would also be required to obtain required permits and ensure that impacts are mitigated to a less than significant level.

The Project has the potential to impact native bird nests if vegetation is removed during the nesting season (February 1 to August 31). Impacts to nesting native birds are prohibited by the MBTA and California Fish and Game Code. Although impacts to native birds are prohibited by MBTA and similar provisions of California Fish and Game Code, impacts to native birds by the Project would not make a cumulatively considerable contribution to the regional decline of native nesting birds. The native birds with potential to nest in the Project footprint would be those that are common to the region. The number of individuals potentially affected by the Project would not significantly affect regional populations of such species. Further PVCCSP EIR mitigation measure MM Bio 1 requires compliance with the MBTA and California Fish and Game Code, and pre-construction nesting bird surveys if construction occurs during the nesting season and would also be required for cumulative development projects. Additionally, because the Project site was determined to have a low potential to support burrowing owls, the Project would incorporate PVCCSP EIR mitigation measure MM Bio 2, which requires a 30-day burrowing owl pre-construction clearance survey to ensure burrowing owls remain absent from the Project site.

In summary, with mitigation, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to biological resources.

4.4.6 REFERENCES

- ELMT Consulting, Inc. (ELMT), 2022a. July 2022. *Ramona Gateway Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis*. Included in Appendix D1 of this EIR.
- ELMT Consulting, Inc. (ELMT), 2022b. July 2022. *Ramona Gateway, Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue, Delineation of State and Federal Jurisdictional Waters*. Included in Appendix D2 of this EIR.
- ELMT Consulting Inc. (ELMT), 2022c. July 2022. *Determination of Biologically Equivalent or Superior Preservation Report, Ramona Gateway, Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue*. Included in Appendix D3 of this EIR.

4.5 CULTURAL RESOURCES

This section evaluates the Project's potential to have adverse effects on historical and archaeological resources. Information presented in this section is primarily based on *Phase I Cultural Resources Survey for the Ramona Gateway Project, Perris California*, prepared by Brian F. Smith and Associates, Inc. (BFSA) (Cultural Resources Survey) (August 9, 2022), included in Appendix E of this Environmental Impact Report (EIR).

The Cultural Resources Survey was prepared in compliance with PVCCSP EIR mitigation measure MM Cultural 1. The Confidential Appendix for the Cultural Resources Survey is not appended to this EIR. While it is on file with the City of Perris Planning Division, it is not available for public review. Any review may only be conducted by a qualified professional ethically required to keep the data in the reports from public dissemination and ultimately protecting resources from any possible adverse impacts. This level of confidentiality is referenced in Section 6354.10 of the *California Government Code*.

No comments regarding cultural resources were raised at the EIR scoping meeting. In its Notice of Preparation (NOP) comment letter, the Native American Heritage Commission (NAHC) provided information about Assembly Bill (AB) 52 and Senate Bill (SB) 18, which address requirements for consultation with Native American tribes related to tribal cultural resources (TCRs); and, provided standard guidance on the scope of the analysis of potential impacts to archaeological resources and TCRs. TCRs and input received from Native American tribes during the scoping process, and during AB 52 and SB 18 consultation, is discussed in Section 4.14, Tribal Cultural Resources, of this EIR.

4.5.1 EXISTING SETTING

Section 4.4, Cultural Resources, of the PVCCSP EIR, includes a detailed discussion of the environmental setting for cultural resources, including geologic setting, ethnohistoric setting, archaeological setting, and historic setting. This information remains applicable to the Project. The following discussion summarizes Project-specific information presented in the Cultural Resources Survey prepared for the Project based on the research and field surveys conducted, as described below.

Results of Records Search and Site Survey

BFSA conducted a records search at the Eastern Information Center (EIC) located at the University of California, Riverside (UCR), which is the State of California's official cultural resource records repository for the County of Riverside. The results of the records search are provided in the Confidential Appendix to the Cultural Resource Survey. As identified in Table 4.5-1, the EIC search identified 24 resources within one-mile of the area covered by the Cultural Resources Survey, which consists of the Project site and site-adjacent improvement areas (BFSA, 2022).

One of the resources, P-33-008703, the foundation remains of a residence, is located on the Project site. Of the remaining 23 resources which are not on the Project site, two are prehistoric and consist of one bedrock milling site and one prehistoric isolate. The remaining 21 historic resources consist of one railroad siding, one railroad alignment, one well house, the Colorado River Aqueduct, one café, two residences, one school, three wells, one historic conveyance system, four foundations, one foundation with associated trash scatter, one trash scatter, one isolate, one set of farm equipment, one segment of Webster Road, and one well with an associated access road.

Table 4.5-1 Previously Recorded Cultural Resources within a One-Mile Radius of the Project

Site Number(s)	Site Description
RIV-12,873	Prehistoric bedrock milling site
P-33-016043	Prehistoric isolate
RIV-1183	Historic railroad siding
RIV-8196H	Historic railway tracks
RIV-5516H	Historic March Air Force Base well house
RIV-6726H	Historic Colorado River Aqueduct and road alignment
P-33-007623	Historic Liberty Bell Café
P-33-007639 and P-33-007640	Historic residence
P-33-007674	Historic Val Verde School (demolished)
P-33-008700, RIV-10,260, and P-33-024092	Historic well
P-33-008701	Historic water conveyance system
P-33-008702, P-33-008703, RIV-12,857, and RIV-12,858	Historic foundation(s)
RIV-8390	Historic foundations with associated trash scatter
RIV-10,114	Historic trash scatter
P-33-016041	Historic isolate
RIV-8389	Historic farm equipment
P-33-024868	Historic Webster Road segment
P-33-028621	Historic well and road segment

Source: (BFSA, 2022, Table 2)

The records search results also indicated that there have been 44 cultural resource studies conducted within a one-mile radius of the Project site, three of which include portions of the Project site (Love and Tang 1999; Tang et al. 2007, and Fulton 2014). The Love and Tang study consisted of a survey associated with a storm drain and street improvement project. It was during this study that the foundational remains recorded at Site P-33-008703 were first documented. The Tang et al. study was a large overview of the resources within the PVCCSP planning area. This study included a focused survey, records search, literature review, and public outreach. Although the entire Project site was not systematically surveyed during the Tang study, based upon research, recent development, and cultural resource density, it was assigned a cultural resource sensitivity rating of moderate to high to contain cultural resources. The Fulton study was a monitoring plan for a linear project. As such, this study did not directly address the Project site.

BFSA also reviewed the following historic sources: the National Register of Historic Places Index; the Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility; and the OHP, Built Environment Resources Directory. None of these additional sources identified any other potential resources within the Project site or off-site improvement areas.

In addition to the EIC data, the records search process included gathering property-specific information from BLM GLO records, historic maps, aerial photographs, the County of Riverside Robert J. Fitch Archives records, Riverside County Assessor’s data, and Riverside County TLMA records which all have been incorporated into the presented history of the property. BFSA also requested a records search of the NAHC SLF, which did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the Project site or off-site improvement areas.

On May 12, 2021, BFSA conducted an archaeological field survey to determine if cultural resources exist within the Project site or off-site improvement areas. Where possible, narrow transect paths were employed to ensure maximum lot coverage, and exposed ground was inspected for cultural materials. Ground visibility was generally poor and limited by dense vegetation. Despite the poor ground visibility, Site P-33-008703 was identified within the southeastern corner of the Project site. No prehistoric cultural resources were discovered during the survey.

The records search and literature review suggest that there is a low potential for prehistoric cultural resources to be located within the Project site. The results of the records search indicate that historic resources associated with the agricultural history of the region should be the primary site type present within the property, considering the history of the area and limited number of prehistoric sites recorded near the Project site and off-site improvement areas.

Archaeological Resources

Prehistoric Period

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The discussion of the cultural history of Riverside County presented in the Cultural Resources Survey included in Appendix E references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians. Absolute chronological information, where possible, is incorporated in the Cultural Resources Survey to examine the effectiveness of continuing to interchangeably use these terms. Reference is made to the geological framework that divides the archaeologically based culture chronology of the area into four segments: the late Pleistocene (20,000 to 10,000 YBP [years before the present]), the early Holocene (10,000 to 6,650 YBP), the middle Holocene (6,650 to 3,350 YBP), and the late Holocene (3,350 to 200 YBP). These periods are summarized below and further described in the Cultural Resources Survey included in Appendix E.

- **Paleo Indian Period (Late Pleistocene: 11,500 to circa 9,000 YBP).** Archaeologically, the Paleo Indian Period is associated with the terminus of the late Pleistocene. The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals.
- **Archaic Period (Early and Middle Holocene: circa 9,000 to 1,300 YBP).** Archaeological data indicates that between 9,000 and 8,000 YBP, a widespread complex was established in the southern California region, primarily along the coast. This complex is locally known as the La Jolla Complex, which is regionally associated with the Encinitas Tradition and shares cultural components with the widespread Milling Stone Horizon. The coastal expression of this complex appeared in the southern California coastal areas and focused upon coastal resources and the

development of deeply stratified shell middens that were primarily located around bays and lagoons. By 5,000 YBP, an inland expression of the La Jolla Complex is evident in the archaeological record, exhibiting influences from the Campbell Tradition from the north. These inland Milling Stone Horizon sites have been termed “Pauma Complex”. By definition, Pauma Complex sites share a predominance of grinding implements (manos and metates), lack mollusk remains, have greater tool variety (including atlatl dart points, quarry-based tools, and crescentics), and seem to express a more sedentary lifestyle with a subsistence economy based upon the use of a broad variety of terrestrial resources. Although originally viewed as a separate culture from the coastal La Jolla Complex, it appears that these inland sites may be part of a subsistence and settlement system utilized by the coastal peoples. A more localized complex known as the Greven Knoll Complex is a redefined northern inland expression of the Encinitas Tradition and is broken into three phases. The shifts in food processing technologies during each of these phases indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource.

- **Late Prehistoric Period (Late Holocene: 1,300 YBP to 1790).** Many Luiseños hold the world view that as a population they were created in southern California; however, archaeological and anthropological data proposes a scientific perspective. Archaeological and anthropological evidence suggests that at approximately 1,350 YBP, Takic-speaking groups from the Great Basin region moved into Riverside County, marking the transition to the Late Prehistoric Period. It is believed that Takic expansion occurred starting around 3,500 YBP moving toward southern California, with the Gabrielino language diffusing south into neighboring Yuman (Hokan) groups around 1,500 to 1,000 YBP, possibly resulting in the Luiseño dialect. The Sutton model suggests that the Luiseño did not simply replace Hokan speakers but were rather a northern San Diego County/southern Riverside County Yuman population who adopted the Takic language. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far-reaching as the Colorado River Basin and cremation of the dead.

Protohistoric and Ethnohistoric Periods (1542 to circa 1769 and 1769 to Present)

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. A discussion of the ethnohistoric and ethnographic background of the Project site and surrounding areas is provided in Section 4.14, Tribal Cultural Resources, of this EIR.

Historical Resources

Regional Context

The historic background of the area began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached southern California in 1769 with the intention of converting and

civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region. By the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel (Los Angeles County), who began colonization of the region and surrounding areas. The San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California. Each mission gained power through the support of a large, subjugated Native American workforce. As the missions grew, livestock holdings increased and became increasingly vulnerable to theft. In order to protect their interests, the southern California missions began to expand inland to try and provide additional security. These early colonization efforts were followed by the establishment of estancias at Puente (circa 1816) and San Bernardino (circa 1819) near Guachama. These efforts were soon mirrored by the Spaniards from Mission San Luis Rey, who in turn established a presence in what is now Lake Elsinore, Temecula, and Murrieta. The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions. Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order.

Mexico gained independence from Spain in 1822 and desecularized the missions in 1832, signifying the end of the Mission Period. By this time, the missions owned some of the best and most fertile land in southern California. In order for California to develop, the land would have to be made productive enough to turn a profit. The new government began distributing the vast mission holdings to wealthy and politically connected Mexican citizens. The “grants” were called “ranchos.” The treatment of Native Americans grew worse during the Rancho Period. Most of the Native Americans were forced off of their land or put to work on the now privately-owned ranchos, most often as slave labor.

In 1846, war erupted between Mexico and the United States. In 1848, with the signing of the Treaty of Guadalupe Hidalgo, the region was annexed as a territory of the United States, leading to California becoming a state in 1850. While a much larger population was settling in California at this time, this was primarily in the central valley, San Francisco, and the Gold Rush region of the Sierra Nevada Mountain range. During this time, southern California grew at a much slower pace than northern California and was still dominated by the cattle industry established during the earlier rancho period. In early 1852, the Native Americans of southern Riverside County, including the Luiseño and the Cahuilla, thought they had signed a treaty resulting in their ownership of all lands from Temecula to Aguanga east to the desert, including the San Jacinto Valley and the San Gorgonio Pass. The Temecula Treaty also included food and clothing provisions for the Native Americans. However, Congress never ratified the treaties, and the promise of one large reservation was rescinded.

With the completion of the Southern Pacific Railroad in 1869, southern California saw its first major population expansion. The population boom continued circa 1874 with the completion of connections between the Southern Pacific Railroad in Sacramento to the transcontinental Central Pacific Railroad in Los Angeles. The population influx brought farmers, land speculators, and prospective developers to the region. As the Jurupa area became more and more populated, circa 1870, Judge John Wesley North and a group of associates founded the city of Riverside on part of the former rancho.

Although the first orange trees were planted in Riverside County circa 1871, it was not until a few years later when a small number of Brazilian navel orange trees were established that the citrus industry truly began in the region. At the close of 1882, an estimated half a million citrus trees were present in California.

It is estimated that nearly half of that population was in Riverside County. Population growth and 1880s tax revenue from the booming citrus industry prompted the official formation of Riverside County in 1893 out of portions of what was once San Bernardino County. Shortly thereafter, with the start of World War I, the United States began to develop a military presence in Riverside County with the construction of March Air Reserve Base. During World War II, Camp Anza and Camp Haan were constructed, with the former located in the western part of the city of Riverside and the latter in what is now the current location of the National Veteran's Cemetery. In the decades that followed, populations spread throughout the county into Lake Elsinore, Corona, Norco, Murrieta, and Wildomar. However, a significant portion of the county remained largely agricultural well into the 1970s. Following the 1970s, Riverside saw a period of dramatic population increase as the result of new development, more than doubling the population of the county with a population of over 1.3 million residents.

General History of the City of Perris

The Project site is located west of the former Rancho San Jacinto Nuevo y Portrero land grant. The rancho was granted to Miguel Pedorena by Mexican Governor Pío Pico in 1846. After Pedorena's death in 1850, the land grant passed to his heirs under the guardianship of T.W. Sutherland. In 1881, the California Southern Railroad laid the tracks for the transcontinental route of the Santa Fe Railway through the plains. At this time, the area where the railroad was placed was referred to as the San Jacinto Plains. Surveying and construction of the railroad route was led by Frederick Thomas Perris, for whom the City of Perris was named. The railroad was completed in 1882, which allowed hundreds of settlers to enter the area for homesteading, most of them settling in Pinacate to the south. While still part of San Diego County, Rancho San Jacinto Nuevo y Portrero was patented to T.W. Sutherland, guardian of Miguel Pedorena's children, in 1883. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886 the town site of Perris was established. In 1911, Perris became an incorporated city.

The Project site is within an area traditionally known as Val Verde and subdivided in 1893 as the Val Verde Tract. The tract is located north of what would become the City of Perris. Therefore, the Val Verde Tract was historically influenced by the nearby town. The Val Verde region along with much of the Perris Valley was traditionally dominated by agricultural properties focusing upon grain, grapes, potatoes, melons, alfalfa, and green vegetables. Although the Perris region, including the Val Verde Tract, generally remained agricultural throughout the twentieth century, in recent years, the City has experienced growth in residential and industrial development. Many of the former large agricultural fields were developed into residential tracts and large logistics centers and warehouses servicing the greater Southern California region.

The general area also was influenced by the development of March Field during the twentieth century. The establishment of March Field was important to the region due to the role the local inhabitants would play during World War I and World War II.

History of Development and Ownership at the Project Site

The 1857 Plat Map for the region shows a north-to-south trending "Road to Temescal" either west of or within the far western portion of the Project site. The road is visible on subsequent plat maps from 1867 and 1883. According to the 1898 map, the road is no longer shown, likely because the Project site and surrounding area was subdivided under the Val Verde Tract in 1893. Historic aerial photography shows

that by 1938, at least one building (likely a residence), is situated within the southeastern portion of the Project site. The 1953 and 1962 aerial photographs show the 1938 building, an ancillary structure to the west, and a pump house for a well, approximately 150 feet north. In the 1967 aerial photograph, the residence and ancillary structure within the Project site appear to be demolished.

Based upon the records search results discussed above, a single foundation with associated rubble was recorded in 1999 as P-33-008703. Considering a recorded resource is located within the Project site, additional research into property owners, primarily focused in the location of P-33-008703, was conducted at the Robert J. Fitch County of Riverside Archives. P-33-008703 is further discussed below.

The Bureau of Land Management (BLM) General Land Office (GLO) records indicate that prior to the Val Verde Tract subdivision, the entire northeast quarter of Section 12, Township 4 South, Range 4 West, was granted to George Cope in 1891. However, the Assessor's lot book show that by 1892, all but the southeastern 10 acres of the Project site were owned by J.R. Nance. Nance was instrumental in the subdivision of the Val Verde Tract and in promoting the City of Perris and the subdivision of the adjacent Riverside Tract to the north of the Project site. In 1894, Nance's portion of the Project site was transferred to Joseph Eastman who sold the Project site to Hugh Lennox in 1895. Sometime between 1899 and 1907, all of Lennox's holdings were transferred to Alex T. Crane, which were then transferred to Lewis B. Perry in 1908.

By 1910, Perry owned much of the Val Verde Tract and resubdivided the property into farm lots of various acreage. As a result, Lots 1, 2, 8, and 9 of Block 8 became Lot 20 (35.3-acre lot) and Block 9, Lot 2 was combined with another lot outside of the Project site to become Lot 22 (20.29-acre lot) of the Perry Resubdivision. Since the southeastern corner containing P-33-008703 (Block 9, Lot 1) was not owned by Perry, it was not included in the new subdivision. All of Lot 20 and the eastern half of Lot 22 are contained within the Project site. Additionally, information regarding the subdivision of property and ownership is provided in the Cultural Resources survey provided in Appendix E. The portions of Lot 22 included within the Project site consisted entirely of agricultural fields. As such, detailed tracing of ownership for the portions of the Project site not containing P-33-008703 are not discussed, unless the individuals also owned the property containing the Project site. Table 1 of the Cultural Resources Survey contains the ownership records compiled from the Assessor's lot books for the Project site, and notably the southeast corner of the Project site. As identified, there were multiple owners between 1892 and 1964; however, research into the various owners of the parcel during the period of manufacture and use did not identify any as important to the development of the region.

Site P-33-008703 – Historic Foundation

Despite the poor ground visibility, Site P-33-008703 was identified during the field investigation conducted for the Project within the southeastern corner of the Project site. As such, the Department of Parks and Recreation site record forms for the resource were updated and submitted to the EIC and are included in the Cultural Resources Survey included in Appendix E of this EIR. Based upon the archival research discussed above, it is likely the original residence that now comprises Site P-33-008703 was constructed by Oscar Eckstein sometime between 1907, when improvements on the property were first assessed, and 1938, when the feature is first visible on the aerial photographs. Further, based upon the aerial photographs, the residence and associated ancillary building were demolished between 1962 and 1967.

Although the remnant concrete foundation that comprise Site P-33-008703 appeared similar to when it was recorded in 1999, the current survey observed that the resource has been impacted since it was recorded. When recorded in 1999, there was a concrete foundation and associated rubble. However, based on the recent survey, it appears some of the rubble has been removed. Although not included in the original recordation, the current survey identified an associated well that has been capped within the Project site approximately 150 feet north of Site P-33-008703. Collectively, the formally recorded foundation remains and capped well comprise a site area of approximately 230 by 300 feet and are situated within the southeastern portion of the original lot identified as Block 9 Lot 1. As such, what remains of the structures identified on the historic aerial photographs are that of the residence which is visible on the 1938 aerial photograph. No remnants of the later ancillary building were identified during the survey.

The focused property research discussed above did not identify any information that would indicate Site P-33-008703 is a significant historical resource. The structural remains and capped well are not associated with any significant events to the development of the region. Research into the various owners of the parcel during the period of manufacture and use did not identify any as important to the development of the region. Further, as all that remains of the former residence consists of remnant concrete foundation and the capped well, Site P-33-008703 is not considered to embody any distinctive characteristics or possess high artistic value. Finally, these two features possess no further research potential beyond their recordation and do not maintain any integrity, as they have obviously been impacted through decades of disturbance to the property. Therefore, Site P-33-008703 is not eligible for listing on the California Register of Historic Resources (CRHR) and does not qualify as a significant historical resource under CEQA.

4.5.2 EXISTING POLICIES AND REGULATIONS

Section 4.4 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of cultural resources impacts, which is incorporated by reference. The regulatory framework discussion includes the regulations listed below.

Federal Regulations

- National Environmental Policy Act/National Historic Preservation Act (NHPA),
- Historic and Archaeological Resource Surveys,
- Facade Easement Donation,
- Antiquities Act of 1906, and
- Historic Rehabilitation Tax Credit.

State Regulations

- California Register of Historic Resources (*California Public Resources Code*, Section 5020 et seq.),
- *California Health and Safety Code* (Sections 7050.5, 7051, and 7054),

- *California Public Resources Code* (Section 5097.98),
- *California Public Resources Code* (Section 5097.5),
- Senate Bill 18, California Tribal Consultation Guidelines,
- State Historical Building Code, and
- California Heritage Fund Grant Program.

Local Regulations

- City of Perris General Plan
- City of Perris General Plan Historic Points of Interest

The following discussion summarizes the regulatory information for historic and archaeological resources presented in the PVCCSP EIR that is relevant to the Project. Regulatory information specifically relevant to Tribal Cultural Resources (e.g., AB 52 and SB 18) is presented in Section 4.14, Tribal Cultural Resources, of this EIR.

National Historic Preservation Act of 1966 (as amended), Section 106

The National Historic Preservation Act (NHPA) declares a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The NHPA established the NRHP, State Historic Preservation Offices (SHPOs) and programs, and the Advisory Council on Historic Preservation. This Act applies to all properties on or eligible for inclusion in the NRHP. The Section 106 review process requires consultation to mitigate damage to “historic properties”, as defined per the Code of Federal Regulations (CFR, Title 36, Section 800.16[1]), including Native American traditional cultural places (TCPs). Evaluation of cultural resources consists of determining whether it is significant (i.e., whether it meets on or more of the criteria for listing in the NRHP). These eligibility criteria are presented in the PVCCSP EIR.

California Register of Historic Resources

State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources in California Environmental Quality Act (CEQA) documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State CEQA Guidelines. These criteria are nearly identical to those for the NRHP. The State OHP maintains the CRHR (*California Public Resources Code*, Section 5020 et seq.). Properties listed, or formally designated eligible for listing, on the NRHP are nominated to the CRHR and then selected to be listed on the CRHR, as are State Landmarks and Points of Interest.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

These sections collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in archaeological sites and protects such remains from

disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for: (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

City of Perris

The Conservation Element of the City's General Plan identifies goals and policies related to cultural resources. The policies applicable to the Project and a discussion of the Project's consistency is provided in Table 4.11-3, City of Perris General Plan Consistency Analysis, in Section 4.11, Land Use and Planning, of this EIR. In addition, proposed projects within the City of Perris must adhere to the following two measures from the Conservation Element to assess the potential for significant resources. As required, these measures have been completed for the Project:

- | | |
|-------------------------------|---|
| Implementation Measure IV.A.2 | For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside. |
| Implementation Measure IV.A.3 | Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded. |

Additionally, because the Project site is within the PVCCSP area, the Project is subject to applicable mitigation measures in the PVCCSP EIR, as further discussed in Section 4.5.4 and 4.5.5.

4.5.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on cultural resources if it will:

- a. Cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5.
- b. Cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5.
- c. Disturb any human remains, including those interred outside of formal cemeteries.

4.5.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

PVCCSP EIR mitigation measure MM Cultural 1 below outlines the requirements for preparation of a Phase I Cultural Resources Study, which has been prepared for the Project and is included in Appendix E of this EIR. Project-level mitigation measures MM 5-1 and MM 5-2 presented below, implement

PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6, as subsequently revised by the City of Perris.

MM Cultural 1 *Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist¹ shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:*

1. *Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.*
2. *Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.*
3. *Field survey of the implementing development or infrastructure project site.*

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

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

1. *Avoidance.*
2. *Changes to the structure provided pursuant to the Secretary of Interior's Standards.*
3. *Relocation of the structure.*
4. *Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed.*

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

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

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

Impact Analysis

Threshold a Would the Project cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5?
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The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with or cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State CEQA Guidelines (City of Perris, 2012).

Under existing conditions, there are no existing buildings on the Project site. As previously discussed, one recorded cultural resource site, Site P-33-008703, is located on site within the southeast corner. Site P-33-008703 is recorded as the foundation remains of a residence. As discussed above, Site P-33-008703 and the associated capped well are not eligible for listing on the CRHR and do not qualify as significant historical resources under CEQA. The records search also identified 21 historic resources within one-mile of the Project site; however, none of these resources would be impacted by the Project. Therefore, implementation of the Project would not cause a substantial adverse change in the significance of a historical resource and no impact would occur (BFSA, 2022).

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impacts would occur.

Threshold b Would the Project cause a substantial adverse in the significance of archaeological resources pursuant to Section 15064.5?

The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP would not conflict with or cause a substantial adverse change in the significance of an archaeological resource, as defined in Section 15064.5 of the State CEQA Guidelines (City of Perris, 2012).

As discussed previously, preparation of the Cultural Resources Survey included completion of required records searches and field surveys. According to the records searches, no prehistoric resources have previously been found within the Project site or off-site improvement areas. Of the 24 resources identified within one mile of the Project site, two are prehistoric and consist of one bedrock milling site and one prehistoric isolate.

The potential for cultural resources to be present within a given area is usually indicated by known settlement patterns, which in western Riverside County were focused around freshwater resources and a food supply. The Project site and off-site improvement areas do not contain any natural permanent water sources or features that would have been advantageous to the prehistoric occupation in the region. Prehistoric sites within the general vicinity are primarily focused to the northeast and west, respectively found within the bedrock-laden hills surrounding Lake Perris and the Motte Rimrock Preserve. Further, the records search and literature review suggest that there is a low potential for prehistoric cultural resources to be located within the Project site or off-site improvement areas.

Although no significant resources were identified during the survey, visibility was poor and most of the area that would be impacted by Project construction activities has been impacted or otherwise disturbed in the past. This characterization of the property as moderately surficially disturbed or developed is relevant to the consideration of cultural resources being present within the Project site and off-site improvement areas. When parcels are cleared, disked, or otherwise disturbed, evidence of surface artifact scatters is lost. Further, as most of the structures identified during the field survey are characterized as prefabricated building, their installation would have only minimally disturbed the subsurface soils and likely would not have completely removed any archaeological deposits if they do exist. Therefore, whether any other cultural resources beyond Site P-33-008703 exist at the Project site is unclear, and the current status of the property appears to have affected the potential to discover any surface scatters of artifacts by the pedestrian survey.

Although there is a low potential for prehistoric cultural resources to be located within the Project site of off-site improvement areas, due to the unknown presence of structures being located historically within the Project site, the presence of remnants of a residence and well, and previous disturbances, there is a potential for resources to be discovered during Project construction activities, which would involve excavation to depths of up to approximately 25 feet (associated with installation of the 60-inch public storm drain). If any buried historic or prehistoric resources are unearthed during construction that meet the definition of an archaeological resource cited in State CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to archaeological resources would be potentially significant. Project-level mitigation measure MM 5-1 presented below, which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City of Perris, requires that an archaeological monitor be present during initial ground-disturbing activities, and identifies steps to be taken to protect any resources encountered. With implementation of Project-

level mitigation measure MM 5-1, potential impacts to archaeological resources would be reduced to a less than significant level.

Additional Project-Level Mitigation Measures

MM 5-1 Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject property and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site improvement areas until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources. The archaeological monitor will continually assess the potential for resources throughout the course of ground disturbing activities and shall have the power to modify or reduce the level of monitoring should the potential to encounter resources be significantly reduced.

In the event that archaeological resources are discovered at the project or within the off-site 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 consulting archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Luiseño tribal representative will be given adequate time to examine the find. The significance of Native

American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project or within the off-site project improvement areas, Project-level mitigation measure MM 5-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied onsite and in an area of permanent protection to be agreed upon between sponsor and the designated Native American representative, if requested, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

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

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

Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

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

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold c Would the Project disturb any human remains, including those interred outside of formal cemeteries?

As identified in the Initial Study for the PVCCSP EIR, the PVCCSP area “has been historically used for agriculture use and therefore, is not expected to contain human remains, including those interred outside of formal cemeteries.” Due to the lack of any indication of a formal cemetery or informal family burial plots on site, the Project would have no impact on known human remains.” In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity (within 100 feet) of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the *California Public Resources Code*. Therefore, impacts to disturbing human remains are less than significant. In addition, Project-level mitigation measure MM 5-2, which implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris, further identifies measures that would be taken in the event of the discovery of human remains and would be implemented to further reduce this less than significant impact.

Additional Project-Level Mitigation Measures

MM 5-2 In the event that human remains (or remains that may be human) are discovered at the Project site of within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

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

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

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR Initial Study.

4.5.5 CUMULATIVE IMPACTS

Consistent with the PVCCSP EIR, the cumulative area for cultural resources is the City of Perris. As identified in the PVCCSP EIR, there were nine identified prehistoric sites (primarily milling slick sites [rocks used to crush grain]), and several sites exhibiting extensive pictographs (rock art), and a few small stone flake scatters. Ten historic archaeological sites occurred within the City at the time the PVCCSP EIR was prepared. However, none are located within the PVCCSP area, which includes the Project site. These historic archaeological sites consist of the remnants (such as foundations) of historic buildings and/or ranch complexes. No known sites likely to contain human remains have been identified in the City of Perris.

Direct impacts to on-site cultural resources are site-specific. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Project as outlined in the City of Perris General Plan EIR and PVCCSP EIR, as applicable. If there is a potential for significant impacts on cultural resources, an investigation will be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section. Based on the information presented in the required site-specific cultural resource studies, construction activities associated with the Project would not impact any known prehistoric archaeological resources and the likelihood of uncovering previously unknown archaeological resources during Project construction are low due to the nature of the site and the magnitude of disturbance that has occurred on the site. Nonetheless, the potential exists for subsurface archaeological resource that meet the definition of a significant archaeological resource to be discovered within the Project site – and other development project sites in the City – during construction activities. Therefore, without mitigation, the Project would result in a potentially cumulatively considerable contribution to a significant cumulative impact to archaeological resources, if such resources are unearthed during Project construction. The Project includes mitigation from the PVCCSP EIR, as revised, to identify, recover, and/or record any cultural resource that may occur within the Project limits resulting in a less than significant impact (refer to Project-level mitigation measure MM 5-1). The City of Perris requires incorporation of similar measures in each development Project. As such, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to archaeological resources.

Mandatory compliance with the provisions of California Health and Safety Code Section 7050.5, as well as Public Resources Code Section 5097 *et seq.*, (implemented as Project-level mitigation measure MM 5-2 in this EIR), would assure that all future development projects within the region, including the currently proposed Project, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

4.5.6 REFERENCES

Brian F. Smith and Associates, Inc. (BFSA), 2022. *A Phase I Cultural Resources Survey for the Ramona Gateway Project, Perris California*. August 9, 2022. Included in Appendix E of this EIR.

City of Perris, 2012. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, State Clearinghouse #2009081086*. Dated November 2011, certified January 10, 2012. Available at: <https://www.cityofperris.org/Home/ShowDocument?id=2645>

4.6 ENERGY

This section evaluates the proposed Project's potential impacts to energy. This analysis addresses the proposed Project's energy consumption during construction and operation. Information presented in this Section is primarily based on the *Ramona Gateway Energy Analysis* (Energy Analysis) prepared by Urban Crossroads (October 18, 2022) and included in Appendix F of this Environmental Impact Report (EIR) (Urban Crossroads, 2022). References used in preparation of this section are listed under Section 4.6.6, References.

A Notice of Preparation (NOP) comment was received from the South Coast Air Quality Management District (SCAQMD) requesting that the EIR analyze and identify sufficient electricity and supportive infrastructure, where appropriate. Additionally, a NOP comment was received from Californians Allied for a Responsible Economy (CARE CA) requesting that mitigation measures be incorporated to reduce operational energy demands. The Project's estimated energy demand is provided in this section of this EIR. An assessment of the supportive electric infrastructure is provided in Section 4.15, Utilities and Service Systems, of this EIR. At the April 20, 2022, public scoping meeting for this EIR, there were no comments from the public or the Planning Commissioners regarding the Project's potential impacts due to energy consumption.

4.6.1 EXISTING SETTING

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2019, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2021 and included:

- As of 2019, approximately 7,802 trillion British Thermal Unit (BTU) of energy was consumed
- As of 2019, approximately 662 million barrels of petroleum
- As of 2019, approximately 2,144 billion cubic feet of natural gas
- As of 2019, approximately 1 million short tons of coal

The California Energy Commission's (CEC) Transportation Energy Demand Forecast 2018-2030 was released in order to support the 2017 Integrated Energy Policy Report. The Transportation Energy Demand Forecast 2018-2030 lays out graphs and data supporting their projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand included:

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030.
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030.
- Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2017.

The most recent data provided by the EIA for energy use in California by demand sector is from 2018 and is reported as follows:

- Approximately 39.3% transportation
- Approximately 23.2% industrial
- Approximately 18.7% residential
- Approximately 18.9% commercial

In 2020, total system electric generation for California was 272,576 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 190,913 GWh which accounted for approximately 70% of the electricity it uses; the rest was imported from the Pacific Northwest (15%) and the U.S. Southwest (15%). Natural gas is the main source for electricity generation at 42.97% of the total in-state electric generation system power as shown in Table 4.6-1, *Total Electricity System Power (California 2020)*.

Table 4.6-1 Total Electricity System Power (California 2020)

Fuel Type	California In-State Generation (GWh)	% of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	% of Imports	Total California Energy Mix (GWh)	Total California Power Mix
Coal	317	0.17%	194	6,963	7,157	8.76%	7,474	2.74%
Natural Gas	92,298	48.35%	70	8,654	8,724	10.68%	101,022	37.06%
Oil	30	0.02%	-	-	0	0.00%	30	0.01%
Other (Waste Heat/Petroleum Coke)	384	0.20%	125	9	134	0.16%	518	0.19%
Nuclear	16,280	8.53%	672	8,481	9,154	11.21%	25,434	9.33%
Large Hydro	17,938	9.40%	14,078	1,259	15,337	18.78%	33,275	12.21%
Unspecified	-	0.00%	12,870	1,745	14,615	17.90%	14,615	5.36%
Non-Renewable and Unspecified Totals	127,248	66.65%	28,009	27,111	55,120	67.50%	182,368	66.91%
Biomass	5,680	2.97%	975	25	1,000	1.22%	6,679	2.45%
Geothermal	11,345	5.94%	166	1,825	1,991	2.44%	13,336	4.89%
Small Hydro	3,476	1.82%	320	2	322	0.39%	3,798	1.39%
Solar	29,456	15.43%	284	6,312	6,596	8.08%	36,052	13.23%
Wind	13,708	7.18%	11,438	5,197	16,635	20.37%	30,343	11.13%
Renewable Totals	63,665	33.35%	13,184	13,359	26,543	32.50%	90,208	33.09%
System Totals	190,913	100.00%	41,193	40,471	81,663	100.00%	272,576	100.00%

Source: (Urban Crossroads, 2022, Table 2-1)

An updated summary of, and context for energy consumption and energy demands within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- California was the seventh-largest producer of crude oil among the 50 states in 2019, and, as of January 2020, it ranked third in oil refining capacity. Foreign suppliers, led by Saudi Arabia, Iraq, Ecuador, and Colombia, provided more than half of the crude oil refined in California in 2019.
- California is the largest consumer of both jet fuel and motor gasoline among the 50 states and accounted for 17% of the nation’s jet fuel consumption and 11% of motor gasoline consumption in 2019. The state is the second-largest consumer of all petroleum products combined, accounting for 10% of the U.S. total. In 2018, California’s energy consumption was the second highest among the states, but its per capita energy consumption was the fourth-lowest due in part to its mild climate and its energy efficiency programs.
- In 2019, California was the nation’s top producer of electricity from solar, geothermal, and biomass energy and the state was second in the nation in conventional hydroelectric power generation.
- In 2019, California was the fourth largest electricity producer in the nation, but the state was also the nation’s largest importer of electricity and received about 28% of its electricity supply from generating facilities outside of California, including imports from Mexico.

As indicated above, California is one of the nation’s leading energy-producing states, and California’s per capita energy use is among the nation’s most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the Project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

Electricity

The usage associated with electricity use were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1. The Southern California region’s electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board’s once-through cooling policy, the retirement of San Onofre complicated the situation. California ISO studies revealed the extent to which the South California Air Basin, and the San Diego Air Basin region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts. Similarly, the subsequent 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system.

Electricity is currently provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE’s 2018 Power Content Label Mix, SCE

derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator (ISO) is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities. Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, utilities file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Table 4.6-2, SCE 2020 Power Content Mix, identifies SCE's specific proportional shares of electricity sources in 2020. As indicated in Table 4.6-2, the 2020 SCE Power Mix has renewable energy at 30.9% of the overall energy resources. Geothermal resources are at 5.5%, wind power is at 9.4%, large hydroelectric sources are at 3.3%, solar energy is at 15.1%, and coal is at 0%.

Natural Gas

As further described in Section 2.3 of the Energy Analysis included in Appendix F of this Draft EIR, the CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators. California's natural gas utilities provide service to over 11 million gas meters, with the overwhelming majority of natural gas utility customers being residential and small commercial customers, referred to as "core" customers.

Natural gas is available from various in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipeline systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems.

Table 4.6-2 SCE 2020 Power Content Mix

Energy Resources	2020 SCE Power Mix
<i>Eligible Renewable</i>	30.9%
Biomass & Waste	0.1%
Geothermal	5.5%
Eligible Hydroelectric	0.8%
Solar	15.1%
Wind	9.4%
<i>Coal</i>	0.0%
<i>Large Hydroelectric</i>	3.3%
<i>Natural Gas</i>	15.2%
<i>Nuclear</i>	8.4%
<i>Other</i>	0.3%
Unspecified Sources of power*	42.0%
Total	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources
 Source: (Urban Crossroads, 2022 Table 2-2)

In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California."

Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and natural gas transmission to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

Transportation Energy Resources

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. The Department of Motor Vehicles (DMV) identified 36.2 million registered vehicles in California, and those vehicles consume an estimated 17.2 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 396,616 lane miles, more than 26.6 million passenger vehicles and light trucks, and almost 9.0 million medium- and heavy-duty vehicles. While gasoline

consumption has been declining since 2008 it is still by far the dominant fuel. California is the second-largest consumer of petroleum products, after Texas, and accounts for 10% of the nation's total consumption. The state is the largest U.S. consumer of motor gasoline and jet fuel, and 85% of the petroleum consumed in California is used in the transportation sector.

California accounts for less than 1% of total U.S. natural gas reserves and production. As with crude oil, California's natural gas production has experienced a gradual decline since 1985. In 2019, about 37% of the natural gas delivered to consumers went to the state's industrial sector, and about 28% was delivered to the electric power sector. Natural gas fueled more than two-fifths of the state's utility-scale electricity generation in 2019. The residential sector, where two-thirds of California households use natural gas for home heating, accounted for 22% of natural gas deliveries. The commercial sector received 12% of the deliveries to end users and the transportation sector consumed the remaining 1%.

4.6.2 EXISTING POLICIES AND REGULATIONS

Federal

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century (TEA-21)

The TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

State

Integrated Energy Policy Report

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301[a]). The CEC prepares

these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2021 IEPR was adopted February 22, 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

California Air Resources Board

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs in California. The following State strategies reduce GHG emissions and energy demand from the medium and heavy-duty trucks:

- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to zero and low emission vehicles and from medium-duty and heavy-duty trucks.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25% by 2030, deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions focus on establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling. While the focus of Goods Movement Plan is to reduce criteria air pollutant and air toxic emissions, the strategies to reduce these pollutants would also generally have a beneficial effect in reducing GHG emissions.
- CARB's On-Road Truck and Bus Regulation (2010) requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

- CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated GHG emissions.

California Code of Regulations Title 24

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Energy Standards), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission (CBSC). CALGreen improves public health, safety, and general welfare through enhanced design and sustainable construction of buildings while conserving natural resources. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. The State Building Code provides the minimum standard that buildings must meet to be certified for occupancy, which is generally enforced by the local building official.

The 2022 Title 24 Energy Standards and 2022 CALGreen Code have been approved by the CEC and CBSC and go into effect on January 1, 2023. The CEC anticipates that the 2022 Title 24 Energy Standards will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. These require, among other items the following nonresidential mandatory measures:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium-

and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.

- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

California Code of Regulations Title 13

CCR Title 13, Motor Vehicles, Section 2449(d)(2) limits idling times of off-road diesel-fueled vehicles and engines to no more than five consecutive minutes.

AB 1493 Pavley Regulations and Fuel Efficiency Standards

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

California Renewable Portfolio Standards (SB 1078)

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020.

Clean Energy and Pollution Reduction Act of 2015 (SB350)

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.

- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Senate Bill 100

On September 10, 2018, SB 100 was signed, replacing the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers will consist of 44% renewable energy by 2024, 52% by 2027, and 60% by 2030. SB 100 also established a new RPS requirement of 50% by 2026. Furthermore, SB 100 established an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to California end-use customers and 100% of electricity procured to serve all State agencies by December 31, 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100% carbon-free electricity target.

City of Perris General Plan

The Conservation Element of the City of Perris General Plan outlines the City's goals and policies and implementation measure relevant to energy conservation. The specific policies of the General Plan related to energy that are relevant to the Project are identified in Table 4.11-3, in Section 4.11, Land Use and Planning, of this EIR, along with an analysis of the Project's consistency with these policies.

4.6.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on energy if it would:

- a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.
- b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards and Guidelines or mitigation measures specifically related to energy included in the Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP EIR includes several mitigation measures related to energy consumption, which were adopted to address air quality impacts. As a conservative measure, to provide a worst-case disclosure of the Project's impacts, no credit has been assumed from the following mitigation measures from the PVCCSP EIR.

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

MM Air 20 *Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building’s energy efficiency 15% beyond Title 24, and reduce indoor water use by 25%. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.*

Impact Analysis

Threshold a **Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?**

The Project would result in the demand for energy resources during both construction and long-term operation, as discussed below. Information from CalEEMod version 2022 and EMissions FAcT or model (EMFAC) version 2021 outputs and information used in the Project’s Air Quality Impact Analysis (AQIA) (included in Appendix C1 of this EIR) was utilized in the analysis of the Project’s energy consumption, which details Project-related construction equipment, transportation energy demands, and facility energy demands. Refer to the AQIA and Section 4.3.3 in the Air Quality Section of this EIR for a discussion of modeling inputs used in the analysis. A description of the anticipated construction schedule and a list of expected construction equipment is provided in Section 3.6.3, Construction Activities, of this EIR.

Construction Energy Demands

Construction Equipment Electricity Usage Estimates

The 2022 *National Construction Estimator* identifies a typical power cost per 1,000 sf of construction per month of \$2.41, which was used to calculate the Project’s total construction power cost. As shown on Table 4.6-3, Construction Power Cost, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$61,936.37.

Table 4.6-3 Construction Power Cost

Land Use	Power Cost (per 1,000 SF of construction per month)	Size (1,000 SF)	Construction Duration (months)	Project Construction Power Cost
Fulfillment Center Warehouse (95%)	\$2.41	902.713	12	\$26,106.45
High-Cube Cold Storage Warehouse (5%)	\$2.41	47.511	12	\$1,374.02
Parking Lot	\$2.41	264.753	12	\$7,656.66
Landscape Area	\$2.41	293.496	12	\$8,487.90
Other Asphalt Surfaces	\$2.41	595.957	12	\$17,235.08
Restaurant with Drive Thru	\$2.41	18.900	12	\$546.59
Restaurant without Drive Thru	\$2.41	10.200	12	\$294.98
Automobile Care Center	\$2.41	3.515	12	\$101.65
Convenience Market with Gas Pumps	\$2.41	4.600	12	\$133.03
CONSTRUCTION POWER COST				\$61,936.37

Source: (Urban Crossroads, 2022, Table 4-2)

The total Project construction electricity usage is the summation of the products of the power cost (refer to Table 4.6-3) by the utility provider (SCE) cost per kilowatt hour (kWh) of electricity. For purposes of analysis, construction of Project (retail and industrial components) is expected to last approximately 12 months. The total electricity usage from on-site Project construction related activities is estimated to be 470,212 kWh (refer to Table 4-3 of the Energy Analysis included in Appendix F of this EIR).

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Consistent with industry standards and typical construction practices, each piece of equipment will operate up to a total of eight hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the City's Municipal Code. It should be noted that most pieces of equipment would likely operate for fewer hours per day.

The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For the purposes of this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the Project area and region¹. Project construction activities would consume an estimated 87,596 gallons of diesel fuel (refer to Table 4-5 of the Energy Analysis included in Appendix F of this EIR). Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2021 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements.

Construction Worker Trips, VMT and Fuel Estimates

Construction generates on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. With respect to estimated VMT for the Project, the construction worker trips (personal vehicles used by workers commuting to the Project from home) would generate an estimated 2,472,393 VMT during the estimated 12 months of construction. Based on CalEEMod methodology, it is assumed that 50% of all construction worker trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1²), and 25% are from light-duty-trucks (LDT2³). Data regarding Project-related construction worker trips were based on CalEEMod defaults utilized in the AQIA included in Technical Appendix C1 of this EIR.

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2021 version of the EMFAC developed by CARB. EMFAC2021 is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on

¹ Based on Appendix A of the CalEEMod User's Guide, Construction consists of several types of off-road equipment. Because the majority of off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel.

² Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

³ Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. EMFAC2021 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2023 and 2024 calendar years. Data from EMFAC2021 is shown in Appendix 4.2 of the Energy Analysis included in Appendix F of this EIR. It is estimated that 107,333 gallons of fuel would be consumed related to construction worker trips during full construction of the Project (refer to Table 4-7 of the Energy Analysis). Construction worker trips would represent a “single-event” gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

Construction Vendor Fuel Estimates

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 240,120 VMT along area roadways for the Project over the duration of construction activity. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT) and 50% are from heavy-heavy duty trucks (HHDT). These assumptions are consistent with the CalEEMod defaults utilized within the AQIA included in Appendix C1 of this EIR. Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC 2021. EMFAC 2021 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2023 and 2024 calendar years. Data from EMFAC 2021 is shown in Appendix 4.2 of the Energy Analysis included in Appendix F of this EIR. It is estimated that 46,546 gallons of fuel will be consumed related to construction vendor trips during full construction of the Project (refer to Table 4-8 of the Energy Analysis). Project construction vendor trips would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Energy Efficiency/Conservation Measures

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities, or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable 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 (TACs). Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of 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.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, Section 2449(d)(3), Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that grading plans reference the requirement that a sign be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus was not prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Operational Energy Demands

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). The Project would be subject to applicable PVCCSP EIR mitigation measures (mitigation measures MM Air 19 and MM Air 20) that would serve to reduce the Project's level of energy consumption.

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. Fuel would be provided by current and future commercial vendors. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC 2021. In order to account for the possibility of refrigerated uses (cold storage) that would be accommodated by the up to 47,511 sf of high-cube cold storage warehouse proposed, it is assumed that all trucks accessing this land use are presumed to also have TRUs. TRUs are also accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Trip generation and VMT generated by the Project are consistent with other retail and industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Ed., 2021); and CalEEMod.

As summarized on Table 4.6-4, Total Project-Generated Traffic Annual Fuel Consumption, the Project would result in 30,749,307 annual VMT and an estimated annual fuel consumption of 1,843,417 gallons of fuel.

Table 4.6-4 Total Project-Generated Traffic Annual Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	31.51	12,793,442	406,061
LDT1	24.62	1,036,156	42,082
LDT2	24.57	5,087,484	207,041
MDV	19.79	4,152,976	209,890
LHDT1	16.16	1,181,628	73,113
LHDT2	15.52	330,799	21,320
MHDT	8.49	868,879	102,297
HHDT	6.12	4,513,225	737,341
OBUS	6.45	11,805	1,829
UBUS	4.49	7,479	1,666
MCY	41.75	611,841	14,654
SBUS	6.41	25,527	3,985
MH	5.79	128,065	22,102
TRUs			36
TOTAL (ALL VEHICLES)		30,749,307	1,843,417

mpg= miles per gallon; LDA= light duty auto; LDT1= light duty trucks; LDT2= light duty trucks; MDV= medium duty trucks; LHDT1= light-heavy duty trucks; LHDT2= light-heavy duty trucks; MHDT= medium-heavy duty trucks; HHDT= heavy-heavy duty trucks; OBUS=other bus; UBUS=urban bus; MCY= motorcycle; SBUS=school bus; MH=motor home; TRUs=transport refrigeration units.

Source: (Urban Crossroads, 2022, Table 4-9)

It should be noted that the State strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals. Heavy duty trucks involved in goods movements are generally controlled on the technology side and through fleet turnover of older trucks and engines to newer and cleaner trucks and engines. The first battery-electric heavy-heavy duty trucks are being tested this year and the SCAQMD is looking to integrate this new technology into large-scale truck operations. The State strategies to reduce GHG emissions, which would also serve to reduce energy demand, from the medium and heavy-duty trucks are outlined in Section 4.6.2 above.

Project annual fuel consumption estimates presented in Table 4.6-4 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system. Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region,

acting to reduce regional vehicle energy demands. As further discussed in Section 4.13, Transportation, of this EIR, the Project would implement sidewalks, facilitating and encouraging pedestrian access. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption.

Electric Vehicle Parking Energy Demand

As required by CALGreen, the Project would include parking spaces that provide conduits for the charging of electric vehicles. For purposes of analysis, it is conservatively assumed that 62 EV spaces (57 EV stalls with infrastructure only and 5 with chargers installed) would be provided. The Project’s energy usage would be increased with the installation of the EV parking spaces (28,224 kWh/year as shown in Table 4-10 of the Energy Analysis included in Appendix F of this EIR). However, there would be a decrease in annual VMT of 1,749,888 miles/yr that would otherwise be driven by gasoline or diesel-powered vehicles and thus an overall savings in fuel demand of 50,183 gallons (refer to Table 4-10 of the Energy Analysis).

Facility Energy Demands

Project building operations activities would result in the consumption of natural gas and electricity, which would be supplied to the Project by SoCalGas and SCE, respectively. Annual natural gas and electricity demands of the Project are summarized in Table 4.6-5, Project Annual Operational Energy Demand Summary.

Table 4.6-5 Project Annual Operational Energy Demand Summary

Land Use	Natural Gas Demand (kBTU/year)	Electricity Demand (kWh/year)
Fulfillment Center Warehouse (95%)	0	4,154,589
High-Cube Cold Storage Warehouse (5%)	0	1,039,022
Parking Lot	0	0
Landscape Area	0	0
Other Asphalt Surfaces	0	0
Restaurant with Drive Thru	2,124,470	663,672
Restaurant without Drive Thru	1,146,539	358,172
Automobile Care Center	142,082	33,683
Convenience Market with Gas Pumps	291,388	513,276
TOTAL PROJECT ENERGY DEMAND	3,704,479	6,762,414

kBTU= thousand-British Thermal Units
 kWh/year – kilo-watt hours per year
 Source: (Urban Crossroads, 2022, Table 4-12)

The Project includes conventional industrial and retail uses reflecting contemporary energy efficient/energy conserving designs and operational programs. Although no renewable energy features are incorporated into the Project design, the industrial building's roof would be solar-ready. Solar panels are not proposed at this time because the building user and the user's power needs are not currently known. However, the Project (industrial and retail) would include 62 EV parking stalls (57 EV stalls with infrastructure only and 5 with chargers installed). Energy-saving and sustainable design features and operational programs would be incorporated into the Project, including those required by CALGreen at the shell building permit stage and tenant building permit stage of Project implementation. Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state regulatory actions addressing enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24 Energy Standards and CALGreen). The Project does not include uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial uses and retail of similar scale and configuration.

Conclusion

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. As such, the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during Project construction or operation. Thus, impacts would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant.

Threshold b Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The Project would be subject to applicable PVCCSP EIR mitigation measures (mitigation measures MM Air 19 and MM Air 20) that would serve to reduce the Project's level of energy consumption. Further, the Project is subject to current California Building Code requirements and must comply with applicable Title 24 Energy Standards and CALGreen requirements. Thus, the Project would not conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would be consistent with or otherwise would not conflict with State or local plans related to energy conservation. Federal plans are also discussed for informational purposes.

- **ISTEA.** Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because the Southern California

Association of Governments (SCAG) is not planning for intermodal facilities on or through the Project site.

- **TEA-21.** The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.
- **IEPR.** Electricity would be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Additionally, the Project would comply with the applicable Title 24 standards which would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed Project would support the goals presented in the 2021 IEPR.

- **State of California Energy Plan.** The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.
- **California Code of Regulation, Title 24.** As previously discussed, the 2022 Title 24 Energy Standards and 2022 CALGreen have been approved by the CEC and CBSC and go into effect on January 1, 2023. The Project would be required to comply with applicable requirements from the 2022 Title 24 Energy Standards and CALGreen.
- **AB 1493 Pavley Regulations and Fuel Efficiency Standards.** AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.
- **California's RPS.** California's RPS is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.
- **SB 350 and SB 100.** The Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350 and SB 100. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new retail and industrial developments.

Based on the preceding analysis, the Project would not conflict with any adopted State or local plans for renewable energy or energy efficiency. Impacts due to a conflict with or obstruction of a State or local plan for renewable energy efficiency would therefore be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant.

4.6.5 CUMULATIVE IMPACTS

Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Other cumulative developments within the region would similarly be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the proposed Project, including compliance with applicable requirements established by Title 24 Energy Standards and CALGreen, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, the Project would not result in a potentially cumulatively-considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, impacts would be less-than-cumulatively considerable.

There are no adopted State or local plans for renewable energy or energy efficiency in the Project site. Further, the Project and other cumulative developments are subject to current California Building Code requirements and must comply with applicable Title 24 Energy Standards and CALGreen requirements. The Project and other cumulative developments also inherently would be consistent with the IEPR, State of California Energy Plan, Title 24 Energy, CALGreen, AB 1493 (Pavley), SB 350, and SB 100, as discussed herein. As such, impacts due to a conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less-than-cumulatively considerable.

4.6.6 REFERENCES

Urban Crossroads, 2022. *Ramona Gateway Commerce Center – Energy Analysis*. October 18, 2022. Included in Appendix F of this EIR.

4.7 GEOLOGY AND SOILS

This section describes the existing geology and soils within the Project site and analyzes the potential impacts of existing geotechnical hazards that may adversely affect the Project or may be exacerbated by Project implementation. The analysis in this section is based primarily on the following site-specific technical reports prepared for the Project, which are included in Appendix G and Appendix H of this Environmental Impact Report (EIR), and on information included in the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR (City of Perris, 2012), which is incorporated by reference. All references used in this section are listed in Section 4.7.6.

- *Geotechnical Investigation, Proposed Industrial/Retail Development, SWC Ramona Expressway at Webster Avenue Perris, California* (Geotechnical Investigation), prepared by Southern California Geotechnical (SCG) (September 17, 2021) (Appendix G)
- *Paleontological Assessment for the Ramona Gateway Project* (Paleontological Assessment), prepared by Brian F. Smith and Associates (BFSA) (June 8, 2022) (Appendix H)

There were no comments received on the Notice of Preparation or at the April 20, 2022, EIR public scoping meeting regarding geology and soils.

4.7.1 EXISTING SETTING

Regional Geology

Section 4.5, Geology and Soils, of the PVCCSP EIR, includes a discussion of the regional geology for the PVCCSP planning area, which includes the Project site. The PVCCSP planning area is located within the Perris Block within the Peninsular Ranges geomorphic province of southern California. Fault zones in this range are characterized by a northwest-southeast trending which separate elongated structural blocks. The Perris Block is underlain with rocks of the Peninsular Ranges batholiths. This contains a very large mass of crystalline igneous rocks of Cretaceous age and pre-batholithic metasedimentary and metavolcanic rocks of older ages. The Perris Block is bound on the northeast by the San Jacinto Fault, on the north by the Cucamonga Fault and the San Gabriel Mountains, and on the southwest by the Elsinore Fault and the Santa Ana Mountains.

Local Geology

As required by PVCCSP EIR mitigation measure MM Geo 1 presented below, geotechnical investigations of the Project site were conducted, and are included in Appendix G. The geotechnical investigation included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for Project design. A total of 16 borings were advanced to depths of approximately 10 to 30 feet below existing site grades.

Native alluvial soils were encountered at the ground surface at each of the boring locations, extending to at least the maximum depth explored of approximately 30 feet. The alluvium underlying the Project site generally consist of medium dense to dense silty fine sand, silty fine to medium sand, clayey fine to coarse sands, fine sandy silts, and very stiff to hard fine sandy silts. Occasional layers of loose to dense fine to coarse sands, clayey fine sands, silty fine sands to fine sandy silts, and very stiff to hard silty clays,

and clayey silts were also encountered. The near surface alluvial soils within the upper 5 to 7 feet are generally slightly cemented to cemented. Additionally, the near surface soils possess occasional iron oxide staining, calcareous nodules and veining and slight porosity (SCG, 2021).

Groundwater

Groundwater was not encountered during the drilling of any of the borings on the Project site. Based on the lack of any water within the borings and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 30 feet at the time of the subsurface exploration. SCG also reviewed available groundwater data from the California Department of Water Resources website and found that the nearest monitoring well is located approximately 3,766 feet northeast of the Project site. Water level readings within this monitoring well indicate high groundwater level of 55 feet below the ground surface in November 2020 (SCG, 2021).

Faulting and Seismicity

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and SCG did not identify any evidence of faulting during the geotechnical investigations (SCG, 2021). However, as with all of Southern California, the Project site lies in a seismically active region. The nearest active earthquake fault to the Project site is the San Jacinto Valley fault zone, located approximately 9.3 miles southwest of the Project site, and the Elsinore Fault Zone, located approximately 12.7 miles northeast of the Project site (SCG, 2021). The maximum credible magnitude earthquake for the San Jacinto Valley fault is estimated to have a 6% probability of generating a 6.7M earthquake or greater (City of Perris, 2022).

Topography

The Project site is relatively flat and does not contain, nor is it adjacent to, any steep natural or manufactured slopes. The Project site generally slopes downward to the east at a gradient of approximately 1 percent. The drainages have an elevation differential of approximately 1 foot to the surrounding topography. There is approximately 10 feet of elevation differential across the overall Project site (SCG, 2021).

Paleontological Resources

As previously identified, a Paleontological Assessment was prepared for the Project and is included in Appendix H of this EIR. The geology mapped underlying the Project site and immediate area indicates that the Project site is underlain by lower Pleistocene very old alluvial fan deposits (Qvof_a). These sediments are mostly well dissected, well-indurated, reddish sand deposits that commonly contains duripans and local silcretes. The alluvium overlying the granite bedrock below the Project site is approximately 100 feet thick (BFSA, 2022).

A paleontological locality records search was conducted for the Project by the Western Science Center (WSC) in Hemet. The records search indicated there are no known fossil localities within the Project site or within a 1-mile radius; however, Pleistocene-aged sedimentary deposits within Riverside County are considered to be high paleontological sensitivity. Any fossils recovered from the Project site would be scientifically significant (BFSA, 2022). Pleistocene alluvial deposits in southern California are well documented and known to contain abundant fossil resources including those associated with Columbian

mammoth (*Mammuthus columbi*), Pacific mastodon (*Mammuthus pacificus*), Sabertooth cat (*Smilodon fatalis*), Ancient horse (*Equus* sp.) and many other Pleistocene megafauna (WSC, 2021).

The Society of Vertebrate Paleontology (SVP) has drafted guidelines that include four categories of paleontological sensitivity for geologic units (formations) that might be impacted by a proposed project. Based on the Pleistocene age of the sediments mapped at the Project site and nearby fossil localities found in similar deposits as the those at the Project site, the very old alluvial fan deposits can be considered to have an undetermined to high potential to yield significant paleontological resources. The SVP defined high potential as rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered, and defined undetermined potential as rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment, and that further study is needed to determine the potential of the rock unit (BFSA, 2022).

Based on the Paleontological Sensitivity Map in the Conservation Element of the City's Comprehensive General Plan, the Project site is located within Area 1, which is assigned a high paleontological sensitivity, based on the presence of the Pleistocene older valley deposits mapped at the surface (BFSA, 2022).

4.7.2 EXISTING POLICIES AND REGULATIONS

Section 4.5, Geology and Soils, of the PVCCSP EIR provides a discussion of the regulatory framework for the analysis of impacts related to geology and soils. Following is a discussion of regulations that are specifically relevant to the Project, with information that is new or has been updated since the PVCCSP EIR was prepared. It should be noted that development of the Project is also required to comply with regulations pertaining to erosion from wind and water, which are addressed in Section 4.3, Air Quality, and Section 4.10, Hydrology and Water Quality, respectively, of this EIR (e.g., Federal Clean Water Act, South Coast Air Quality Management District [SCAQMD] Rule 403, etc.).

State

Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Special Studies Zones Act of 1972 was renamed in 1994 to the Alquist Priolo Earthquake Fault Zoning (A-P) Act. The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet)

There are no active faults within the Project site and the Project site is not located within any A-P Earthquake Fault Zone.

Seismic Hazards Mapping Act

California Geological Survey (CGS) provides guidance with regard to seismic hazards. Under the CGS Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, Section 2690-

2699.6), seismic hazard zones are identified and mapped to assist local governments in land use planning. The intent of the SHMA is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. The SHMA requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). CGS Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California, provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

The USGS quadrangle that includes the Project site has not yet been mapped pursuant to the SHMA. However, based on information presented in the site-specific Geotechnical Investigation, the Project site is in an area with low potential for liquefaction (SCG, 2021). Due to the relatively flat topography of the Project site, there is a low potential for earthquake-induced landslides.

California Building Code

The California Building Code (also known as the “California Building Standards Code” or CBC) is promulgated under the *California Code of Regulations* (CCR) (Title 24, Parts 1 through 12) and is administered by the California Building Standards Commission (CBSC). The national model code standards adopted into Title 24 apply to all occupancies in California except for modifications adopted by State agencies and local governing bodies. The CBSC published the 2019 CBC in July 2019, which is based on the 2018 International Building Code (IBC) (the national model building code), providing standardized requirements for construction and became effective January 1, 2020. The Project would comply with State requirements regarding seismic design in effect at the time building permits are issued. Cities and counties may adopt ordinances making more restrictive requirements than provided by CBC, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission.

California Public Resources Code (Section 5097.5)

Section 5097.5 of the *California Public Resources Code* protects, among other things, paleontological sites on State lands. Sections 4306 and 4309 of the *California Administrative Code* establish authority and processes to protect paleontological resources while allowing mitigation through the permit process. Potential impacts to paleontological resources must be assessed for any project subject to review under CEQA.

Local

City of Perris General Plan

The specific policies outlined in the City’s General Plan that are related to geology and soils and that apply to the Project are listed in Table 4.11-3, *City of Perris General Plan Consistency Analysis*, of Section 4.11, Land Use and Planning, of this EIR. Notably, the Safety Element policies applicable to the analysis of geology and soils for the Project include:

- Policy S-7.1** Require all development to provide adequate protection from damage associated with seismic incidents.

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.

Action S-7.2a Require implementation of mitigation measures identified in the studies outlined in Policy S-7.2, prior to issuing grading and building permits.

Action S-7.2c Require cut and fill transition lots to be over-excavated and require complete maximum variation of fill depths beneath structures to mitigate the potential of seismically induced differential settlement.

Action S-7.2d Adopt and enforce the most current version of the California Building Code (CBC).

City of Perris Building Code

Chapter 16.08 (Building, Plumbing and other Codes Adopted), of the City of Perris Municipal Code includes the City's Building Code. Building construction is governed by the CBC; however, the City has amended and provided exemptions to the CBC that address specific geologic considerations in the City. As identified in Chapter 16.08.050 (Adoption of the 2019 California Building Code), the 2019 CBC shall become the building codes of the City for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area and maintenance of all buildings and/or structures in the City. As required by the Safety Element Implementation Action S.7-2, the City will ultimately update this Chapter to reflect the 2022 CBC.

4.7.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines a project will normally have a significant adverse environmental impact on geology and soils if it will:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault.
 - ii. Strong seismic ground shaking.
 - iii. Seismic-related ground failure, including liquefaction.
 - iv. Landslides.
- b. Result in substantial soil erosion or the loss of topsoil.
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- d. Be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.7.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Plan Standards and Guidelines and Mitigation Measures

There are no PVCCSP Standard and Guidelines applicable to the analysis of geology and soils. The PVCCSP EIR includes mitigation measure GEO 1 for potential impacts related to geology and soils. As required by PVCCSP EIR mitigation measure MM Geo 1, a site-specific geotechnical report has been prepared for the Project and is included in Appendix G of this EIR.

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

The Cultural Resources section of the PVCCSP EIR also identifies mitigation measure MM Cultural 5 for the discovery of paleontological resources. Project-level mitigation measure MM 7-1 presented below implements PVCCSP EIR mitigation measure MM Cultural 5, as subsequently revised by the City of Perris.

Impact Analysis

Threshold a **Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i. Rupture of a known earthquake fault, as delineated on the most Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) determined that the PVCCSP planning area is not located in an Alquist-Priolo Earthquake Fault Zone, and no other known faults are in the vicinity. This is consistent with the conclusions of the site-specific Geotechnical Investigation, which identifies that research of available maps indicate that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and that SCG did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture is considered to be low (SCG, 2021). There would be no impact related to the potential to directly or indirectly expose people or structures to substantial adverse effects related to ground rupture.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

There would be no impact.

Threshold a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii. Strong seismic ground shaking?

The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) concludes that the PVCCSP planning area, which includes the Project site, would be subject to strong ground shaking, typical of Southern California, and that design and construction in accordance with current building codes and all geotechnical recommendations would reduce impacts from ground shaking to a less than significant level.

Consistent with PVCCSP EIR mitigation measure MM Geo 1 above, a site-specific Geotechnical Investigation has been prepared by a registered geotechnical engineer for the Project site. As previously identified, the nearest earthquake fault is the San Jacinto Valley fault zone, located approximately 9.3 miles northeast of the site (SCG, 2021). The Project site is located in an area with high regional seismicity, and the maximum credible magnitude earthquake for the San Jacinto Valley fault is 6.9 (City of Perris, 2022). The risk for seismic hazards is not substantially different than the risk to properties throughout the southern California area.

The Geotechnical Investigation includes site-specific seismic design parameters and provides design/construction recommendations for geotechnical design, grading, construction, foundations, floor slabs, exterior flatwork, trash enclosures, retaining walls, and pavement. Consistent with General Plan policies cited above, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Action S-7.2a above), which are based on CBC requirements. The Geotechnical Investigation concludes that the Project is considered feasible from a geotechnical standpoint (SCG, 2021).

Further, the PVCCSP EIR and the City of Perris Building Code, which incorporates the CBC, provide guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events. The Project Applicant is required to implement seismic design considerations in accordance with the CBC, which is reflected in General Plan Action S.7-2d. Notably, the City would apply a mandatory condition of approval on the Project that would require all buildings to be constructed in accordance with the City of Perris Building Code, which incorporates the CBC.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Action S-7.2a above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City’s General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory

compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving seismic ground shaking impacts related to strong seismic ground shaking. This impact is less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR Initial Study.

Threshold a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
iii. Seismic-related ground failure, including liquefaction?

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. Liquefaction potential is greater in saturated, loose, poorly graded fine sands with a mean (d_{50}) grain size in the range of 0.075 to 0.2 millimeters (mm). Non-sensitive clayey (cohesive) soils which possess a plasticity index of at least 18 are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table (SCG, 2021).

The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) identifies that the PVCCSP planning area’s liquefaction potential as low. As previously discussed, based on review of the Riverside County GIS website, the site-specific Geotechnical Investigation indicates the Project site is 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. These conditions consist of moderate to high strength native alluvial soils and no evidence of long-term groundwater table within the depths explored by the borings. Based on these considerations, liquefaction is not considered to be a design concern for the Project (SCG, 2021).

As previously discussed, the Project site is generally flat and does not contain, nor is it adjacent to any, steep natural or manufactured slopes and there is no evidence of historical landslides. As such, the Project site is not susceptible to seismically-induced landslides.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the

City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death from seismic-related ground failure, including liquefaction. This impact would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold a Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
iv. Landslides?

The Geology and Soils section of PVCCSP EIR Initial Study (Section 3) concludes that there would be no impacts related to landslides, as the PVCCSP planning area, which includes the Project site, is relatively flat and not located near any areas that possess potential landslide characteristics. There are no hillsides or steep slopes within the Project site or in the immediate vicinity of the area (refer to the site photographs presented in Section 4.1, Aesthetics, of this EIR). Accordingly, implementation of the Project would not expose people or structures within the Project site to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to properties surrounding the Project site. No impact would result.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would result, consistent with the conclusion of the PVCCSP EIR.

Threshold b Would the Project result in substantial soil erosion or the loss of topsoil?

Erosion is the process by which the upper layers of the surface (such as soils) are worn and removed by the movement of water or wind. Soils with characteristics such as low permeability and/or low cohesive strength are more susceptible to erosion than those soils having higher permeability and cohesive strength. Wind erosion can damage land and natural vegetation by removing soil from one place and depositing it in another. It mostly affects dry, sandy soils in flat, bare areas, but wind erosion may occur wherever soil is loose, dry, and finely granulated. According to soil data compiled by the United States Department of Agriculture (USDA), soils within the Project site and surrounding area primarily contain a low resistance to dust propagation (USDA, 2022). However, under existing conditions, the Project site

has the potential to contribute windblown soil and sand because it is undeveloped with no or little vegetative cover and contains loose and dry topsoil conditions.

The PVCCSP EIR Initial Study concludes that no long-term soil erosion would occur, as PVCCSP implementing projects would involve the development of structures, paving (i.e., hardscape), and landscaping; short-term construction-related erosion potential would be addressed through compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements, and impacts would be less than significant.

Construction-Related Erosion

The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction. The Project site is relatively flat, and surface water flows generally to the east. Ground disturbance (including over-excavation, utility trenching, and foundation excavation during construction activities on exposed soils) could lead to erosion and topsoil loss during heavy rains and windy conditions. Grading for the Project would be limited to relatively minor cuts and fills to establish design grades for preparation of building foundations.

As further discussed in Section 4.10, Hydrology and Water Quality, of this EIR, pursuant to the requirements of the State Water Resources Control Board, the Project Applicant would be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities, including grading. The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least 1 acre of total land area. The City's Municipal Separate Storm Sewer System (MS4) NPDES Permit requires development projects to prepare and submit to the City for approval a site-specific Storm Water Pollution Prevention Plan (SWPPP) to demonstrate compliance with the NPDES permit requirements. The SWPPP is required to identify a combination of erosion control and sediment control measures (i.e., Best Management Practices) that will reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges during construction. In addition, as discussed in Section 4.3, Air Quality, of this EIR, the Project Applicant would be required to comply with SCAQMD Rule 403's requirements related to fugitive dust control, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion. With mandatory compliance with all applicable regulatory requirements as presented in the Air Quality and Hydrology and Water Quality sections of this EIR, the potential for water and/or wind erosion within the Project site during construction activities would be less than significant.

Post-Development Erosion

Regarding erosion during long-term Project operation, consistent with the PVCCSP EIR Initial Study, the Project site would be landscaped or covered with impervious surfaces and surface runoff would be captured and treated by an on-site storm drain system. Implementation of the Project would result in less long-term erosion and loss of topsoil than under the existing condition of the Project site. The City's MS4 NPDES Permit requires the Project Applicant to prepare and submit to the City for approval a WQMP. The WQMP identifies an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. The Preliminary WQMP for the Project, prepared by PBLA Engineering, Inc. (included in Appendix L2), incorporates an on-site storm drain system that would convey flows into an underground detention system before being pumped into Modular Wetlands Units. Self-treating landscaped areas

would also provide water quality treatment. These design features would be effective at removing silt and sediment from stormwater runoff, and the Preliminary WQMP requires post-construction maintenance and operational measures to ensure ongoing erosion protection. Compliance with the Preliminary WQMP would be required as a condition of Project approval and long-term maintenance of on-site water quality features is required.

Therefore, the Project would not result in substantial erosion or loss of topsoil during long-term operation resulting in a less than significant impact.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold c Would the Project 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?

The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) concludes that the potential for lateral spreading and landslide is low, as the PVCCSP planning area is relatively flat; however, the potential for subsidence is high. Seismic-related ground failure is addressed under Threshold a(iii) above. Expansive soil is addressed under Threshold d below. The following discussion of the potential settlement and shrinkage/subsidence potential is summarized from the Geotechnical Investigations performed by SCG (SCG, 2021).

Settlement Potential

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. Remedial grading, as recommended in the Geotechnical Investigation, would remove a portion of the 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 overexcavation would not be subject to significant load increases from the foundations of the new structures. With adherence to remedial grading recommendations, the post-construction static settlements of the proposed structures would be within tolerable limits.

Shrinkage/Subsidence Potential

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). The Geotechnical Investigations concluded that removal and recompaction of the near-surface native fill soils would result in an average shrinkage of 4 to 12 percent at the Project site. However, the estimated shrinkage of the individual soil layers at the site is highly

variable, locally ranging from a minimum shrinkage value of 0 percent to a maximum shrinkage of 16 percent at varying sample depths and locations. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. Subsidence is estimated to be 0.10 feet. This estimate is based on previous experience and the subsurface conditions encountered at the boring locations. The actual amount of subsidence is expected to be variable and will be dependent on the type of machinery used, repetitions of use, and dynamic effects, which are difficult to assess precisely.

Soluble Sulfates

Representative samples of the near-surface soils at the Project site were submitted for laboratory testing to determine the soluble sulfate content. Soluble sulfates are naturally present in soils, and if the concentration is high enough, can result in degradation of concrete which comes into contact with these soils. The results of the soluble sulfate testing indicate the sulfate classification as Not Applicable (S0). Therefore, specialized concrete mix designs are not considered to be necessary, with regard to sulfate protection purposes. However, the Geotechnical Investigation recommends that additional soluble sulfate testing be conducted at the completion of rough grading to verify the soluble sulfate concentrations of the soils which are present at pad grade within the building areas.

Corrosion Potential

Based on laboratory testing and utilizing the ductile iron pipe research association (DIPRA) procedure, the on-site soils are considered to be corrosive to ductile iron pipe. Therefore, polyethylene encasement or some other appropriate method of protection is expected to be required for iron pipes.

Based on corrosivity testing, relatively low concentrations of chlorides were detected in the tested samples, and the Project site is considered to have a C1 chloride exposure in accordance with the American Concrete Institute (ACI) Publication 318 *Building Code Requirements for Structural Concrete and Commentary*. Therefore, a specialized concrete mix design for reinforced concrete for protection against chloride exposure is not considered warranted.

Nitrates present in soil can be corrosive to copper tubing at concentrations greater than 50 mg/kg. The tested sample possess nitrate concentrations of 12 and 28 mg/kg. Based on this test result, the on-site soils are not considered to be corrosive to copper pipe.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Furthermore, the City of Perris would conduct a thorough administrative review of future grading permits to ensure that earthwork activities do not result in any conditions that could result in unstable soils. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical Investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to location on an unstable geologic unit or soil would be less than significant; and no additional mitigation is required.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold d	Would the Project be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
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Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content. The expansion potential of the on-site soils was determined in general accordance with ASTM D-1557. Soil testing conducted as part of the Geotechnical Investigation identified the near surface soils on the Project site possess a low expansion potential (Expansion Index [EI] = 20 and 23). Based on the presence of potentially expansive soils, the recommendations of the Geotechnical Investigations indicate that proper moisture conditioning of the building pad subgrade soils to a moisture content of 2 to 4 percent above the ASTM D-1557 optimum during site grading should be conducted. Additionally, it is recommended that expansion index testing be conducted at the completion of rough grading to verify the expansion potential of the as-graded building pads.

Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigations recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical Investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to expansive soils would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold e	Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
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The proposed retail and industrial buildings would be connected to existing sewer lines in Ramona Expressway and Webster Avenue for conveyance of wastewater to treatment facilities, and there would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would occur, consistent with the conclusion of the PVCCSP EIR.

Threshold f	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
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The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCC Specific Plan would not directly or indirectly destroy unique paleontological resources, paleontological sites, or unique geologic features.

As previously discussed, no paleontological resources have been identified within the vicinity of the Project site; however, the very old Pleistocene alluvial fan deposits that directly underlie the younger alluvial valley sediments have a high potential to contain significant nonrenewable paleontological resources and are thus assigned a “high paleontological resource sensitivity.”

Deeper ground-disturbing activities associated with construction have the potential to encounter previously unknown unique paleontological resources. This could result in a significant impact to paleontological resources. Based on (1) the existence of potentially fossiliferous Pleistocene alluvial fan deposits underlying the Project site; (2) the known occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments across the Inland Empire of western Riverside County; and (3) the high paleontological sensitivity typically assigned to Pleistocene alluvial fan sediments for yielding paleontological resources, paleontological monitoring would be required during mass grading and excavation activities in undisturbed Pleistocene alluvial fan sediments in order to mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources, if present.

Compliance with Project-level mitigation measure MM 7-1, which is an updated version of PVCCSP EIR mitigation measure MM Cultural 5 is incorporated into the Project, would ensure that potential impacts to paleontological resources, if present, are less than significant. Project-level mitigation measure MM 7-1 requires monitoring during grading activities. The role of the monitor and salvage and resource recovery measures that must be implemented if paleontological resources are found are also identified. No additional mitigation is required.

Additional Project-Level Mitigation Measures

Project-level mitigation measure MM 7-1 below implements PVCCSP EIR mitigation measure MM Cultural 5, as subsequently revised by the City of Perris.

- MM 7-1** Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during on- and off-site subsurface excavation that exceeds five (5) feet in depth below the pre-grade surface. Selection of the

paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within off-site Project improvement areas until the paleontologist has been approved by the City.

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

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

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

Level of Significance After Mitigation

Implementation of Project-level mitigation measure MM 7-1 would reduce any potential impacts to paleontological resources to a less than significant level.

4.7.5 CUMULATIVE IMPACTS

As noted in the foregoing analysis, the potential Project-related impacts related to geology and soils would be considered less than significant with adherence to the City's General Plan policies and implementing measures, compliance with the CBC and City of Perris Building Code, implementation of PVCCSP EIR mitigation measure MM Geo-1, and required incorporation of site-specific geotechnical recommendations contained in the Geotechnical Investigations into the Project design.

With exception of erosion hazards, the effects of geology and soils are inherently restricted to the areas proposed for development and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. For example, development of the Project would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or soil expansion); therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. However, project development and future development in the area may expose more persons to seismic hazards. As with the Project, future development would have potentially significant geology/soils impacts prior to mitigation and would also be required to have site-specific geotechnical investigations prepared to identify the geologic and seismic characteristics on a site and to provide recommendations for engineering design and construction to ensure the structural integrity of proposed development; as required by the City, these recommendations would be incorporated into project design.

Compliance of individual projects with the recommendations of the applicable geotechnical investigation, and adherence to the CBC and City of Perris Building Code would prevent hazards associated with geologic issues (e.g., fault rupture, seismic ground shaking, liquefaction, landslides, unstable soils, expansive soils, and other geologic issues). Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to geology and soils.

With respect to erosion, as discussed under Threshold b, regulatory requirements mandate that the Project incorporate measures design during construction and long-term operation to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Project would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and other cumulative projects would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to erosion.

Although development activities within the Project site would not impact any known paleontological resources, there is the potential that such resources are buried beneath the surface of the Project site and could be impacted during construction. Other projects within the region would similarly have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. However, implementation of Project-level mitigation measure MM 7-1 for the Project, and similar mitigation requirements for development in the City, would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated. With implementation of Project-level mitigation measure MM 7-1, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to paleontological resources.

4.7.6 REFERENCES

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4.8 GREENHOUSE GAS EMISSIONS

This section evaluates the Project's potential to have adverse effects related to greenhouse gas (GHG) emissions during construction and operation. The analysis in this section is based on Project-specific *Ramona Gateway Greenhouse Gas Analysis* (GHG Analysis), prepared by Urban Crossroads (Urban Crossroads, 2022), and included in Appendix I of this EIR.

Comments relating to the issue of GHG emissions were raised in response to the Project's Notice of Preparation (NOP) for this Draft Environmental Impact Report (EIR). Specifically, in its NOP comment letter, the California Air Resources Board (CARB) identified that GHG emissions should be analyzed, and mitigation measures implemented to reduce impacts. The South Coast Air Quality Management District (SCAQMD) also commented on the Project's NOP and provided guidance for the preparation of the GHG analysis. In its NOP comment letter, Californians Allied for a Responsible Economy (CARE CA) also requested that mitigation measures to reduce GHG emissions be considered. At the April 20, 2022, EIR public scoping meeting, there were no specific comments regarding the analysis of GHG emissions.

4.8.1 EXISTING SETTING

Section 4.2, Air Quality, of the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR includes a detailed discussion of the environmental setting at time the EIR was prepared. The discussion includes the following related to GHG issues: setting for the PVCCSP area, stationary and mobile emission sources, GHG constituents, and existing GHG emissions. The following discussion focuses on information that is either particularly relevant to the Project or information that is new or updated since the PVCCSP EIR was prepared.

Global Climate Change and Greenhouse Gases

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂, N₂O, CH₄, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). 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. GCC 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 GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) 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.

The effects of climate change in California related to public health, water resources, agriculture, forests and landscapes, rising sea levels, and human health are described in Section 2.6 of the GHG Analysis included in Appendix I of this EIR.

Greenhouse Gases

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and are discussed in Table 4.8-1, Greenhouse Gases. For the purposes of this analysis, emissions of CO₂, CH₄, and N₂O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, 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.

Table 4.8-1 Greenhouse Gases

GHGs	Description	Sources	Health Effects
Water	<p>Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. Climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.</p> <p>As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to ‘hold’ more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to</p>	<p>The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.</p>	<p>There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.</p>

GHGs	Description	Sources	Health Effects
	<p>absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a “positive feedback loop.” The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it would eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth’s surface and heat it up)</p>		
CO ₂	<p>CO₂ is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO₂ concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO₂ in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.</p>	<p>CO₂ is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO₂ is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.</p>	<p>Outdoor levels of CO₂ are not high enough to result in negative health effects.</p> <p>According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO₂ can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO₂ in the earth’s atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of</p>

GHGs	Description	Sources	Health Effects
			30,000 ppm averaged over a 15 minute period.
CH ₄	CH ₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO ₂ and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH ₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH ₄ . Other anthropogenic sources include fossil-fuel combustion and biomass burning.	CH ₄ is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to elevated levels of CH ₄ can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N ₂ O	N ₂ O, also known as laughing gas, is a colorless GHG. Concentrations of N ₂ O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N ₂ O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in	N ₂ O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

GHGs	Description	Sources	Health Effects
		<p>whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N₂O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.</p>	
<p>Chlorofluorocarbons (CFCs)</p>	<p>CFCs are gases formed synthetically by replacing all hydrogen atoms in CH₄ or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).</p>	<p>CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years.</p>	<p>In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.</p>

GHGs	Description	Sources	Health Effects
HFCs	HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order), Fluoroform (HFC-23), 1,1,1,2-tetrafluoroethane (HFC-134a), and 1,1-difluoroethane (HFC-152a). Prior to 1990, the only significant emissions were of HFC-23. HCF-134a emissions are increasing due to its use as a refrigerant.	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs.
PFCs	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have exceptionally long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF ₄) and hexafluoroethane (C ₂ F ₆). The EPA estimates that concentrations of CF ₄ in the atmosphere are over 70 parts per trillion (ppt).	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.
SF ₆	SF ₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF ₆ is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF ₃)	NF ₃ is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF ₃ has a 100-year GWP of 17,200.	NF ₃ is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

GHGs	Description	Sources	Health Effects
		Display (LCD) panels, types of solar panels, and chemical lasers.	

Source: (Urban Crossroads, 2022, Table 2-1)

GHGs have varying Global Warming Potential (GWP) values. GWP of a GHG indicates the amount of warming a gas cause over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO₂ is utilized as the reference gas for GWP, and thus has a GWP of 1. CO₂ equivalent (CO₂e) is a term used for describing the difference GHGs in a common unit. CO₂e signifies the amount of CO₂ which would have the equivalent GWP. The atmospheric lifetime and GWP of selected GHGs are summarized at Table 4.8-2, Global Warming Potential and Atmospheric Lifetime of Select GHGs. As shown in Table 4.8-2, per the Intergovernmental Panel on Climate Change (IPCC)'s Second Assessment Report, GWPs range from 1 for CO₂ to 23,900 for SF₆, while GWP for the IPCC's 5th Assessment Report range from 1 for CO₂ to 23,500 for SF₆.

Table 4.8-2 Global Warming Potential and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)	
		Second Assessment Report	5th Assessment Report
CO ₂	~*	1	1
CH ₄	12 .4	21	28
N ₂ O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF ₆	3,200	23,900	23,500

*As per Appendix 8.A. of IPCC's 5th Assessment Report, no single lifetime can be given.

Source: (Urban Crossroads, 2022)

Global, National, State, and Regional Contributions to Greenhouse Gas Emissions

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,440 gigagram (Gg) CO₂e as summarized on Table 4.8-3, Top GHG Producing Countries and the European Union. As noted in Table 4.8-3, the United States, as a single country, was the number two producer of GHG emissions in 2018.

Table 4.8-3 Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO ₂ e)
China	12,300,200
United States	6,676,650
European Union (28-member countries)	4,232,274

Emitting Countries	GHG Emissions (Gg CO₂e)
Russian Federation	2,220,123
India	2,100,850
Japan	1,238,343
Total	28,768,440

Source: (Urban Crossroads, 2022, Table 2-3)

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the U.S. emissions inventory total. The CARB compiles GHG inventories for the State of California. Based upon the 2020 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.1 million metric tons of CO₂e per year (MMTCO₂e/year) or 418,100 Gg CO₂e (6.26% of the total United States GHG emissions).

4.8.2 EXISTING POLICIES AND REGULATIONS

Section 4.2 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of GHG impacts. The following discussion summarizes the regulatory information for GHGs presented in the PVCCSP EIR that are particularly relevant to the Project or information that is new or updated since the PVCCSP EIR was prepared. Additional information regarding GHG regulations and related energy regulations is presented in Section 2.7, Regulatory Setting, of the GHG Analysis included in Appendix I of this EIR, and in Section 4.5, Energy, of this EIR. Climate change is a global issue involving GHG emissions from all around the world; international efforts to reduce GHG emissions are also discussed in the GHG Analysis included in Appendix I of this EIR.

Federal

Greenhouse Gases Endangerment

In *Massachusetts v. Environmental Protection Agency* 549 U.S. 497 (2007), decided on April 2, 2007, the United States Supreme Court (Court) found that four GHGs, including CO₂, are air pollutants subject to regulation under Section 202(a)(1) of the Clean Air Act (CAA). The Court held that the EPA Administrator must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs— CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section “Clean Vehicles” below. After a lengthy legal challenge, the U.S. Court declined to review an Appeals Court ruling that upheld the EPA Administrator’s findings.

Light-Duty Vehicle Greenhouse Gas Emission and Corporate Average Fuel Economy Standards

The U.S. Environmental Protection Agency (USEPA) and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) have been working together on developing a National Program of regulations to reduce GHG emissions and to improve fuel economy of light-duty vehicles for model years 2017 and beyond. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking establishing standards for 2012 through 2016 model year vehicles. This was followed up on in August 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025. The final standards are projected to result in an average industry fleetwide level of 163 grams/mile of CO₂ in model year 2025, which is equivalent to 54.5 mpg if achieved exclusively through fuel economy improvements.

The EPA and the U.S. Department of Transportation issued final rules for the first national standards to reduce GHG emissions and improve fuel efficiency of heavy-duty trucks (HDT) and buses on September 15, 2011, effective November 14, 2011. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20% reduction in CO₂ emissions and fuel consumption by the 2018 model year. For HDT and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10% reduction for gasoline vehicles and a 15% reduction for diesel vehicles by the 2018 model year (12 and 17% respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the engine and vehicle standards would achieve up to a 10% reduction in fuel consumption and CO₂ emissions from the 2014 to 2018 model years.

On April 2, 2018, the EPA signed the Mid-term Evaluation Final Determination, which declared that the model year 2022-2025 GHG standards are not appropriate and should be revised. This Final Determination serves to initiate a notice to further consider appropriate standards for model year 2022-2025 light-duty vehicles. On August 2, 2018, the NHTSA in conjunction with the USEPA, released a notice of proposed rulemaking, the *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* (SAFE Vehicles Rule). The SAFE Vehicles Rule was proposed to amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO₂ standards for passenger cars and light trucks and to establish new standards covering model years 2021 through 2026. As of March 31, 2020, the NHTSA and EPA finalized the SAFE Vehicle Rule which increased stringency of CAFE and CO₂ emissions standards by 1.5% each year through model year 2026. However, on March 14, 2022, EPA rescinded the SAFE Vehicles Rule, once again allowing California to enforce its own GHG emissions standards.

SmartWay Program

The SmartWay Program is a public-private initiative between the EPA, large and small trucking companies, rail carriers, logistics companies, commercial manufacturers, retailers, and other federal and state agencies. Its purpose is to improve fuel efficiency and the environmental performance (reduction of both GHG emissions and air pollution) of the goods movement supply chains. Most large trucking fleets driving newer vehicles are compliant with SmartWay design requirements. Moreover, over time, all HDTs would have to comply with the CARB GHG Regulations designed with the SmartWay Program in mind to reduce GHG emissions by making them more fuel-efficient. Through the SmartWay Technology Program, the EPA has evaluated the fuel-saving benefits of various devices through grants, cooperative agreements, emissions and fuel economy testing, demonstration projects, and technical literature review. As a result, the EPA has determined the following types of technologies provide fuel saving and/or

emission reducing benefits when appropriately used in their designed applications, and has verified certain products: idle reduction technologies, aerodynamic technologies, low rolling resistance tires, retrofit technologies, and federal excise tax exemptions.

State

CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs in California. On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80% below 1990 levels by 2050. This Executive Order, the California Global Warming Solutions Act (commonly referred to as AB 32), Senate Bill 32 (SB 32), and other State policies, regulations, and laws addressing GHG emissions are discussed in Section 4.2, Air Quality, of the PVCCSP EIR, and in Section 2.7, Regulatory Setting, of the GHG Analysis included in Appendix I of this EIR. The following standards are particularly relevant to the Project.

Senate Bill 97 and the CEQA Guidelines Update

Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code addressing analysis of GHG emissions pursuant to CEQA. On December 28, 2018, the Natural Resources Agency announced the Office of Administrative Law (OAL) approved the amendments to the CEQA Guidelines for implementing CEQA. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

State CEQA Guidelines Section 15064.4 was amended to indicate that in determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change.

Title 24 California Code of Regulations

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Energy Standards), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission (CBSC). CALGreen improves public health, safety, and general welfare through enhanced design and sustainable construction of buildings while conserving natural resources. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction and demolition ordinances and defers to them as the ruling guidance provided, they establish a minimum 65% diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling

infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

The 2022 Title 24 Energy Standards and 2022 CALGreen have been approved by the CEC and CBSC and will go into effect on January 1, 2023. Adopting all of CALGreen's 2022 standards would save more energy and reduce GHGs further than current mandates. The CEC anticipates that the 2022 energy code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. GHG emissions could be reduced on average by 0.2 metric tons per building, per year, compared to the mandatory Title 24 Energy Code (CEC, 2021). The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. These require, among other items, the following nonresidential mandatory measures:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).

- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

Executive Order S-3-05

Executive Order (EO) S-3-05 documents GHG emission reduction goals, creates the Climate Action Team and directs the Secretary of the California EPA to coordinate efforts with meeting the GHG reduction targets with the heads of other state agencies. The EO requires the Secretary to report back to the Governor and Legislature biannually to report: progress toward meeting the GHG goals; GHG impacts to California; and applicable Mitigation and Adaptation Plans. EO S-3-05 goals for GHG emissions reductions include: reducing GHG emissions to 2000 levels by the year 2010; reducing GHG emissions to 1990 levels by the year 2020; and reducing GHG emissions to 80% below 1990 levels by 2050.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. The APS is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can get relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region's SCS (or APS) that meets the targets.

Senate Bill 32

On September 8, 2016, Governor Jerry Brown signed the SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

CARB Scoping Plan Update

In November 2017, CARB released the *Final 2017 Scoping Plan Update*, which identifies the State's post-2020 reduction strategy. The *Final 2017 Scoping Plan Update* reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Key programs that the update builds upon include the Cap-and-Trade Regulation, the LCFS, and much cleaner cars, trucks and freight movement, utilizing cleaner, renewable energy, and strategies to reduce CH₄ emissions from agricultural and other wastes. The *Final 2017 Scoping Plan Update* establishes a new emissions limit of 260 MMTCO₂e for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

California's climate strategy will require contributions from all sectors of the economy, including the land base, and will include enhanced focus on zero- and near-zero-emission (ZE/NZE) vehicle technologies; continued investment in renewables, including solar roofs, wind, and other distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (CH₄, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and

conservation of agricultural and other lands. Requirements for direct GHG reductions at refineries will further support air quality co-benefits in neighborhoods, including in disadvantaged communities historically located adjacent to these large stationary sources, as well as efforts with California's local air pollution control and air quality management districts (air districts) to tighten emission limits on a broad spectrum of industrial sources. Major elements of the *Final 2017 Scoping Plan Update* framework are addressed under the analysis presented under Threshold "b" in Section 4.8.4, Environmental Impacts, below.

Executive Order S-01-07 – Low Carbon Fuel Standard

The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce California's transportation fuels' carbon intensity by at least 10% by 2020. In particular, the Executive Order established a low carbon fuel standard (LCFS) and directed the Secretary for Environmental Protection to coordinate the actions of the CEC, CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB approved the LCFS regulation in 2009, which has subsequently been revised. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

AB 1493 – Pavley Fuel Efficiency Standards

Enacted on July 22, 2002, California AB 1493, also known as the Pavley Fuel Efficiency Standards, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Implementation of the regulation was delayed by lawsuits filed by automakers and by the EPA's denial of an implementation waiver. The EPA subsequently granted the requested waiver in 2009, which was upheld by the U.S. District Court for the District of Columbia in 2011.

The standards phase in during the 2009 through 2016 MY. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

The second phase of the implementation for the Pavley bill was incorporated into Amendments to the Low-Emission Vehicle Program (LEV III) or the Advanced Clean Cars (ACC) program. The ACC program combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for MY 2017 through 2025. The regulation would reduce GHGs from new cars by 34% from 2016 levels by 2025. The new rules would clean up gasoline and diesel-powered cars, and deliver increasing numbers of zero-emission technologies, such as full battery electric cars, newly emerging plug-in hybrid electric vehicles (EV) and hydrogen fuel cell cars. The package would also ensure adequate fueling infrastructure is available for the increasing numbers of hydrogen fuel cell vehicles planned for deployment in California.

Clean Energy and Pollution Reduction Act of 2015 (SB 350)

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Executive Order B-55-18 and Senate Bill 100

On September 10, 2018, SB 100 and Executive Order B-55-18 were signed, replacing the SB 350 requirements. Under SB 100, the RPS for publicly owned facilities and retail sellers will consist of 44% renewable energy by 2024, 52% by 2027, and 60% by 2030. SB 100 also established a new RPS requirement of 50% by 2026. Furthermore, SB 100 established an overall State policy that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to California end-use customers and 100% of electricity procured to serve all State agencies by December 31, 2045. Under SB 100, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100% carbon-free electricity target.

Executive Order B-55-18 establishes a carbon neutrality goal for the state of California by 2045; and sets a goal to maintain net negative emissions thereafter. The Executive Order directs the California Natural Resources Agency (CNRA), California EPA (CalEPA), the California Department of Food and Agriculture (CDFA), and CARB to include sequestration targets in the Natural and Working Lands Climate Change Implementation Plan consistent with the carbon neutrality goal.

Local

City of Perris General Plan Policies

The Conservation Element-Sustainable Community Section of the City of Perris General Plan defines goals and policies related to GHG. The specific goals policies of the General Plan related to GHG that are relevant to the Project and a discussion of the Project's consistency is provided in Table 4.11-3 in Section 4.11, Land Use and Planning, of this EIR.

City of Perris Climate Action Plan (CAP)

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The CAP was developed to address GCC through the reduction of harmful GHG

emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Governments (WRCOG's) Subregional CAP. The Perris CAP utilized WRCOG's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost-benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15% below 2010 levels, and the 2035 reduction target is 47.5% below 2010 levels. The City of Perris is expected to meet these reduction targets through implementation of statewide and local measures. Beyond 2020, Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80% below 1990 levels by 2050. The CAP suggests that since state and federal strategies for post-2020 are speculative at this point, it is recommended that the City commence planning for the post-2020 period in 2017, at the appropriate midway point between plan implementation and the reduction target.

4.8.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on air quality if it will:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

For GHG emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While the CARB published draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 MTCO_{2e} per year screening level threshold for industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

- Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e/year threshold would be recommended for industrial uses by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e/year), commercial projects (1,400 MTCO₂e/year), and mixed-use projects (3,000 MTCO₂e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MTCO₂e per service population for project level analyses and 4.1 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD 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.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 MTCO₂e/year threshold for industrial projects and the draft thresholds for non-industrial projects for the purpose of evaluating the GHG impacts associated with proposed general development projects. As stated above, SCAQMD staff were proposing to recommend the 10,000 MTCO₂e/year threshold for industrial uses by all lead agencies. The City's use of the 10,000 MTCO₂e/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 SCAQMD's 10,000 MTCO₂e/year threshold applies only to the new stationary sources generated at industrial facilities.

In the case of this particular Project, the Project Applicant has requested that the City utilize a threshold of 3,000 MTCO₂e/year for the analysis in this EIR out of an abundance of caution. The City, as the CEQA lead agency, has agreed to oblige the Applicant in this one case. However, the City stresses that the use of this threshold for this particular Project does not change the City's current practice of using the SCAQMD's 10,000 MTCO₂e/year threshold for other industrial projects.

4.8.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards or Guidelines specifically related to GHG emissions included in the PVCCSP. The PVCCSP EIR includes the following mitigation measures (MMs) to address air pollutant emissions, which would also reduce GHG emissions.

Mitigation Measures

- 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 California Air Resources Board (CARB) in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or Environmental Protection Agency (EPA) certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNO_x 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 (O₃) precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.*
- 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 12** *Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.*

For purposes of analysis, the GHG emissions estimates for the Project do not reflect emission reductions that would result from implementation of this PVCCSP EIR mitigation measure.

- MM Air 13** *In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher*

Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for Nitrogen Oxides (NOX)] funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>). Tenants would be required to use those funds, if awarded.

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

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 sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.*

The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries. The RTA indicated that a bus stop should be provided as part of the Project near the southwest corner of Ramona Expressway and Webster Avenue, and the Project has incorporated the bus stop, as requested. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure. However, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

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

Implementation of this PVCCSP EIR mitigation measure is required; however, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

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 implementing development project with building plans and calculations.*

Implementation of this PVCCSP EIR mitigation measure is required; however, for purposes of analysis, the estimated Project-generated emissions do not reflect emission reductions that would occur with implementation of this PVCCSP EIR mitigation measure since emissions reductions from this measure are not readily quantifiable.

Impact Analysis

Threshold a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. GCC occurs as the result of global emissions of GHGs, and an individual project like the Project cannot generate enough GHG emissions to affect a discernible change in the global climate.

In May 2022 California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including SCAQMD, released the latest version of CalEEMod version 2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from implementation of mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. Output from the model runs for construction and operational activity are provided in Appendices 3.1 through 3.4 of the GHG Analysis included in Appendix I of this EIR. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, water. Modeling and Project-related input assumptions used to evaluate the Project’s GHG impacts are based on the same modeling methodology conducted to assess the Project’s air quality impacts, as discussed in Section 4.3, Air Quality, of this EIR, and the Project’s Air Quality Impact Analysis (AQIA) included in Appendix C1 of this EIR.

Construction Activities

Project construction activities would generate CO₂ and CH₄ emissions. For the construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year Project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The estimated amortized construction emissions are presented in Table 4.8-4, Amortized Annual Construction Emissions. As shown, construction of the Project would result in annual GHG emissions of 77.17 MTCO₂e when construction of the Project is amortized over 30 years in accordance with the SCAQMD-recommended methodology. Because construction emissions are amortized over a 30-year project lifetime and are included in the evaluation of operational emissions, there is no significance finding for construction emissions.

Table 4.8-4 Amortized Annual Construction Emissions

Year	Emissions (MT/year)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e ¹
2023	989.00	0.04	0.04	0.76	1,004.00
2024	1,290.00	0.05	0.06	1.60	1,311.00

Year	Emissions (MT/year)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e ¹
Total GHG Emissions	2,279.00	0.09	0.10	2.36	2,315.00
Amortized Construction Emissions (MTCO₂e)	75.97	3.00E-03	3.33E-03	0.08	77.17

1. CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, and N₂O. These GHGs are then converted into the CO₂e by multiplying the individual GHG by the GWP.

Source: (Urban Crossroads, 2022, Table 3-5)

Operational Activities

Project GHG emissions during long-term operation would result from area source emissions (landscape maintenance equipment); energy source emissions (combustion emissions associated with natural gas and electricity); mobile source emissions (off-site traffic); transportation refrigeration units (TRUs); on-site cargo handling equipment emissions; water supply, treatment, and distribution; solid waste; and refrigerants. Mobile-source input for Project trip generation was taken from the Project’s Traffic Impact Analysis (TIA), included in Appendix N2 of this EIR). A detailed description of the operational emissions sources is presented in Section 3.6 of the GHG Analysis included in Appendix I of this EIR.

Project operation would be required to comply with mitigation measures from the PVCCSP EIR identified above. In summary, the following PVCCSP EIR mitigation measures would be incorporated into the Project to aid in the reduction of GHG emissions: MM Air 4 (limits idling time for construction equipment, MM Air 5 (use of electricity from power poles during construction), MM Air 6 (use of alternative fueled off-road construction equipment), MM Air 7 (construction equipment maintenance), MM Air 11 (which limits truck idling time), MM Air 13 (which promotes the use of “clean” truck fleets), MM Air 14 (which requires parking to accommodate ride-sharing vehicles), MM Air 18 (coordination with RTA and implementation of any requested bus turnouts), MM Air 19 (which requires energy-efficient lighting), and MM Air 20 (energy and water conservation). However, due to uncertainties associated with these mitigation measures and the limitations of the emissions model, these emissions reductions are not quantified. As such, the emissions calculations presented below represent a conservative estimate.

As shown in Table 4.8-5, Greenhouse Gas Emissions, the Project would result in approximately 3,062.57 MTCO₂e/year from construction, area, energy, on-site equipment, waste, and water usage. In addition, the Project has the potential to result in an additional 17,439.80 MTCO₂e/year from mobile sources if the assumption is made that all of the vehicle trips to and from the Project are “new” trips resulting from the development of the Project.

As required by CALGreen, the Project would provide electric vehicle (EV) parking with infrastructure or chargers installed. Based on the current site plan, there would be 62 EV parking spaces (57 EV parking stalls with infrastructure only and 5 stalls with chargers installed). This would result in an additional 6.4 MTCO₂e/year of GHG emissions from the Project. However, in order to determine the estimated benefit from installation of the EV parking stations, GHG emissions associated with gasoline/diesel vehicles were calculated as shown in Table 3-6 of the GHG Analysis included in Appendix I of this EIR. Through the installation of 62 EV charging stations, it is estimated that EVs would displace approximately 1,749,888 miles per year that would otherwise be driven by gasoline or diesel-powered vehicles. Gasoline/diesel vehicles traveling the 1,749,888 miles per year would generate approximately 446 MTCO₂e/year. As such, installation of the 62 EV parking stations would result in an emissions reduction of approximately

446 MTCO₂e/year, which would be a decrease in GHG emission associated with the Project and an overall decrease in fossil fuels. Therefore, the annual GHG emissions associated with the operation of the Project, inclusive of the Project’s amortized construction emissions, and considering GHG emissions reduction from EV charging stations, are estimated to be 20,056.37 MTCO₂e per year as summarized in Table 4.8-5.

Table 4.8-5 Project GHG Emissions

Emission Source	Emissions (MT/year)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Amortized Construction Emissions	75.97	0.00	0.00	0.08	77.17
Area Source	39.3	< 0.005	< 0.005	0	39.4
Energy Source	1,463.00	0.14	0.01	0	1,470.00
Mobile Source	16,870.00	0.59	1.61	25.5	17,391.00
TRU Source					48.80
On-Site Equipment	227	0.01	< 0.005	0	228.00
Waste	111	11.1	0	0	390.00
Water Usage	323	7.48	0.18	0	564.00
Refrigerants	0	0	0	294.00	294.00
<i>Reductions from EV Charging Stations</i>				-446.00	
Total CO₂e (All Sources) After Reductions					20,056.37

Source: (Urban Crossroads, 2022, Table 3-9)

Project emissions of GHGs would exceed the 3,000 MTCO₂e/year threshold of significance used for this analysis. Prior to mitigation, the Project’s emissions of GHGs would represent a cumulatively-considerable impact for which mitigation would be required. In addition to the mitigation measures from the PVCCSP EIR identified above, Project-level mitigation measures identified in Section 4.3, Air Quality, of this EIR would also serve to reduce GHG emissions (Project-level mitigation measures MM 3-1 through MM 3-13). However, quantifiable reductions due to implementation of these measures cannot be specified as there is no way to quantify these reductions in CalEEMod. As such, Project GHG emissions, which exceed the 3,000 MTCO₂e/year threshold of significance used for this analysis, would be cumulative considerable and significant and unavoidable.

Additional Mitigation Measures

Refer to Project-level mitigation measures MM 3-1 through MM 3-13 in Section 4.3, Air Quality, of this EIR, which would also serve to reduce the Project’s emissions of GHGs.

Level of Significance after Mitigation

The Project’s cumulative GHG emissions impacts would be significant and unavoidable.

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

Pursuant to Section 15064.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such,

the Project’s consistency with SB 32 (CARB 2017 Scoping Plan) and the City of Perris CAP is discussed below.

It should be noted that the Project would be required to comply with applicable provisions of Title 24 Energy Standards and CALGreen. As previously identified, the State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, and adherence to these requirements is confirmed by the City during the respective Project approvals.

2017 CARB Scoping Plan Consistency

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 4.8-6, 2017 Scoping Plan Consistency Summary, summarizes the Project’s consistency with the 2017 Scoping Plan. As summarized, the Project would not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories. As shown in Table 4.8-6, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State’s existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. As such, Project impacts due to a conflict with the 2017 CARB Scoping Plan would be less than significant.

Table 4.8-6 2017 Scoping Plan Consistency Summary

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The Project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The Project would be constructed in compliance with applicable California Building Code requirements. Specifically, new buildings must achieve compliance with applicable standards in place at the time building permit document submittals are made. The Project includes energy efficient field lighting and fixtures that meet the current Title 24 Standards throughout the Project Site and would be a modern development with energy efficient boilers, heaters, and air conditioning systems.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		

Action	Responsible Parties	Consistency
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology		Consistent. The Project would not obstruct or interfere with agency efforts to transition to a suite of to-be-determined innovative clean transit options.

Action	Responsible Parties	Consistency
<p>ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard.</p>		
<p>Last Mile Delivery: New regulation that would result in the use of low NO_x or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.</p>		<p>Consistent. The Project would not obstruct or interfere with agency efforts to use low NO_x or cleaner engines or the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California.</p>
<p>Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document “Potential VMT Reduction Strategies for Discussion.”</p>		<p>Consistent. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.</p>
<p>Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).</p>	<p>CARB</p>	<p>Consistent. The Project would not obstruct or interfere with agency efforts to increase stringency of SB 375 Sustainable Communities Strategy.</p>

Action	Responsible Parties	Consistency
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions, increase competitiveness of transit and active transportation modes, implantation of sidewalks/Class I multipurpose trails, and bus stops.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. This measure would apply to all trucks accessing the Project site, this may include existing trucks or new trucks that are part of the statewide goods movement sector. The Project would not obstruct or interfere with agency efforts to improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.

Action	Responsible Parties	Consistency
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water Resource Control Board (SWRCB), Local Air Districts	Consistent. The Project would not obstruct or interfere with agency efforts to reach a 40% reduction in methane and hydrofluorocarbon emissions below 2013 levels or 50% reduction in black carbon emissions below 2013 levels.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The Project would not obstruct or interfere with agency efforts to develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. Cap-and-Trade Program provisions do not apply to this Project. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The Project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives. It should also be noted that the Project site is not an identified property that needs to be conserved.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		Consistent. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		Consistent. To the extent appropriate for the proposed buildings, wood products would be used in construction, including for the roof structure. Additionally, the proposed project includes landscaping, including.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Consistent. The Project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.

Action	Responsible Parties	Consistency
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The Project would not obstruct or interfere with agency efforts to implement Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The Project would not obstruct or interfere with agency efforts to fund and finance mechanisms to support GHG reductions across all sectors.

Source: (Urban Crossroads, 2022, Table 3-10)

City of Perris Climate Action Plan Consistency

The City of Perris adopted its CAP in February 2016. The measures identified in the CAP represent the City’s actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

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

The Project would comply with the CAP through compliance with the PVCCSP EIR mitigation measures and additional Project-level air quality mitigation measures identified in Section 4.3, Air Quality, of this EIR, which would lessen the Project’s contribution of GHG emissions from both construction and operation. The Project would not conflict with local strategies and state/regional strategies listed in the Perris CAP. Further, the Project is subject to California Building Code requirements. New buildings must meet the applicable building code requirements and standards in place at the time building permits applicable are submitted. CALGreen is updated on a regular basis, with the most recent approved 2022 California Green Building Code Standards taking effect on January 1, 2023. As construction of the Project is anticipated to be completed in 2024, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. While the Project does not include reduced parking, or increased density, it would provide sidewalks, bike racks, pedestrian walkways, a bus stop, and transportation demand measures (TDM) to encourage the use of alternative modes of transportation (walking, biking, and transit). As such, the Project would not conflict with applicable GHG reduction measures in the CAP and a less than significant impact is expected to occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant.

4.8.5 CUMULATIVE IMPACTS

As discussed above, the assessment of GHG emissions is inherently cumulative because climate change is a global phenomenon. Because the Project's GHG emissions would exceed the 3,000 MTCO₂e/year threshold of significance used for this analysis, the Project would result in cumulatively-considerable impacts related to GHG emissions.

Project impacts due to a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG would be less than significant on a cumulatively-considerable basis.

4.8.6 REFERENCES

California Energy Commission (CEC), 2021. *CEC Approves 2022 CALGreen Building Standards Code – to Improve Buildings and Advance State's Climate Goals*. October 22, 2021. Available at: <http://calenergycommission.blogspot.com/2021/10/cec-approves-2022-calgreen-building.html#:~:text=The%202022%20CAL%20Green%20update%20simplifies,heating%2C%20to%20encourage%20building%20electrification>

Urban Crossroads, 2022. *Ramona Gateway Greenhouse Gas Analysis*. October 18, 2022. Included in Appendix I of this EIR.

4.9 HAZARDS AND HAZARDOUS MATERIALS

This section identifies and evaluates the Project’s potential impacts related to hazards and hazardous materials. The analysis in this section is based in part, on information from the following documents. References used to prepare this section are listed in Section 4.9.6.

- *Phase I Environmental Site Assessment 50 Acre Tract SEC of Ramona Expressway and Nevada Road Perris, California 92571*, prepared by Nova Group, GBC (Phase I ESA) (May 14, 2021) (Appendix J1 of this Environmental Impact Report [EIR]) (Nova Group, 2021)
- *Limited Subsurface Investigation Report, Vacant Land Tract, SEC of Ramona Expressway and Nevada Road, Perris, CA 92571*, prepared by Nova Group, GBC (Limited Soils Investigation) (August 3, 2022) (Appendix J2 of this EIR) (Nova Group, 2022)
- *Ramona Gateway Project – Airport Land Use Compatibility*, prepared by Johnson Aviation Consulting (September 6, 2022) (Appendix K of this EIR) (Johnson Aviation, 2022)

For purposes of this EIR, the term “toxic substance” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances. The term “hazardous material” is defined as a substance that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, Section 66261.3. The defining characteristics of hazardous waste are ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids); corrosivity (strong acids and bases); reactivity (explosives or generates toxic fumes when exposed to air or water); and toxicity (materials listed by the United States Environmental Protection Agency [EPA] as capable of inducing systemic damage to humans or animals). Certain wastes are called “Listed Wastes” and are found in the California Code of Regulations, Title 22, Sections 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

There was one Notice of Preparation (NOP) comment received regarding the analysis of hazards and hazardous materials. The Riverside County Airport Land Use Commission (ALUC) confirmed the Project site is within Zone C1 of the March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Influence Area (AIA) and ALUC review for the Project is required because the Project involves a legislative action (a proposed amendment to the Perris Valley Commerce Center Specific Plan [PVCCSP]). ALUC did not comment on the issues to be addressed in the EIR. No comments regarding hazards or hazardous materials were raised at the EIR scoping meeting.

4.9.1 EXISTING SETTING

Section 4.6, Hazards and Hazardous Materials, of the PVCCSP Environmental Impact Report (EIR), identifies that the PVCCSP planning area and surrounding areas are in transition from agricultural land uses to a mix of commerce, industrial and business park uses. Further, the PVCCSP planning area,

including the Project site, is south of and within the AIA of MARB/IPA, and subject to regulations associated with development near MARB/IPA. The Project site is currently undeveloped. The Project site was historically used for agricultural activities, and the southeastern portion of the Project site was previously developed with rural residential and farm-related buildings (Nova Group, 2021). Existing and previous uses of the Project site, and other characteristics of the Project site relevant to the analysis of potential hazards and hazardous materials impacts are described below. A discussion of relevant MARB/IP Airport regulations and hazards is provided in Section 4.9.2, Existing Policies and Regulations.

Historical Review, Regulatory Records Review, and Field Reconnaissance

Nova Group conducted a Phase I ESA for the Project site¹ in accordance with the ASTM E1527-13 guidelines to evaluate the potential for Recognized Environmental Conditions (RECs), historical recognized environmental conditions (HRECs), and controlled recognized environmental conditions (CRECs).² In preparing the Phase I ESA, Nova Group reviewed a previous Phase I ESA prepared by Nova Group for the property in January 2021. The report did not identify any RECs or other environmental concerns for the Project site. The scope of work for the Phase I ESA included: a records review of standard government record sources as well as physical setting sources; review of standard historical resources regarding historical land uses activities; interviews with people that have knowledge regarding the past or present uses of the Project site; a reconnaissance of the Project site to visually and physically observe the site for evidence of RECs; and review of previous environmental reports, if available (Nova Group, 2021). Refer to the Phase I ESA included in Appendix J1 of this EIR for a more detailed description of the research results.

Information from standard federal, state, and tribal environmental record sources was provided through the Environmental Risk Information Services (ERIS). The center of the search was in the approximate center of the Project site. Search distances for specific databases were within the ASTM prescribed Approximate Minimum Search Distance (ASMD) ranging from 0.12 to 1 mile. A complete copy of Regulatory Database summary report is included in Appendix C-1 of the Phase I ESA.

The research conducted by Nova Group concluded that the Project site was historically undeveloped and/or agricultural in use from at least 1938 until the present. Rural residential/farm-related building in the southeast portion of the Project site (Parcel 2 of the Phase I ESA) and southwest of the Project site (Parcels 6 and 7 of the Phase I ESA across Nevada Avenue) was recorded from 1938 to 1976. By 1980, only the off-site rural residential/farm-related buildings was on record; and by 2014, only a narrow gravel path remains in off-site Parcels 6 and 7. Given that the Project site historically has been utilized for agricultural purposes, there is a potential that agricultural-related chemicals, such as pesticides, herbicides, and fertilizers may have been used and/or stored on the Project site. There was no evidence

¹ In addition to the Ramona Gateway Project site (identified as Parcel 1 through 5 in the Phase I ESA), the Phase I ESA also addressed two parcels west of the Nevada Avenue and the Project site (identified as Parcels 6 and 7 in the Phase I ESA).

² A REC is defined as the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. An HREC is a REC that has occurred in connection with the property but has been addressed to the satisfaction of the applicable regulatory authority and meets unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A CREC is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), but with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

of chemical use, storage, spills, or trash build up noted during the site visit conducted by Nova Group. Surrounding areas identified in the Phase I ESA include construction supply sale and vacant land to the east, gas station and truck station to the north, Val Verde Unified School District School, Val Verde High School, and vacant land to the south, and vacant land and I-215 to the west (beyond Redlands Avenue). These results are consistent with previous Phase I ESA conducted for the Project site with regards to historical, then current and neighboring uses, including the fact that the Project site was historically undeveloped or agricultural in nature. No RECs were identified (Nova Group, 2021).

Relationship to MARB/IPA

MARB/IPA is bordered by the City of Riverside to the northwest, the City of Moreno Valley to the northeast, the City of Perris to the south, and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. The Project site is located approximately 1.2 miles south of MARB/IPA, is within the AIA, and is within the City's Airport Overlay Zone. MARB/IPA consists of two runways. The primary runway (Runway 14-32) is 13,300 feet in length and is oriented north-northwest/south-southeast. The length, width, and pavement strength of Runway 14-32 enables the accommodation of nearly any type of military or civilian aircraft. The second smaller runway, Runway 12-30, is just over 3,000 feet in length and its use is restricted to military-related light aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted.

As discussed under Section 4.9.2 below, the Airport Land Use Compatibility Plan (ALUCP) for MARB/IPA was adopted by the Riverside County ALUC in 2014. The Project site is within MARB/IPA Compatibility Zone C1. Zone C1 is the Primary Approach/ Departure Zone. Zone C1 is within or near the 60-CNEL contour. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. Single-event noise levels are potentially disruptive in this zone. (Johnson Aviation, 2022)

Wildland Fire Hazards

The Project site is located in a portion of the City of Perris that is not located within or adjacent to any wildlands. According to Figure S-5, Wildfire Hazards, of the Perris General Plan Safety Element (dated November 2021 and adopted in January 2022), the Project site and its surrounding area are not located within a very high fire hazard severity zone (VHFHSZ) (City of Perris, 2022). Similarly, according to the California Department of Forestry and Fire Protection's (Cal Fire) Fire and Resources Assessment Program (FRAP), the Project site is not located in a VHFHSZ (CAL FIRE, 2022).

4.9.2 EXISTING POLICIES AND REGULATIONS

The PVCCSP EIR (Section 4.6, Hazards and Hazardous Materials) cites the following regulations applicable to the analysis of hazards and hazardous materials: (1) State and federal agencies and associated databases that regulate hazardous materials, and (2) State and Federal Aviation Administration (FAA) airspace protection and land use compatibility regulations. In addition, applicable goals, policies, and measures from the Safety Element of the *City of Perris General Plan* related to hazards and hazardous materials are provided in the PVCCSP EIR. The discussion of related regulations from the PVCCSP EIR is incorporated by reference. Following is a discussion of current regulations that are particularly applicable to construction and/or operation of the Project.

Federal

Hazardous Materials Regulations and Plans

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) serves as the basis for the proper management of hazardous and non-hazardous solid wastes. The RCRA amended the Solid Waste Disposal Act of 1965 and is implemented through the following programs:

- The Solid Waste Program encourages States to develop comprehensive plans to manage non-hazardous industrial solid wastes and municipal solid wastes; sets criteria for municipal solid waste landfills and other solid waste disposal facilities; and prohibits the open dumping of solid wastes.
- The Hazardous Waste Program establishes a system for controlling hazardous waste from the time it is generated until its ultimate disposal, in effect from “cradle to grave”.
- The Underground Storage Tank (UST) Program regulates USTs containing hazardous substances and petroleum products.

In November 1984, the RCRA was amended with the passing of the Federal Hazardous and Solid Waste Amendments (HSWA) to phase out the land disposal of hazardous wastes; to increase the USEPA’s enforcement authority; to set more stringent hazardous waste management standards; and to develop a comprehensive UST program. The RCRA has been further amended by the Federal Facility Compliance Act of 1992 (which strengthened the enforcement of RCRA at federal facilities) and the Land Disposal Program Flexibility Act of 1996 (which provided regulatory flexibility for land disposal of certain wastes).

Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property". Hazardous materials regulations are subdivided by function into four basic areas:

- Procedures and/or Policies 49 CFR Parts 101, 106, and 107
- Material Designations 49 CFR Part 172
- Packaging Requirements 49 CFR Parts 173, 178, 179, and 180
- Operational Rules 49 CFR Parts 171, 173, 174, 175, 176, and 177

The HMTA is enforced by use of compliance orders [49 U.S.C. 1808(a)], civil penalties [49 U.S.C. 1809(b)], and injunctive relief (49 U.S.C. 1810). The HMTA (Section 112, 40 U.S.C. 1811) preempts state and local governmental requirements that are inconsistent with the statute, unless that requirement affords an equal or greater level of protection to the public than the HMTA requirement.

Hazardous Materials Transportation Uniform Safety Act of 1990

In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Occupational Safety and Health Act (OSHA)

Congress passed the Occupational and Safety Health Act (OSHA) to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. In order to establish standards for workplace health and safety, the Act also created the National Institute for Occupational Safety and Health (NIOSH) as the research institution for OSHA. OSHA is a division of the U.S. Department of Labor that oversees the administration of the Act and enforces standards in all 50 states.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint. Various sections of TSCA provide authority to:

- Require, under Section 5, pre-manufacture notification for "new chemical substances" before manufacture
- Require, under Section 4, testing of chemicals by manufacturers, importers, and processors where risks or exposures of concern are found
- Issue Significant New Use Rules (SNURs), under Section 5, when it identifies a "significant new use" that could result in exposures to, or releases of, a substance of concern.
- Maintain the TSCA Inventory, under Section 8, which contains more than 83,000 chemicals. As new chemicals are commercially manufactured or imported, they are placed on the list.
- Require those importing or exporting chemicals, under Sections 12(b) and 13, to comply with certification reporting and/or other requirements.
- Require, under Section 8, reporting and record-keeping by persons who manufacture, import, process, and/or distribute chemical substances in commerce.

Require, under Section 8(e), that any person who manufactures (including imports), processes, or distributes in commerce a chemical substance or mixture and who obtains information which reasonably

supports the conclusion that such substance or mixture presents a substantial risk of injury to health or the environment to immediately inform EPA, except where EPA has been adequately informed of such information. EPA screens all TSCA b§8(e) submissions as well as voluntary "For Your Information" (FYI) submissions. The latter are not required by law but are submitted by industry and public interest groups for a variety of reasons.

Airport Regulations

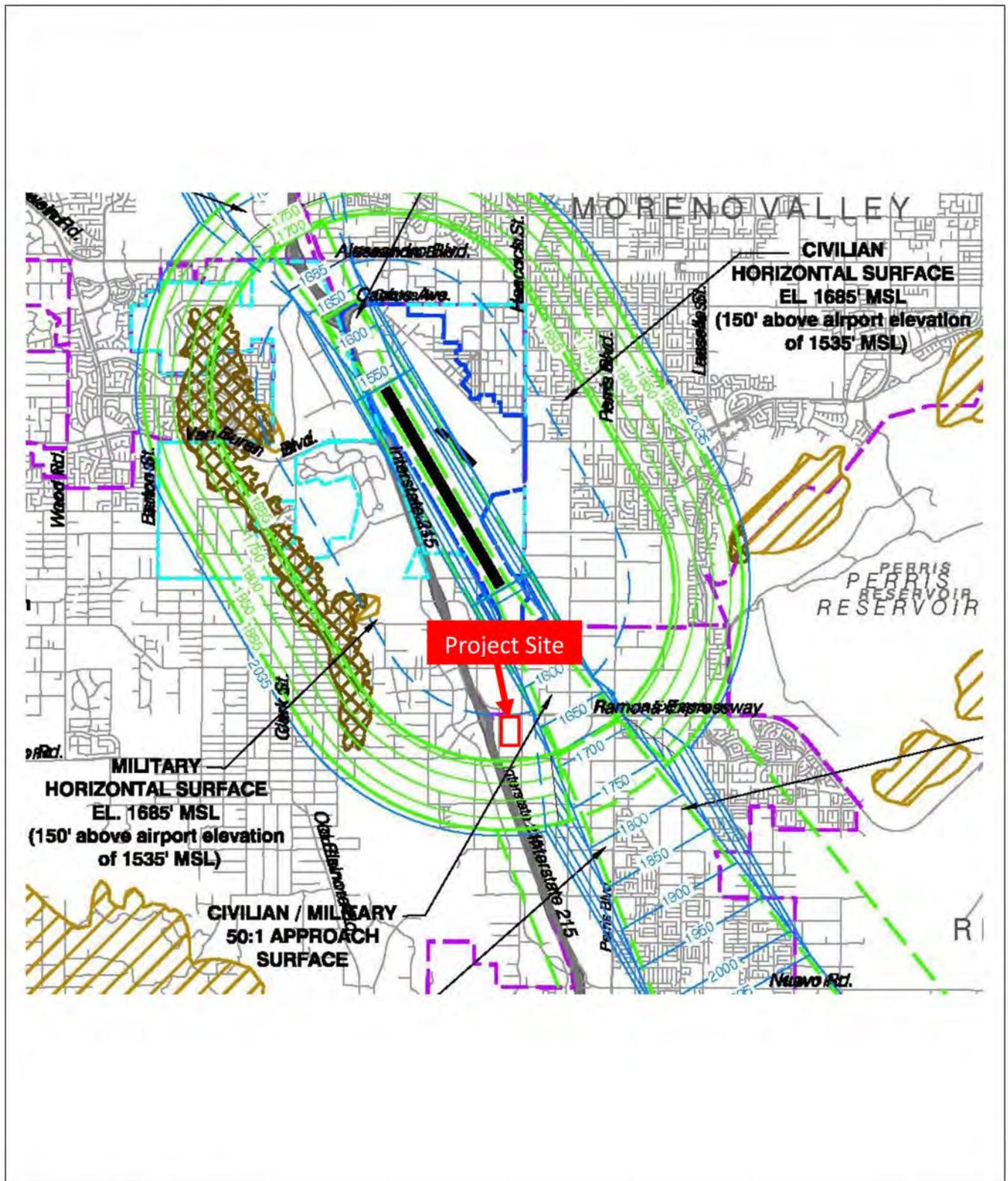
Federal Aviation Regulations Part 77 Surfaces for Compatibility Planning

The FAA is responsible for protecting and preserving airspace from hazards to air navigation. As discussed in the PVCCSP EIR, Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace, establishes standards for determining obstructions to navigable airspace and the effects of such obstructions on the safe and efficient use of that airspace. The regulations require that the FAA be notified of proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) if those objects would be of a height which exceeds FAR Part 77 criteria. The Part 77 regulations define a variety of imaginary surfaces at certain altitudes around airports. The Part 77 surfaces include the primary surface, approach surface, transitional surface, horizontal surface, and conical surface. Penetrations of the Part 77 surface generally are reviewed on a case-by-case basis.

The FAA has additional guidelines regarding protection of airport airspace, which are set forth in other FAA documents. In general, these criteria specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 should be allowed if it could endanger or interfere with the landing, take off, or maneuvering of an aircraft at an airport. Specific characteristics to be avoided include creation of electrical interference with navigational signals or radio communication between the airport and aircraft, lighting which is difficult to distinguish from airport lighting, glare in the eyes of pilots using the airport, smoke, or other impairments to visibility in the airport vicinity, and uses which attract birds and create bird strike hazards. The Project site is within the FAR Part 77 Military Outer Horizontal Surface Limits for MARB/IPA (refer to Figure 4.9-1, ALUCP Part 77 Surfaces).

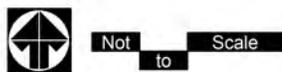
MARB 2018 Air Installations Compatible Use Zones Study (2018 AICUZ)

In 2018 the MARB AICUZ was updated from the original 2005 AICUZ. The 2018 AICUZ study provides the latest aircraft noise impact information associated with aircraft operations at MARB. The MARB/IPA ALUCP, discussed below, was adopted in 2014 and is based on the 2005 AICUZ. The AICUZ was updated in 2018 because of the introduction of new aircraft, operational changes, and new flight tracks. This update provides new noise contours and information on accident potential. It does not change the dimensions of the clear zones or accident potential zones that are the basis for the ALUCP's compatibility zones used to evaluate land use compatibility. The 2018 AICUZ noise contours are presented on Figure 5 of the Project ALUC analysis included in Appendix K of this EIR, are based on total future annual aircraft operations of 21,000 as noted in the noise contour assumptions of the 2018 AICUZ. (Johnson Aviation, 2022)



Source(s): Johnson Aviation, Inc. (06-21-2022)

Figure 4.9-1



ALUCP Part 77 Surfaces

State

Hazardous Materials Regulations and Plans

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP), managed by the Certified Unified Program Agency (CUPA), discussed below, is a merging of the Federal Accidental Release Prevention Program and State programs for the prevention of accidental release of regulated toxic and flammable substances. It replaced the California Risk Management and Prevention Program and was created to eliminate the need for two separate and distinct risk management programs. Stationary sources exceeding a threshold quantity of regulated substances are evaluated under this program to determine the potential for and impacts of accidental releases from the source. Depending on the potential hazards, the owner or occupant of a stationary source may be required to develop and submit a risk management plan.

Cal/OSHA and the California State Plan

Since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the State, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances. Cal/OSHA is the only agency in the State authorized to adopt, amend, or repeal occupational safety and health standards or orders. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries or illnesses.

California Hazardous Waste Control Law

The responsibility for implementing the RCRA was given to California Environmental Protection Agency's (EPA) Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws; the Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the State. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL

exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law (RCRA).

California Code of Regulations (CCR), Titles 17, 22, 24 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements related to hazardous materials and hazardous waste. CCR Title 17, Division 1, Chapter 8, defines and regulates handling and disposal of lead-based paint. Any detectable amount of lead is regulated. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the DTSC regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22." Title 24, Part 5, contains the California Plumbing Code which, in Appendix H, establishes detailed standards for the capping, removal, fill, and disposal of cesspools, septic tanks, and seepage pits (see H 1101.0).

Certified Unified Program Agency

In 1993, Senate Bill 1082 created the Certified Unified Program Agency (CUPA) program to foster effective partnerships between local, State, and federal agencies. The CUPA with responsibility for the City of Perris is Riverside County Department of Environmental Health (RCDEH). California's Unified Program, overseen but the California Environmental Protection Agency (CalEPA), protect Californians from hazardous waste and hazardous materials by ensuring local regulatory agencies consistently apply statewide standards when they issue permits, conduct inspections, and engage in enforcement activities. The Unified Program is a consolidation of multiple environmental and emergency management programs, including the following:

- Aboveground Petroleum Storage Act (APSA) Program;
- Area Plans for Hazardous Materials Emergencies;
- California Accidental Release Prevention (CalARP) Program;
- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- Hazardous Materials Management Plan (HMMP) and Hazardous Materials Inventory Statements (HMIS) (California Code)
- Hazardous Waste Generator and On-Site Hazardous Waste Treatment (tiered permitting) Programs; and
- Underground Storage Tank Program.

State agency partners involved in the implementation of the Unified Program are responsible for setting program element standards, working with CalEPA to ensure program consistency, and providing

technical assistance to the CUPAs and Program Agencies. The state agencies involved with the Unified Program include CalEPA, DTSC, the Governor's Office of Emergency Services (Cal OES), CAL FIRE – Office of the State Fire Marshall (CAL FIRE-OSFM), and the State Water Resources Control Board (State Water Board).

California Hazardous Materials Release Response Plan and Inventory Law of 1985

The Business Plan Act requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures for businesses that handle, store, or transport hazardous materials in amounts exceeding specified minimums (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the State. Local agencies are responsible for administering these regulations.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including CalEPA and the California Emergency Management Agency. The California Highway Patrol and California Department of Transportation (Caltrans) enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

Uniform Fire Code

The Uniform Fire Code, Article 80 (Section 80.103 of the Uniform Fire Code as adopted by the State Fire Marshal pursuant to HSC Section 13143.9), includes specific requirements for the safe storage and handling of hazardous materials. These requirements are intended to reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following specific design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition;
- Spill control in all storage, handling, and dispensing areas; and
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire suppression system for a period of 20 minutes in the event of catastrophic spill.

Aeronautics Act

The Aeronautics Act (Public Utilities Code, Section 21001 et seq.) provides for the right of flight over private property, unless conducted in a dangerous manner or at altitudes below those prescribed by federal authority. The Aeronautics Act gives the State Department of Transportation (Caltrans) and local governments the authority to protect the airspace defined by FAR Part 77 criteria. The Aeronautics Act prohibits any person from constructing a structure or permitting any natural growth of a height that would constitute a hazard to air navigation unless a permit is obtained. No permit is required if it is determined that the structure or growth is not a hazard to aviation. Typically, this has been interpreted to mean that

no penetration of FAR Part 77 imaginary surfaces is permitted without a finding by the FAA that the object would not constitute a hazard to air navigation.

The State Aeronautics Act also created the requirement for an ALUC in each county and established statewide requirements for the conduct of airport land use compatibility planning. State statutes require that, once an ALUC has adopted or amended an airport land use compatibility plan, the county (where it has land use jurisdiction within the airport influence area) and any affected cities must update their General Plans and any applicable specific plans to be consistent with the ALUC's plan (Government Code, Section 65302.3). The California Airport Land Use Planning Handbook is published by the Caltrans Division of Aeronautics to support and amplify the State regulations. The most recent California Airport Land Use Planning Handbook was published in October 2011 and as required by CEQA Public Resources Code Section 21096, was used as a technical resource in the preparation of this EIR.

Regional

March Air Reserve Base/Inland Port Airport

The Riverside County ALUC is the lead agency responsible for airport land use compatibility planning in Riverside County. The fundamental purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses. The basic function of the airport land use compatibility plan is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development.

As previously identified, the nearest airport to the Project site is MARB/IPA located approximately 1.2 miles north of the Project site. On November 13, 2014, the Riverside County ALUC adopted the MARB/IPA ALUCP. The Project site is located within the AIA of MARB/IPA and is subject to the 2014 MARB/IPA ALUCP. The primary compatibility concerns are aircraft noise, the safety of people and property on the ground and in aircraft, the protection of airspace, and concerns related to overflights. The development restrictions associated with each compatibility zone consider the compatibility concerns of noise, safety, overflight, and airspace protection. The Project site is located within Compatibility Zone C1 (Primary Approach/Departure Zone) of the MARB/IPA ALUCP. Figure 4.9-2 depicts the MARB/IPA ALUCP Zones. Compatibility Zone C1 encompasses most of the projected 60 dB CNEL contour plus immediately adjoining areas. The zone boundary follows geographic features. Table 3 and 4 of the Project ALUC analysis provided in Appendix K of this EIR summarize the noise, safety, and land use compatibility criteria in the ALUCP for Zone C1. Accident potential risks are moderate in that aircraft fly at low altitudes over or near the zone. With regards to the maximum density for "other uses" in Zone C1, the ALUCP allows an average intensity (people per acre) of 100. This means the total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. The ALUCP allows a single acre intensity of 250. Clustering of nonresidential development is permitted; however no single acre of a project site shall exceed the indicated number of people per acre. Special risk-reduction building design measures are not applicable to MARB/IPA.

Prohibited noise-sensitive outdoor nonresidential uses in Zone C1 include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Prohibited hazards to flight in Zone C1 include physical, visual, and electronic forms of interference to aircraft operations, land uses that attract birds, and certain farming activities. In Zone C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB.

Riverside County Department of Environmental Health

Federal and state hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain applicable permits and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA with responsibility for the City of Perris is Riverside County Department of Environmental Health (RCDEH). The RCDEH oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. (RCDEH, 2022)

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The Plan was prepared pursuant to the requirements of the Disaster Mitigation Act of 2000 to achieve eligibility and potentially secure mitigation funding through Federal Emergency Management Agency (FEMA) Flood Mitigation Assistance, Pre-Disaster Mitigation, and Hazard Mitigation Grant Programs. (EMD, 2018)

Local

MARB/IP Airport Overlay Zone

In 2014, and subsequent to approval of the City's 2005 General Plan, the Riverside County ALUC adopted the 2014 MARB/IPA ALUCP. Thus, the City was required to update its General Plan to reflect the new ALUCP. The City created an Airport Overlay Zone (AOZ) to accommodate development within the City consistent with the land use designations of the 2014 MARB/IPA ALUCP. On July 14, 2016, the Riverside County ALUC determined that the City's AOZ is consistent with the 2014 MARB/IPA ALUCP.

In August 2016, the City of Perris approved the following: Resolution 5050 approving General Plan Amendment 15-01522, to amend the City of Perris General Plan (2030) Land Use, Noise, and Safety Elements to implement the 2014 MARB/IPA ALUCP; Ordinance Number 1331 approving Ordinance Amendment 16-05024 to update Perris Municipal Code Chapter 19.82 (Districts and Map) to revise the City of Perris Zoning Map to include an Airport Overlay Zoning designation and adopt an AOZ Code Chapter 19 (19.51) to implement the 2014 MARB/IPA ALUCP; and, Ordinance Number 1332 approving Specific Plan Amendment 16-05025 to amend the PVCCSP to update the Airport Overlay Zone Section (Section 12) to implement the 2014 MARB/IPA ALUCP. Proposed general plan land use amendments,

zoning amendments, and specific plan amendments that impact density or intensity of development within the AOZ shall be referred to the RCALUC for a determination of compatibility with the adopted March ARB/IPA ALUCP.

City of Perris General Plan Policies

The specific policies outlined in the City's General Plan Safety Element that are related to hazards and hazardous materials and that apply to the Project are listed in Table 4.11-2, *City of Perris General Plan Consistency Analysis*, of Section 4.11, Land Use and Planning, of this EIR.

4.9.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant environmental impact related to hazards and hazardous materials if it will:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

4.9.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

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

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses Affecting March Air Reserve Base
- Avigation Easements

Airport Overlay Zone (Chapter 12.0 of PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP.

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

- Avigation Easement
- Noise Standard
- Land Use and Activities
- Retention and Water Quality Basins
- Notice of Airport in the Vicinity
- Disclosure
- Lighting Plans
- Height Restrictions per Federal Aviation Regulations Part 77
- Form 7460-1 (Notice of Proposed Construction or Alteration)

The PVCCSP EIR includes mitigation measures (MMs) for potential impacts related to hazards and hazardous materials, which are listed below. Applicable mitigation measures which are required to be implemented in connection with Project development, construction and operation are identified below and are assumed in the analysis presented in this section.

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

The required Project-specific analysis has been completed through the analysis presented in this section and Section 4.3, Air Quality.

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

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

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

“This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)”

MM Haz 5 *The following uses shall be prohibited:*

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

MM Haz 6 *A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed*

Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations.

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

Impact Analysis

Threshold a Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses in the PVCCSP planning 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.

Impact Analysis for Temporary Construction Activities

Heavy equipment (e.g., dozers, excavators) would operate in the Project site during construction of the proposed buildings and associated improvements. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located in the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited to requirements imposed by the EPA, DTSC, SCAQMD (discussed in Section 4.3, Air Quality, of this EIR), and RWQCB (discussed in Section 4.10, Hydrology and Water Quality, of this EIR). With mandatory compliance to applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.

Impact Analysis for Long-Term Operational Activities

Operation of the proposed retail and industrial uses would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). The proposed gas station would involve the transport and use of hazardous materials (i.e., gasoline, diesel, diesel exhaust fluids, biodiesel fuels, and oil) during the course of daily operations. Therefore, there is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the tenants of the proposed buildings are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future warehouse operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed buildings.

Exposure of people or the environment to hazardous materials during operation of the Project may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individuals or environment affected. As previously discussed, the U.S. Department of Transportation prescribes strict regulations for hazardous materials transport, as described in Title 49 of the Code of Federal Regulations (i.e., the Hazardous Materials Transportation Act); these are implemented by Title 13 of the California Code of Regulations. Vendors may transport hazardous materials to and from the Project; and the drivers of the transport vehicles must comply with the Hazardous Materials Transportation Act. Hazardous materials or wastes stored on site are subject to requirements associated with accumulation time limits, amounts, and proper storage locations and containers, and proper labeling. Hazardous materials associated with the Project would also be subject to regulation by the Department of Environmental Health of the Riverside County Community Health Agency, which oversees hazardous materials programs in the County of Riverside (inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program). Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal.

Consistent with the conclusion of the PVCCSP EIR, with compliance with applicable regulations, operation of the Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. No mitigation is required.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold b Would the project 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?

Hazards from Existing and Previous Uses

The Phase I ESA prepared for the Project identifies that the Project site is currently undeveloped and was historically used for agricultural operations; past development was limited to rural residential/farm-related uses located in the southeast portion of the Project site. There were no RECs, HRECs, or CRECs identified for the Project site.

There were no indications of a septic system or cesspool observed at the Project site; however, because the southeastern portion of the Project site was previously developed with rural residential and farm-related uses, there is the possibility that an inactive septic system exists in the vicinity of the former structures (Nova Group, 2021). Although not considered a REC, should a septic system or cesspool be encountered during development activities, it would be properly abandoned prior to Project grading and construction, in compliance with CCR Title 24, Part 5, Section 1101.0 (California Plumbing Code), which establishes the standards for the capping, removal, fill, and disposal of cesspools, septic tanks, and seepage pits; and other applicable regulations, including but not limited to the Santa Ana Regional Water Quality Control Board (RWQCB) and the RCDEH. Therefore, potential impacts related to encountering unidentified septic systems are considered less than significant.

Further, given that the Project site historically has been utilized for agricultural purposes, there is a potential that agricultural-related chemicals, such as pesticides, herbicides, and fertilizers may have been used and/or stored on site. If present, the residual amounts of pesticides and herbicides are typically found in surficial soils (zero to two feet below grade). The former agricultural use does not represent a REC in connection with the Project site; additionally, the Project does not involve any uses that would be frequented by children (i.e., residential uses playgrounds, etc.). (Nova Group, 2021) Although not identified as a REC, a Limited Soils Investigation was conducted to assess whether a release of hazardous substances has occurred at the Project site. Soil samples were collected on June 24, 2022, from six locations, and were analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), California extended range total petroleum hydrocarbons (TPH), CCR Title 22 metals, PCBs, herbicides, and organochlorine pesticides. Soil samples were compared to State and Federal screening levels to assess whether detectable concentrations would present a possible human health risk to construction workers and future occupants or the environment. Laboratory analyses were compared to San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) Soil Environmental Screening Levels (ESLs) –Tier 1 ESLs (most stringent) along with Commercial/Industrial: Direct Exposure Human Health Risk Levels (Table S-1) Shallow Soil Exposure - Cancer Risk and Non-cancer Hazard ESLs. Additionally, soil sample metals results were compared to United States Geological Survey (USGS) Riverside County Background Metals Concentrations and DTSC Naturally Occurring Concentrations of Inorganic Chemicals in Soil at California Airforce Installations – Soil Background Levels. Additional information about the soils sampling and analysis is provided in the Limited Soils Investigation included in Appendix J2 of this EIR (Nova Group, 2022).

The analytical results of the Limited Soils Investigation indicate that the naturally occurring metals, arsenic and vanadium, were detected in soil samples at concentrations that exceed their respective Soil ESLs but are within the range of USGS Background Concentrations for Riverside County and CA DTSC

Soil Background Levels. The detection of naturally occurring metals in soil samples at concentrations that are within the range of published background concentrations is not considered evidence of impacts from the historical agricultural usage of the site. Barium, beryllium, chromium, cobalt, copper, lead, nickel, and zinc were also detected in soil samples at concentrations above laboratory reported detection limits (RDLs) but below Tier 1 Soil ESLs. The VOCs, ethylbenzene, and xylenes, were detected in one soil sample at concentrations above laboratory RDLs, but below Tier 1 Soil ESLs. Soil sample analytical results indicate that SVOCs, TPH, PCBs, Herbicides, and Organochlorine Pesticides were not detected in soil samples at concentrations exceeding laboratory RDLs. (Nova Group, 2022)

Based on the results of the Limited Soils Investigation, there does not appear to be evidence of gross subsurface soil impacts due to the historical agricultural usage of the Project site. With the exception of arsenic, the investigation did not identify any contaminants at concentrations that exceeded regulatory screening levels for commercial or industrial uses, and at the concentrations detected there is no threat to human health or the environment. No further investigation of the on-site soils is required (Nova Group, 2022). This impact would be less than significant.

Hazards from Construction and Operation

As identified in Section 4.6 of the PVCCSP EIR, the handling and transport of hazardous materials can result in accidental releases. 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 from accident conditions related to the routine transport, use, or storage of hazardous materials. The impact was determined to be less than significant.

Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Project and are not reasonably foreseeable. As discussed above under Threshold “a”, the transport, use, and handling of hazardous materials in the Project site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. In the unlikely event that unknown contaminated soils are encountered during earth-moving activities, PVCCSP EIR mitigation measure MM Haz 7 presented above, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and/or remediation.

Upon buildout, retail and warehouse uses would be operated on site and as discussed above under Threshold “a”, it is possible that hazardous materials could be used during the course of a future occupant’s routine, daily operations. The precise materials are not known, as the tenants of the proposed buildings are not yet defined. However, with the exception of the proposed gas station, which would involve the transport and use of hazardous materials (i.e., gasoline, diesel, diesel exhaust fluids, biodiesel fuels, and oil) during the course of daily operations, it is anticipated that the Project would involve the use of materials common to all urban development that are labeled hazardous. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the building sites. Manufacturing and other chemical processing would not occur within the proposed buildings, including the proposed industrial use. Therefore, there is the potential for routine use, storage, or transport of

hazardous materials; however, these activities would adhere to applicable local, State, and federal regulations.

The Project would not 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 during construction operation. This includes exposure to hazardous materials from previous and current use of the Project site and surrounding areas, and accidental release of hazardous materials during construction and operation of the Project. This impact would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation is required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold 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?

The following Val Verde Unified School District (VVUSD) and Riverside County Office of Education (RCOE) school uses in the City of Perris are located adjacent to and south of the Project site, and the VVUSD offices are located further to the south, south of Morgan Street:

- **Val Verde High School (VVUSD)** – 972 West Morgan Street
- **Val Verde Academy (VVUSD)** – 972 Morgan Street
- **VVUSD Offices** – 975 West Morgan Street
- **Val Verde Regional Learning Center** – 3710 Webster Avenue

Additionally, Nevada Avenue, which is the designated truck route for the Project, is located along the western boundary of the VVUSD property; therefore, trucks traveling to/from the Project site would pass by or near these uses. Therefore, the proposed industrial use is within one-quarter mile of existing school uses, and accordingly has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within one-quarter mile of an existing or proposed school. As required by PVCCSP EIR mitigation measure MM Haz 1, this EIR provides the required analysis related to the potential for the proposed industrial use to resulting in Project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste.

As described above under the analysis for Thresholds “a” and “b”, the handling and transport of hazardous substances or materials to-and-from the Project site during construction and long-term operational activities, and on-site use and storage of hazardous substance or materials during operations, would be required to comply with applicable federal, State, and local regulations to preclude substantial

public safety hazards. Therefore, the potential for existing or proposed schools to be exposed to substantial safety hazards associated with emission, handling of, or the routine transport of hazardous substances or materials to-and-from the Project site would be less than significant.

Refer to Section 4.2, Air Quality, of this Draft EIR, for analysis pertaining to human health risks associated with air pollutant emissions associated with the Project. As noted in Section 4.3, a Project-specific Health Risk Assessment (HRA) has been prepared for the Project, and the Project would not cause a significant human health or cancer risk to school children at the school uses south of the Project site (Urban Crossroads, 2022).

The retail component of the Project includes a proposed gas station that would emit fuel vapors; however, the gas station is approximately 1,560 feet (approximately 0.3-mile) north of the school property and no impact would occur under this threshold. Notwithstanding, emissions from the gas station would not affect students at the school, as the gasoline odors and vapors during filling and fueling activities would dissipate rapidly from the source (i.e., gas pumps and underground storage tank) with an increase in distance. As the Project would feature fueling stations, various standard conditions to minimize hazardous materials impacts related to fueling stations would be applicable to the Project. These standard conditions are monitored by the RCDEH, the State-designated local CUPA managing hazardous materials programs within the City of Perris and throughout Riverside County. In addition to other programs and requirements that may be applicable, as determined by the RCDEH, the following programs may also apply to the fueling stations: Certificate of Disclosure of Hazardous Substances (Business Emergency Plan) which requires businesses to file a chemical inventory in order to prevent or minimize damage to public health from a release into the environment; Hazardous Waste Generator Permit which provides for a safe management system for hazardous wastes; and Underground Storage Tank Permit which requires annual inspections of fuel facilities and ensures all underground storage tanks are compliant with applicable laws and regulations. The operation of the fueling station in compliance with all applicable federal, State, and local regulations would ensure the proper transport, use, and disposal of hazardous substances, and a less than significant impact with respect to this issue.

This impact would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would occur.

Threshold 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?

Based on the Regulatory Records included in the Phase I ESA (Appendix J1 of this EIR), the Project site is not included on any regulatory agency database reports (Nova Group, 2021). Further, based on review of the California Environmental Protection Agency (CalEPA) Cortese List Data Resources, the Project

site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CalEPA, 2022). Accordingly, no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would occur.

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

As previously identified, the nearest airport to the Project site is MARB/IPA located approximately 1.2 miles to the north. The Project site is within the AIA and the City's AOZ. Safety of people and property on the ground near MARB/IPA is of primary importance in achieving compatible land use. As previously discussed, the occupancy limits and safety zones for MARB/IPA are established in the 2014 MARB/IPA ALUCP.

Maximum Occupancy

As shown in Figure 4.9-2, the Project site is completely within Compatibility Zone C1 (Primary Approach/Departure Zone). As identified on Table MA-2, Basic Compatibility Criteria, of the 2014 MARB/IPA ALUCP, the ALUCP prohibits certain types of uses within Compatibility Zone C1: children's school, day care centers, libraries, hospitals, congregate care facilities, place of assembly, noise-sensitive outdoor non-residential uses. The Project does not involve any of these prohibited uses.

Additionally, according to Table MA-2 of the 2014 MARB/IP ALUCP, Compatibility Zone C1 allows a non-residential, average land use intensity of 100 people per acre, and a single-acre land use intensity of 250 people per any single acre. The MARB/IPA ALUCP provides methods for determining concentrations of people using either the number of parking spaces provided or the California Building Code. Table 4.9-1, Table 4.9-2, provide the occupancy levels for the proposed industrial and retail uses, respectively. As shown, for both the industrial portion of the Project and retail portion of the Project, the total site intensity falls within the allowable parameters. As shown in Table 4.9-2, Buildings 3 and 4 each have the most people on site (125 each) and the area of these two buildings is approximately one acre. This means that this is the most intense acre within the Project site, with 250 people maximum on site. As shown in Table 4.9-3, the maximum single-acre intensity and average people per acre are also within the allowable parameters of the ALUCP.

Table 4.9-1 Industrial Building Project Occupancy

Industrial Building (Zone C1)	Land Use	Building Size (sf)	Site Area (gross acreage)	Occupancy Rate (sf/occupant)	Maximum On-Site Permitted (people)	Maximum On-Site (people) with High-Cube Adjustment ¹	ALUCP Average Intensity (people/acre)	Occupancy (average people/acre)
1	High-Cube Warehouse Ground Level	840,224	42.42	500	4,242	588	100	13.87
	High-Cube Warehouse Ground Floor - Office	10,000		100		50		1.18
1	High-Cube Warehouse Mezzanine	90,000		500		63		1.49
1	High-Cube Warehouse Mezzanine - Office	10,000		100		50		1.18
	Industrial TOTAL	950,224		42.42				4,242

1 - Occupancy rates, adjustments, and intensity standards as per the MARB/IPA ALUCP and County of Riverside ALUC. High-cube warehouses and distribution centers greater than 200,000 square feet shall be evaluated on the basis of 35% of the usage intensity. Office space in these industrial buildings shall be evaluated on the basis of 50% of the usage intensity from the CBC.

Source: (Johnson Aviation, 2022, Table 5)

Table 4.9-2 Retail Building Detail Occupancy

Retail Buildings (Zone C1)	Land Use	Building Size (sf or spaces)	Occupancy Rate (sf/occupant or space per occupant)	Maximum On-Site (people)
1	Drive-thru Restaurant (dine-in area)	2,250	60	38
	Kitchen Area	2,250	200	11
	Stacking Spaces	16	1.5	24
	Seats for Outdoor Dining	40	1	40
2	Multi-Tenant	7,200	115	63
3	Drive-thru Restaurant (dine-in area)	2,250	60	38
	Kitchen Area	2,250	200	11
	Stacking Spaces	24	1.5	36
	Seats for Outdoor Dining	40	1	40
4	Drive-thru Restaurant (dine-in area)	2,250	60	38
	Kitchen Area	2,250	200	11
	Stacking Spaces	24	1.5	36
	Seats for Outdoor Dining	40	1	40
5	Multi-Tenant	3,000	115	26
	Drive-thru Restaurant (dine-in area)	1,500	60	25
	Kitchen Area	1,500	200	8
	Stacking Spaces	13	1.5	20
	Seats for Outdoor Dining	20	1	20
				98

Retail Buildings (Zone C1)	Land Use	Building Size (sf or spaces)	Occupancy Rate (sf/occupant or space per occupant)	Maximum On-Site (people)
6	Drive-thru Coffee (dine-in)	1,200	60	20
	Kitchen Area	1,200	200	6
	Stacking Spaces	7	1.5	11
	Seats for Outdoor Dining	20	1	20
				57
7	Convenience Store	4,600	115	40
	Gas station pumps	8	1.5	12
				52
8	Car Wash	3,515	115	31

1 Occupancy rates, adjustments, and intensity standards as per the MARB/IPA ALUCP and County of Riverside ALUC Source: (Johnson Aviation, 2022, Table 6)

Table 4.9-3 Retail Building Total Occupancy

Retail	Building Size (sf)	Site Area (gross acreage)	ALUCP Single Intensity (people/acre)	Maximum Single Acre Intensity (people/acre)	Maximum On-Site Permitted (people)	Maximum on Site (people)	ALUCP Average Intensity (people/acre)	Occupancy (average people/acre)
Total	37,215	7.55	250	250	755	662	100	87.68

Source: (Johnson Aviation, 2022, Table 7)

Aircraft Noise Impacts

Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise, especially in urban areas. Compared to the years when MARB/IPA operated as an Air Force Base, aircraft activity levels are substantially lower; however, all property within the AIA, including the Project site, is subject to routine aircraft overflight. As shown in Figure 7 of the ALUC analysis included in Appendix K of this EIR, the Project site is located within the closed-circuit traffic pattern envelope, which means large aircraft overflights can be expected.

As shown in Figure 5 of the Project ALUC analysis included in Appendix K of this EIR, the Project site is outside the 60 dB community noise equivalent level (CNEL) contour. The noise contours presented in Figure 5 are from the updated 2018 AICUZ and are based on total annual aircraft operations of 21,000 as noted in the noise contour assumptions of the 2018 AICUZ. There are no anticipated significant noise impacts to the Project site, especially since the Property would be used for retail and industrial purposes. Current and projected nighttime activity by large aircraft at MARB/IPA may warrant consideration for a greater degree of sound attenuation for the interiors of buildings because single-event noise levels from aircraft operations can be particularly intrusive at night. The maximum aircraft-related, interior noise level considered acceptable for office uses is 45 dBA CNEL. An acoustical study is required for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard. The Project does not require an acoustical study as noise levels would not exceed the interior standard. The Project would not result in excessive noise from aircraft operations for people working at the Project site, resulting in a less than significant impact. (Johnson Aviation, 2022)

Airspace Protection/Height Zoning/Hazards to Air Navigation

As previously shown on Figure 4.9-1, ALUCP Part 77 Surfaces, the Project site is below FAR Part 77 Military Outer Horizontal Surface Limits for MARB/IPA. The building height above finish floor elevation

for the industrial warehouse is 48 feet; for the retail buildings it is a maximum of 26 feet. The ALUCP states that Airspace review is required for objects greater than 70 feet tall, however, that is considered general guidance. An Aeronautical Study by the FAA has been completed for the buildings associated with the Project and is included in the ALUC analysis included in Appendix K of this EIR. The study assessed the building locations, planned heights and whether there is a need for any associated lighting or markings to ensure that the buildings are conspicuous at night and during low visibility weather conditions. The FAA has made a “Determination of No Hazard to Air Navigation” for the proposed buildings (FAA, 2022).

Hazards to flight are prohibited in Compatibility Zone C1. Relevant to the Project, this includes physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Additionally, land use development that may cause the attraction of birds to increase is also prohibited. The Project incorporates PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6, which reflect the PVCCSP Standards and Guidelines addressing MARB/IPA requirements outlined in the ALUCP, including these hazards to flight.

Therefore, the Project would not cause in a safety hazard related to aircraft operations resulting in a less than significant impact.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

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

The City of Perris participates in the County of Riverside Multi-Jurisdictional Hazard Mitigation Plan (MHMP), which outlines requirements for emergency access and standards for emergency responses (EMD, 2018). The PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials) concluded that because emergency access would be maintained and improved throughout the PVCCSP planning area in accordance with the MHMP, development within the PVCCSP would not interfere with adopted emergency response plans.

Implementation of the Project would include roadway improvements along Ramona Expressway, Webster Avenue, and Nevada Avenue, which would be consistent with the requirements of the PVCCSP. Emergency access to the Project would be provided via driveways to these roadways. Implementation of the circulation system pursuant to the PVCCSP would improve emergency access to the site and the area. Accordingly, operation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would occur.

Threshold g Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

As identified in the PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials), the PVCCSP planning area, including the Project site, is not adjacent to any wildlands or undeveloped hillsides where wildland fires would be expected to occur, and the City’s General Plan does not designate the PVCCSP planning area as being within a VHFHSZ. Also, according to Cal Fire, the Project site is not located in a VHFHSZ (CAL FIRE, 2022). No wildlands are located on the Project site and the Project site is surrounded by developed properties, paved roads, and maintained vacant sites. Accordingly, implementation of the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires and no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impact would occur.

4.9.5 CUMULATIVE IMPACTS

The cumulative study area associated with hazardous materials is typically site-specific except where past, present, and/or proposed land uses would impact off-site land uses and persons or where past, present, or foreseeable future development in the surrounding area would cumulatively expose a greater number of persons to hazards (e.g., hazardous materials and/or waste contamination). Although the future occupants of the Project’s proposed buildings are not presently known, if businesses that use or store hazardous materials occupy the Project site, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Similarly, any other developments in the area proposing the construction of uses with the potential for use, storage, or transport of hazardous materials also would be required to comply with applicable federal, state, and local regulations, and such uses would also be subject to review and permitting requirements by the City of Perris or other oversight agencies, as appropriate. Further, contractors would be required to comply with applicable regulations during construction. Therefore, the potential for release of toxic substances or hazardous materials into the environment, either through accidents or due to routine transport, use, or disposal of such materials, would be less than significant for the Project and development in the

surrounding area. Accordingly, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to hazardous materials.

The Project site is located adjacent to and north of the Val Verde Academy, Val Verde High School and Val Verde Regional Learning Center, and is therefore within one-quarter mile of existing school sites. However, as discussed above, construction and operational activities associated with the Project would be conducted in compliance with applicable regulations, and there would not be any hazardous emissions, and the handling of hazardous materials, substances, or waste that would pose a significant hazard to school children, resulting in a less than significant impact. Therefore, the Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any schools located within one-quarter mile of the Project site.

The Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In the unlikely event that, hazardous materials are encountered beneath the surface of the site during grading or construction, the materials would be handled and disposed of in accordance with regulatory requirements. Therefore, the Project would not contribute to a cumulatively significant hazardous materials impact associated with a listed hazardous materials site.

The Project site is within the AIA for MARB/IPA and would not conflict with requirements outlined in the MARB/IPA ALUCP, PVCCSP, and PVCCSP EIR. The Project would have a less than significant impact related to the potential to result in a safety hazard or excessive noise for people residing or working in the Project site. Cumulative development within the March ARB/IPA's AIA would similarly be required to demonstrate consistency with the MARB/IPA ALUCP and adhere to requirements outlined in the PVCCSP and PVCCSP EIR (for projects in the PVCCSP planning area). Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact related to aviation hazards.

The Project would involve implementation of roadway and site access improvements and would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan area (i.e., the County of Riverside MHMP). Similarly, cumulative development in proximity to the Project site would be implemented in compliance with PVCCSP, including the construction of required roadways and site access. The Project would not contribute to any cumulative impacts associated with an adopted emergency response plan or emergency evacuation plan.

The Project site is not located within or in proximity to areas identified as being subject to wildland fire hazards. Additionally, surrounding areas that are currently vacant would be developed in a manner consistent with jurisdictional requirements for fire protection, and would generally decrease the fire hazard potential in the local area. As such, fire hazards are anticipated to decline over time, and the Project would not contribute to any cumulative impacts related to wildland fires.

4.9.6 REFERENCES

California Department of Forestry and Fire Protection (CalFire), 2022. *California Fire Hazard Severity Zone Viewer*. Accessed June 5, 2022. Available at: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>

California Environmental Protection Agency (CalEPA), 2022. *EnviroStor Cortese List Data Resources*. Accessed June 5, 2022. Available at <https://calepa.ca.gov/sitecleanup/corteselist/>

City of Perris, 2022. *Perris General Plan Safety Element*. Dated 2021, approved January 25, 2022. Available at: <https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000>

County of Riverside Emergency Management Department (EMD), 2018. *County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan*. July 2018. Available at [https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv Co %202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf](https://www.rivcoemd.org/Portals/0/FINAL%20PUBLIC%20VERSION%20Riv%20Co%202018%20Multi%20Jurisdictional%20Local%20Hazard%20Mitigation%20Plan.pdf)

Johnson Aviation, 2022. *Ramona Gateway Project – Airport Land Use Compatibility*. September 6, 2022. Included in Appendix K of this EIR.

Nova Group, 2021. *Phase I Environmental Site Assessment 50 Acre Tract SEC of Ramona Expressway and Nevada Road, Perris, California 92571*. May 14, 2021. Included in Appendix J1 of this EIR.

Nova Group, 2022. *Limited Subsurface Investigation Report, Vacant Land SEC of Ramona Expressway and Nevada Road, Perris, California 92571*. August 3, 2022. Included in Appendix J2 of this EIR.

Riverside County Department of Environmental Health (RCDEH), 2022. *Hazardous Materials (HazMat)*. Accessed on July 20, 2022. Available at: <https://www.rivcoeh.org/OurServices/HazardousMaterials>

4.10 HYDROLOGY AND WATER QUALITY

This section identifies and evaluates the Project’s potential to have adverse hydrology and water quality effects. Information presented in this section is primarily based on the following technical reports, which are included in their entirety in Appendix L of this Environmental Impact Report (EIR). References used in this section are listed in 4.10.6, References.

- *Preliminary Hydrology Study Ramona Gateway Commerce Center* (Hydrology Study) prepared by PBLA Engineering, Inc. (PBLA) (January 2022) and included in Appendix L1 of this EIR (PBLA, 2022a).
- *Preliminary Master Project Specific Water Quality Management Plan Ramona Gateway Commerce Center* prepared by PBLA (September 2022) and included in Appendix L2 of this EIR (PBLA, 2022b).

The Riverside County Flood Control and Water Conservation District (RCFC&WCD) responded to the Notice of Preparation (NOP) for this EIR, and indicated that if the Project incorporates storm drains 36-inches or larger in diameter, they would consider accepting ownership responsibility for these facilities. However, a document prepared pursuant to the California Environmental Quality Act (CEQA) addressing the impacts related to construction and maintenance of the facilities must be provided. No comments regarding hydrology or water quality were provided at the EIR public scoping meeting held by the City on April 20, 2022.

4.10.1 EXISTING SETTING

Section 4.7, Hydrology and Water Quality, of the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR, includes a detailed discussion of the environmental setting, which includes information related to the following hydrology and water quality issues: setting, surface water resources, groundwater resources, and storm drain facilities. The following discussion focuses on information that is particularly relevant to the Project, information that is new or updated since the PVCCSP EIR was prepared, or information that is Project-site specific.

Watershed Description

The Project area is in the San Jacinto Watershed, which is part of the larger Santa Ana River Watershed. The 24-mile-long San Jacinto River is the main drainage feature in this watershed and flows from the San Jacinto Mountains, across the San Jacinto Valley, through the City of Perris, to Railroad Canyon Reservoir, and finally to its terminus in Lake Elsinore, southwest of Perris (Figure 4.7-1, Hydrology Map, of the PVCCSP EIR). Lake Elsinore discharges into Temescal Wash, which is tributary to the Santa Ana River, which ultimately drains into the Pacific Ocean.

Hydrology Setting

The PVCCSP planning area, which includes the Project site, is relatively flat and generally slopes in an easterly direction towards the Perris Valley Storm Drain Channel (PVSD Channel), which is located along the eastern portion of the PVCCSP planning area. Existing City storm drains flow laterally into the PVSD

Channel from east to west and transport the flows through Perris Valley to Reach 3 of the San Jacinto River near Interstate (I)-215.

The Project site is currently undeveloped and unimproved. The natural drainage pattern flows generally from west to east as surface flows. This Project site is downstream of the Perris Valley Master Drainage Plan (MDP) Line E culvert that daylight on the eastern side of I-215. Per the Perris Valley MDP, the ultimate flow rate of this line delivers approximately 1,000 cubic feet per second (cfs) onto the existing ground and is returned to a surface drainage state after the flows exit the existing box culvert. The PVCCSP (Figure 2.0-1, Specific Plan Land Use Designation) indicates that there is a potential detention basin at the location of the Line E outlet from the freeway west of the Project site (west of Nevada Avenue); however, the status of the design and construction of that basin remains unknown. Since the Project site is east of Nevada Avenue, this ultimate Line E flow is currently directly tributary to the Project site as un-detained, bulk sheet flow crossing Nevada Avenue on the western edge of the Project site.

The existing condition hydrology map is provided on Figure 4.10-1, Existing Condition Hydrology Map, and using the Unit Hydrograph method as detailed in the current Riverside County Hydrology Manual, runoff calculations for the 100-year storm even were calculated (refer to Table 4.10-1, Existing Condition Site Runoff – 100 Year Storm Event).

Table 4.10-1 Existing Condition Site Runoff – 100 Year Storm Event

1 Hour (cfs)	3 Hour (cfs)	6 Hour (cfs)	24 Hour (cfs)	24 Hour Total Volume (AF)
121.2	89.3	72.7	27.9	9.0

cfs: cubic feet per second; AF: acre feet
 Source: (PBLA, 2022a)

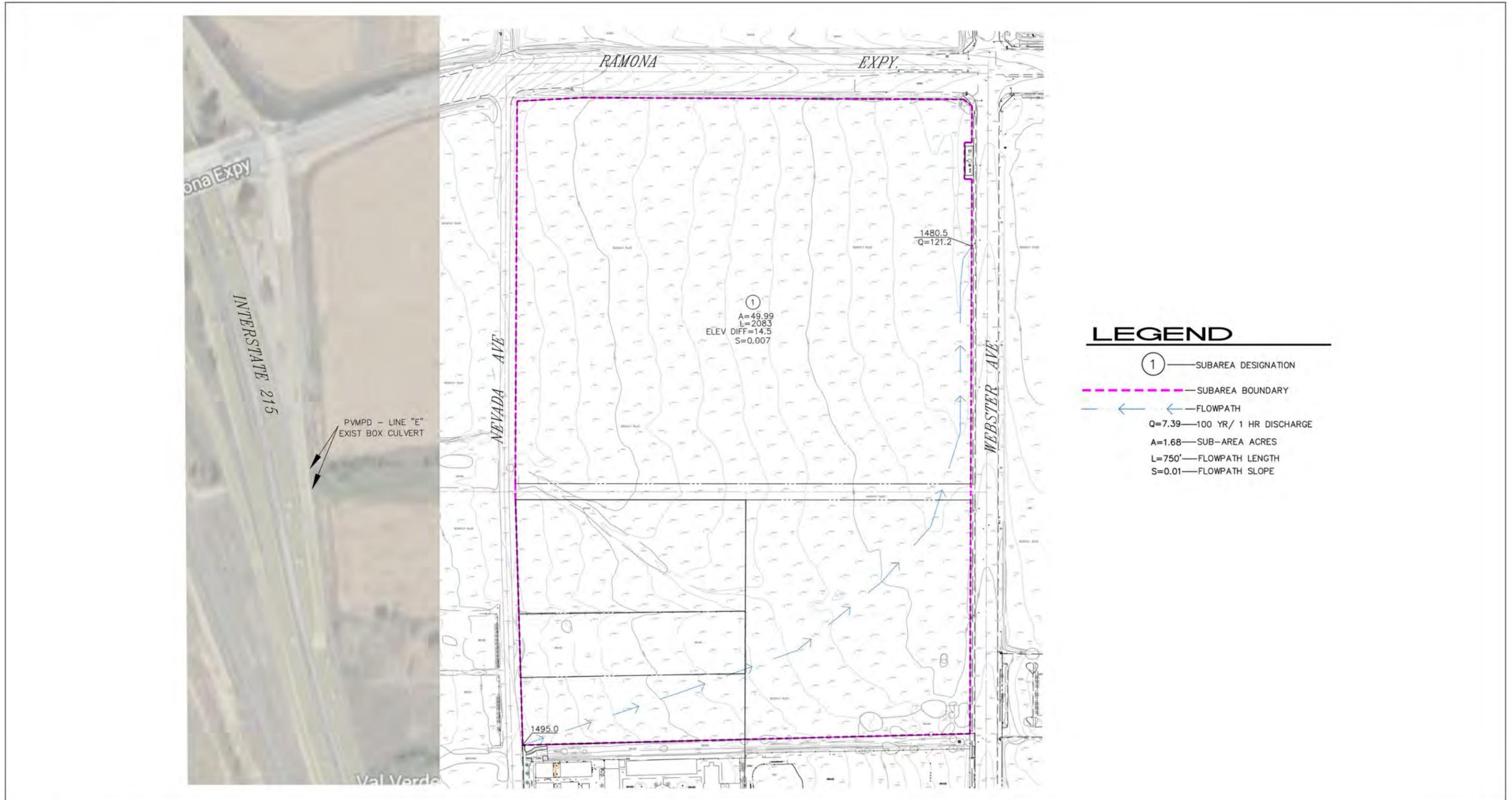
Floodplain

During larger storm events, runoff creates flooding through the PVCCSP planning area; however, as identified in the Hydrology Study, the Project site is not located within a designated 100-year floodplain. The Project site is located within Zone “X” of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Community Panel No. 1410 of 3805, Map No. 06065C1430H bearing an effective date of August 18, 2014). Zone X is defined as areas outside the 0.2% annual chance floodplain.

Groundwater

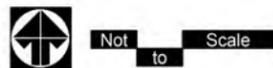
As further discussed in Section 4.15, Utilities and Service Systems, of this EIR, the PVCCSP planning area, including the Project site, is located within the Eastern Municipal Water District’s (EMWD) Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin.

During soil sampling conducted for the Project, free water was not encountered during the drilling of any of the borings. Based on the lack of any water within the borings and the moisture contents recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of approximately 30 feet. Based on review of available groundwater data, the nearest monitoring well is located approximately 3,766 feet northeast of the Project site. Water level readings within this monitoring



Source(s): PBLA Engineering, Inc. (09-22-2022)

Figure 4.10-1



Existing Condition Hydrology Map

well indicated high groundwater levels of 55 feet below the ground surface in November 2020. (SCG, 2021)

4.10.2 EXISTING POLICIES AND REGULATIONS

Section 4.7 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of hydrology and water quality impacts, as identified below. Following is a discussion of regulations that are specifically relevant to the Project and includes information that is new or has been updated since the PVCCSP EIR was prepared. It should be noted that development of the Project is also required to comply with Design Standards and Guidelines of the PVCCSP related to hydrology and water quality (these are identified in Section 4.10.4).

Federal

Clean Water Act

As discussed in the PVCCSP EIR, the Federal Water Pollution Control Act (commonly known as the Clean Water Act [CWA]) requires States to conduct water quality assessments of water resources. These assessments are used to identify water bodies that do not meet water quality standards, and which are placed on a list of impaired waters pursuant to Section 303(d) of the CWA. In 1972, the CWA was amended to require National Pollutant Discharge Elimination System (NPDES) permits for the discharge of pollutants to “waters of the U.S.” from any point source. In 1987, the CWA was amended again to require that the U.S. Environmental Protection Agency (USEPA) establish regulations for permitting under the NPDES permit program of municipal and industrial storm water discharges. On November 16, 1990, the USEPA published final regulations for storm water discharges associated with industrial activity, for construction activities on five acres or more, and from large municipal separate storm sewer systems (MS4). An MS4 is a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains). MS4s are owned or operated by a public body that has jurisdiction over disposal of sewage, industrial wastes, storm water, or other wastes. The MS4s are only designated or used for collecting or conveying storm water (i.e., not wastewater or combined sewage). In 1998, individual NPDES permits were required for storm water discharges associated with industrial activities. In 1999, regulations were adopted to address storm water discharges from small MS4s and construction sites that are one acre or more.

In addition, the CWA requires states to adopt water quality standards for water bodies and have those standards approved by the USEPA. Water quality standards consist of designated beneficial uses for a water body (e.g., wildlife habitat, agricultural supply, fishing), along with the water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents—such as lead, suspended sediment, and fecal coliform bacteria—or narrative statements that represent the quality of water that supports a particular use. Because California has not established a complete list of acceptable water quality criteria, the USEPA established numeric criteria for priority toxic pollutants in the form of the California Toxics Rule (CTR) (see 40 *Code of Federal Regulations* [CFR] 131.38).

State/Regional

The PVCCSP EIR addresses the following: the California Water Code, the California Health and Safety Code, the California Fish and Game Code, the California Harbors and Navigation Code, and the California Food and Agriculture Code. Following is a discussion of the programs particularly relevant to the Project.

California Water Code

The California Water Code is the principal State law regulating water quality in California. The other codes mentioned contain water quality provisions that require compliance. The CWA places the primary responsibility for the control of water pollution and for planning the development and use of water resources with the States, although it does establish certain guidelines for States to follow in developing their programs. California's primary statute governing water quality and water pollution issues is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act) (California Water Code, Division 7). The Porter-Cologne Act establishes waste discharge requirements, water quality control planning and monitoring, enforcement of discharge requirements, and ground and surface water quality objectives. It also prevents waste and unreasonable use of water, and it adjudicates water rights. It directs each Regional Water Quality Control Board (Regional Board) to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan serves as the basis for each Regional Board's regulatory programs. The Project site is located within the purview of the Santa Ana Regional Board (Region 8) and must comply with applicable elements of the region's Santa Ana River Basin Plan (discussed below), the Porter-Cologne Water Quality Control Act, and the CWA. Following is a discussion of water quality regulations particularly relevant to the Project.

Water Quality Control Plan for the Santa Ana River Basin

The Santa Ana Regional Board Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) was originally adopted in 2005 and has been subsequently amended through June 2019 (RWQCB, 2019). The Basin Plan is designed to preserve and enhance water quality and to protect the beneficial uses of all regional waters. Specifically, the Basin Plan: 1) designates beneficial uses for surface and subsurface waters (groundwater); 2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's anti-degradation policy; 3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; 4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and 5) provides an overview of water resource management studies and projects which are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

The Basin Plan establishes or designates beneficial uses and water quality objectives for all the ground and surface waters in the region. Beneficial uses are the uses of water necessary for the survival and well-being of humans, plants, and wildlife. These uses serve to promote the tangible and intangible economic, social, and environmental goals. Water quality objectives are the levels of water quality constituents or characteristics that must be met to protect beneficial uses. The Basin Plan for the Santa Ana River Basin also establishes an implementation program that describes the actions that the Santa Ana Regional Board and others must achieve and maintain for the designated beneficial uses and water quality objectives of the region's waters.

Water bodies that do not meet water quality standards are deemed “impaired” and, under Section 303(d) of the CWA, are placed on a list of impaired waters for which a Total Maximum Daily Load (TMDL) must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (with a “factor of safety” included). Once established, the TMDL is allocated among current and future pollutant sources to the water body. TMDLs must consider and include allocations to both point sources and non-point sources of listed pollutants. Table 4.10-2, Receiving Waters Tributary to the Project Site, indicates that the Basin Plan’s beneficial use designations for the receiving waters that the Project is tributary to (in order of upstream to downstream) as well as the 303(d) listed impairment (if any). The definitions of the beneficial uses applicable to the Project area are as follows (RWQCB, 2019):

- **Municipal and Domestic Supply (MUN):** Uses of water for community, military, municipal, or individual water supply systems including, but not limited to, drinking water supply.
- **Agricultural Supply (AGR):** Uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- **Groundwater Recharge (GWR):** Uses of water for natural or artificial recharge of groundwater for purposes including, but not limited to, future extraction, maintaining water quality, or halting of saltwater intrusion into freshwater aquifers.
- **Rare, Threatened, or Endangered Species (RARE):** Uses of water that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.
- **Water Contact Recreation (REC1):** Uses of water for recreational activities involving bodily contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, or use of natural hot springs.
- **Non-Contact Water Recreation (REC2):** Uses of water for recreational activities involving proximity to water, but not normally involving bodily contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.
- **Warm Freshwater Habitat (WARM):** Uses of water that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation habitats, and fish and wildlife habitats (including invertebrates).
- **Wildlife Habitat (WILD):** Uses of water that support wildlife habitat including, but not limited to, preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife water.

Table 4.10-2 Receiving Waters Tributary to the Project Site

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Perris Valley MPD Line “E”	None Listed	N/A	N/A
Perris Valley Storm Drain	None Listed	REC1, REC2, WARM, WILD, RARE	2.7 miles

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
San Jacinto River (Reach 3)	None Listed	AGR, GWR, REC1, REC2, WARM, WILD, RARE	5.5 miles
Railroad Canyon/ Canyon Lake	Nutrients	MUN, AGR, GWR, REC1, REC2, COMM, WARM, WILD, RARE	15.1 miles
San Jacinto River (Reach 1)	None Listed	REC1, REC2, COMM, WARM, WILD, RARE	12.3 miles
Lake Elsinore	PCBs, Nutrients, Low Dissolved Oxygen, Toxicity, DDT	MUN, AGR, GWR, REC1, REC2, COMM, WARM, WILD, RARE	25.0 miles

PCB: polychlorinated biphenyls; DDT: dichloro-diphenyl-trichloroethane; N/A: not applicable; AGR: agricultural supply; GWR: groundwater recharge; MUN: municipal and domestic supply; RARE: rare, threatened or endangered species; REC1: water contact recreation; REC2: non-contact water recreation; WARM: warm freshwater habitat; WILD: wildlife habitat

Source: (PBLA, 2022b)

National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit

On January 29, 2010, the Santa Ana Regional Board issued the NPDES Permit and Waste Discharge Requirements for the RCFC&WCD, the County of Riverside, and the Incorporated Cities of Riverside County Within the Santa Ana Region (Order No. R8-2010-0033 and NPDES No. CAS 618033). Order No. R8-2010-0033, which remains in effect until the effective date of a new permit, regulates the way the Permittees manage urban runoff in the Santa Ana Region. This order renews Order No. R8-2002-001 and regulates discharges of urban runoff from the MS4s in the Riverside County portion of the Santa Ana Region. As part of the permit application, the Permittees submitted a revised Drainage Area Management Plan that contained programs, policies, and Best Management Practices (BMPs) to achieve the water quality standards in receiving waters. The City of Perris, as a co-permittee is responsible for implementing MS4 permits in Region 8.

Sustainable Groundwater Management Act (SGMA)

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and Groundwater Sustainability Agencies (GSAs) in high- and medium-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability (DWR, 2019).

Riverside County Drainage Area Management Plan – Santa Ana Region

In compliance with the requirements of the Santa Ana Region MS4 Permit, the Riverside County Drainage Area Management Plan – Santa Ana Region (DAMP) (last updated in June 2017) was developed by the RCFC&WCD to provide guidance to permittees on the development and implementation of Local Implementation Plans (LIPs) (RCFC&WCD, 2017). The Riverside County DAMP, which is applicable to

the Santa Ana Watershed region of Riverside County, describes the program elements needed to comply with the MS4 Permit. It addresses the development of local storm water ordinances, grading/erosion ordinances, and litter/trash control ordinances, including illicit connections and illegal discharges. The requirements for post-construction urban runoff from new development and significant redevelopment projects through a WQMP, operation and maintenance of the MS4, and commercial and industrial facility inspection programs are also addressed. In June 2017, the DAMP was updated to include the approval of the Watershed Action Plan and its supporting documents.

Riverside County Water Quality Management Plan

The MS4 Permit and DAMP require new development and significant redevelopment projects to prepare WQMPs for managing the quality of storm water or urban runoff that flows from a project site after construction is completed and after the facilities or structures are occupied and/or operational. A WQMP is required to reduce or eliminate water pollution in urban runoff that flows from storm water drainage systems into receiving waters. A WQMP must describe the site design, source-control, and treatment-control BMPs that will be implemented and maintained throughout the life of a project. The WQMP must include a statement that the project would implement appropriately sized treatment-control BMPs targeted to address the pollutants of concern and to achieve the required level of treatment either singly or in combination. On October 22, 2012, the Executive Officer of the Santa Ana Regional Board approved the Water Quality Management Plan Guidance and Template for the Santa Ana Region of Riverside County; the guidance was updated in June 2016. The Riverside County WQMP addresses post construction urban runoff from new development and redevelopment projects in the Santa Ana River Watershed. It requires that Low Impact Development (LID) retention BMPs (e.g., infiltration, harvest and use, evapotranspiration, and/or bio-treatment) to be used unless it can be shown that these BMPs are infeasible.

National Pollutant Discharge Elimination System Construction General Permit

Pursuant to Section 402(p) of the CWA, which requires regulations for permitting of certain storm water discharges, the State Water Resources Control Board (SWRCB) has issued a statewide general NPDES Permit for storm water discharges from construction sites ([NPDES No. CAS000002] Water Quality Order 2009-0009-DWQ.¹ Under this Construction General Permit, storm water discharges from construction sites with a disturbed area of one acre or more are required to either obtain individual NPDES permits for storm water discharges or to be covered by the Construction General Permit. Coverage under the Construction General Permit is accomplished by determining the risk level of the construction site and by preparing a Storm Water Pollution Prevention Plan (SWPPP) that includes a site evaluation and assessment, BMPs to be implemented at the construction site, and an inspection program. The SWPPP should also outline the monitoring and sampling program to verify compliance with discharge Numeric Action Levels (NALs) according to the Risk Level for the site, as set by the Construction General Permit. The primary objective of the SWPPP is to ensure that the responsible party properly construct, implement, and maintain BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site. Permit Registration Documents (SWPPP, Notice of Intent,

¹ NPDES No. CAS000002, Water Quality Order 2009-0009 DWQ, SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.

and other documents), as well as annual reports, Notice of Terminations, and NAL exceedance reports, must be electronically submitted to the SWRCB and the permit fee mailed to the SWRCB for Construction General Permit coverage. The SWRCB released a proposed revised statewide construction stormwater general permit in May 2021 and was adopted on September 8, 2022

Riverside County Master Drainage and Area Drainage Plans

The RCFC&WCD prepares Master Drainage Plans (MDPs) to address the current and future drainage needs of various communities in Riverside County. MDP boundaries generally follow regional watershed limits. The MDPs provide a conceptual plan of proposed drainage facilities that may include channels, storm drains, levees, basins, dams, or any other conveyance capable of economically relieving flooding problems within the plan area. The MDPs also include an estimate of facility capacity, sizes, and costs. The Perris Valley MDP was adopted by the Riverside County Flood Control & Water Conservation District (RCFC&WCD) in July 1987, was revised in June 1991 to merge the Lower Perris MDP and PVMDP, and addresses drainage infrastructure required for the 38-square-mile Perris Valley area (RCFC&WCD, 1991a). The infrastructure plans associated with the PVCCSP involve modifications to the Perris Valley MDP. The PVCCSP also anticipates the construction of other adopted Perris Valley MDP facilities to accommodate the 100-year storm flows in the area.

An Area Drainage Plan (ADP) is an implementing tool that identifies the storm drainage improvements for flood protection in the watershed, estimates the costs of constructing these improvements, and sets drainage fees to be collected from properties in the area covered by the plan and to be used for funding the construction of the drainage facilities. The Perris Valley ADP was adopted in July 1987 and revised in June 1991. The 1991 revisions included a slight change in the boundaries of the plan, adding completed storm drain facilities, and revising the fee allocation. The Perris Valley ADP includes storm drains 48 inches in diameter or larger, with smaller facilities to be constructed as part of individual development projects (RCFC&WCD, 1991b). Drainage fees are paid at the time of tentative map recordation or the grading/building permit stage.

Since 1991, additional storm drainage improvements have been built in the area. Also, as identified in the PVCCSP and associated EIR, an updated PVMDP will be needed to meet the PVCCSP development goals. The PVCCSP identifies a number of modifications to the Perris Valley MDP to provide flood protection to surrounding properties and roadways in the PVCCSP planning area. The City approved these improvements with adoption of the PVCCSP.

In addition to the modifications identified in the PVCCSP, other drainage facilities identified in Perris Valley MDP need to be constructed. It is anticipated that drainage facilities would be constructed in conjunction with future development projects within the PVCCSP planning area. Relevant to the Project, this includes the improvements to Line E, which extends in an east-west direction between I-215 and the PVSD Channel, where it discharges. These facilities are required to capture the developed 100-year storm flows and would be implemented as part of the Project.

Local

City of Perris Municipal Code

As identified in the PVCCSP EIR, the City of Perris Municipal Code identifies policies related to storm water runoff management. The specific Municipal Code policy that is relevant to the Project is as follows:

Chapter 14.22 Stormwater/Urban Runoff Management and Discharge Control. The intent of this chapter is to protect and enhance the water quality of water courses, water bodies, groundwater, wetlands, and regional receiving waters in the City, pursuant to and consistent with the Federal Clean Water Act (33 United States Code [USC], Section 1342) and California Regional Water Quality Control Board NPDES Permit No. CAS 618033, Order No. R8-2002-0011, and any amendment, revision or re-issuance thereof (Ord. 1194 Section 3[part], 2006)². This ordinance sets guidelines for:

- A. Prohibiting non-storm water discharges into the storm water conveyance system;
- B. Eliminating discharges into the storm water conveyance system from spills, dumping or disposal of materials other than storm water or permitted or exempted discharges;
- C. Reducing pollutants in storm water discharges, including those pollutants taken up by storm water as it flows over urban areas (urban runoff), to the maximum extent practicable; and
- D. Reducing pollutants in storm water discharges to achieve applicable water quality objectives for receiving waters within the city and Santa Ana River Watershed.

City of Perris General Plan

The General Plan Conservation Element identifies goals related to water quality. These goals and policies and a discussion of the Project's consistency are discussed in Table 4.11-3, *City of Perris General Plan Consistency Analysis*, in Section 4.11, Land Use and Planning.

4.10.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on hydrology and water quality if it will:

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

² As noted previously, Order No. 2010-0033 is the current NPDES Permit.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:
 - i. Result in substantial erosion or siltation on or off site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or
 - iv. Impede or redirect flood flows.
- d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.10.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to hydrology and water quality. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for hydrology and water quality included in the PVCCSP EIR.

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

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

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

4.2.2 Site Layout for Commerce Zones

- 4.2.2.7 Water Quality Site Design

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

5.4 Off-Site Infrastructure Standards

5.4.4 Storm Drain Standards and Guidelines

- Riverside County Flood Control and Water Conservation District Standard

- Collect and Discharge Storm Water
- On-Site Retention

Landscape Standards and Guidelines (Chapter 6.0 of the PVCCSP)

6.3 Planting Guidelines

- Erosion Control
- Positive Drainage to Street or Collection Device
- Concrete Gutters/Swales Are Prohibited Landscape Areas

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

7.2 Commercial Development Standards and Guidelines

7.2.1. Commercial Site Layout

- **7.2.1.7 Water Quality Site Design:** Runoff from Truck Docks, Truck Wells

Industrial Design Standards and Guidelines (Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- **8.2.1.8 Water Quality Site Design:** Runoff from Loading Docks, Truck-Wells.

Applicable Standard Regulatory Requirements

Adherence to NPDES requirements is required of all development within the City and would reduce Project-related impacts related to water quality. BMPs have been incorporated into the Project in compliance with these standard regulatory requirements. Regulatory requirements (RRs) 10-1 through 10-4 would be incorporated into the Project's Mitigation Monitoring and Reporting Program to track implementation of these standard requirements.

RR 10-1 Prior to grading plan approval and the issuance of a grading permits, the Project proponent shall provide evidence to the City that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board for coverage under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities.

RR 10-2 Prior to grading plan approval and the issuance of grading permits by the City, the Project proponent shall submit to the City of Perris a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion-control plan

citing specific measures to control erosion during the entire grading and construction period. Additionally, the SWPPP shall identify structural and non-structural Best Management Practices (BMPs) to control sediment and nonvisible discharges from the site. BMPs to be implemented in the SWPPP may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags; silt fences; straw wattles and temporary debris basins (if deemed necessary); and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction, and repairs will be made, when necessary, as required by the SWPPP.
- No materials of any kind shall be placed in drainage ways.
- Materials that could contribute nonvisible pollutants to storm water must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected per Regional Board standards to eliminate any discharge from the site. Stockpiles will be surrounding by silt fences.
- The SWPPP will include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance.
- Additional BMPs and erosion-control measures will be documented in the SWPPP and utilized if necessary.
- The SWPPP will be kept on site for the entire duration of project construction and will also be available to the local Regional Board for inspection at any time.

In the event that it is not feasible to implement the above BMPs, the City of Perris can make a determination that other BMPs will provide equivalent or superior treatment either on or off site.

RR 10-3 Prior to issuance of grading permits, the Project proponent shall provide evidence to the City that the following provisions have been added to construction contracts for the Project:

- The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sediment-control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and submitted to the City for inspection. In addition, the Contractor will also be required to maintain an inspection log and have the log on site to be reviewed by the City of Perris and the representatives of the Regional Water Quality Control Board.

RR 10-4 Prior to grading plan approval and issuance of a grading permits by the City, the Project proponent shall receive approval from the City of Perris for Final Water Quality Management Plans (Final WQMPs) for each site plan. The Final WQMP shall specifically identify pollution-

prevention, site-design, source-control, and treatment-control BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable. In the event that it is not feasible to implement the BMPs identified in the Preliminary Master WQMP, the City of Perris can make a determination that other BMPs shall provide equivalent or superior treatment either on or off site.

Impact Analysis

Threshold a Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

The PVCCSP EIR concludes that development of planned uses under the PVCCSP would result in increased storm water flows in the PVCCSP planning area. However, with implementation of site-specific WQMPs and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would not result in substantial erosion or siltation.

Construction-Related Impacts

The Project would include the development of industrial and commercial uses on the currently undeveloped Project site. Construction-related activities have the potential to result in impacts to water quality. The grading and construction phases would require the disturbance of surface soils and removal of the existing, limited vegetative cover. During the construction period, grading activities would result in exposure of soil to storm runoff, potentially causing erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which would be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter storm runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and potentially result in the impairment of downstream water sources.

Construction activities for the Project would occur over an area more than one acre. Therefore, the Project is required to obtain coverage under a NPDES permit. Construction impacts due to Project development would be minimized through compliance with the applicable NPDES Construction General Permit, discussed above under Section 4.10.2, Existing Policies and Regulations. As part of compliance with the NPDES requirements, a Notice of Intent (NOI) would be prepared and submitted to the SWRCB, and a Water Discharge Identification Number would be obtained prior to grading. This will provide notification and intent to comply with the State of California Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with differing requirements based upon the determined risk level) and to prepare and implement an SWPPP, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of the construction site, in addition to tracking control, waste management, and site BMPs that control the other potential construction-related pollutants. These measures may include the use of gravel bags, silt fences, straw wattles, hay bales, check dams, hydroseed, or soil binders. The construction contractor would be required to operate and maintain these BMPs throughout the duration of on-site construction activities. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log and have the log on site to be reviewed by the City and representatives of the Regional Board.

The NPDES permit program was established under Section 402 of the CWA, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges. An NPDES permit would generally specify an acceptable level of pollutants or pollutant parameters in a discharge. The permittee may choose which technologies to use to achieve that level. Some permits however do contain generic BMPs for sediment control (e.g., silt fences, sediment trapping devices); erosion control (e.g., chemical stabilization, dust control wind/sand fences); and good housekeeping (e.g., construction site waste management, spill prevention and control measures, and vehicle maintenance) (EPA, 2022). The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, hydrocarbons, and trace metals). Mandatory compliance with regulatory requirements for the protection of water quality during construction (refer to regulatory requirements RR 10-1 through RR 10-3), including implementation of a SWPPP, would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

Operational Water Quality Impacts

A Preliminary Master Project Specific WQMP has been prepared for the Project (included in Appendix L2 of this EIR) to evaluate potential water quality impacts associated with post-construction permanent and site operational activities. The WQMP was prepared to comply with the requirements of the City of Perris Water Quality Ordinance 1194, which revised Chapter 14.22 of the City of Perris Municipal Code, as discussed above.

Under existing conditions, the Project site is undeveloped. Development of the proposed industrial and commercial buildings and associated improvements would result in the conversion of existing on-site permeable surfaces to impermeable surfaces. Water runoff, including the runoff from proposed buildings, landscaped areas, roadways, and parking lots, may carry a variety of pollutants. A “pollutant of concern” is a water pollutant that is also an impairment to the receiving water body. Based on the Master Project-specific WQMP (included in Appendix L2 of this EIR), the Project’s potential pollutants of concern include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds (TOCs), sediments, trash and debris, and oil and grease. These pollutants may lead to the degradation of storm water quality in downstream water bodies. It should be noted that there would be a reduction in sediments with implementation of the Project as landscaped areas, impervious surfaces, and BMPs would reduce suspended sediment in runoff compared to the undeveloped existing condition.

Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a specific area that reaches a receiving water. As such, potential water quality impacts are related to the increase in the peak runoff, new urban uses, and the sensitivity of the receiving water. The primary receiving waters for runoff from the Project area are identified in Table 4.10-2. As shown, Railroad Canyon/Canyon Lake is impaired for nutrients, and Lake Elsinore is impaired for polychlorinated biphenyls (PCBs), low dissolved oxygen, toxicity, and dichloro-diphenyl-trichloroethane (DDT).

The MS4 Permit requirements for new development calls for compliance with water quality regulatory requirements applicable to storm water runoff. The effectiveness of storm water quality controls is primarily based on two factors: (1) the amount of runoff that is captured by the controls; (2) the selection

of BMPs to address identified pollutants of concern. Selection and numerical sizing criteria for new development treatment controls are included in the MS4 Permit.

As previously noted, a WQMP is required to reduce or eliminate water pollution caused by runoff that flows from storm water drainage systems into receiving waters. A Preliminary Master Project-specific WQMP has been prepared for the Project (included in Appendix L2 of this EIR) to identify appropriate BMPs for the Project. Final Project-specific WQMPs would be processed for each implementing site plan that are in substantial conformance with the approved Preliminary Master Project-Specific WQMP shall be approved by the City prior to the issuance of grading permits (refer to regulatory requirement RR 10-4).

In compliance with the Standards and Guidelines identified previously (Section 4.2.2.7 and 8.2.1 of the PVCCSP), and described in Section 3.6, Project Components, of this EIR, the Preliminary Master Project-specific WQMP identifies site-design BMPs, structural and non-structural source-control BMPs, and treatment-control BMPs that would be implemented for the Project. Infiltration at the Project site is not feasible. Therefore, the Project has been designed to store the required Water Quality Volume for the fueling station/convenience store and surface parking areas in underground detention systems and then convey that volume via pumps to be treated within Modular Wetlands Units (refer to Figure 3-13, Water Quality BMP Site Map). Runoff from the remaining retail parcel would be directed to linear Modular Wetlands Units. The industrial component of the Project has been designed to store the required Water Quality Volume in an underground detention system and then convey that volume via pumps to be treated within Modular Wetlands Units located in the northwest and northeast areas of the proposed industrial development area. Self-treating landscaped areas would also provide water quality treatment. In addition to these site design BMPs, as summarized in Table 4.10-3, Permanent and Operational Source Control BMPs, structural and non-structural source-control BMPs would be installed as part of the Project to control pollutants entering the storm drain system from the following sources: on-site storm drain inlets; landscape/outdoor pesticide use; refuse areas; loading docks; plazas, sidewalks, and parking lots; interior floor drains; food service; car wash areas; fuel dispensing areas; and fire sprinkler test water.

Table 4.10-3 Permanent and Operational Source Control BMPs

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
On-site storm drain inlets.	Mark all inlets with the words “Only Rain Down the Storm Drain” or similar. Catch Basin Markers may be available from the Riverside County Flood Control and Water Conservation District, call 951.955.1200 to verify.	<ul style="list-style-type: none"> • Maintain and periodically repaint or replace inlet markings. • Provide stormwater pollution prevention information to new site owners, lessees, or operators. • See applicable operational BMPs in Fact Sheet SC-44, “Drainage System Maintenance,” in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com <p>Include the following in lease agreements: “Tenant shall not</p>

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
		allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains.”
Landscape/Outdoor Pesticide Use	<ul style="list-style-type: none"> • Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. • Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. • Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions. • Consider using Pest resistant plants, especially adjacent to hardscape. • To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions. 	<ul style="list-style-type: none"> • Maintain landscaping using minimum or no pesticides. • See applicable operational maintenance practices in the provided Education Material <p>Provide IPM information to new owners, lessees and operators.</p>
Refuse Areas	<ul style="list-style-type: none"> • State how site refuse will be handled and provide supporting detail to what is shown on plans. • State that signs will be posted on or near dumpsters with the words “Do not dump hazardous materials here” or similar. 	<p>Provide adequate number of receptacles. Inspect receptacles regularly; repair or replace leaky receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post “no hazardous materials” signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available on site. See Fact Sheet SC-34, “Waste Handling and Disposal” in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com</p>
Loading Docks	Install door skirts (cowling) at each bay that enclose the end of the trailer.	Move loaded and unloaded items indoors as soon as possible. See Fact Sheet SC-30, “Outdoor

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
		Loading and Unloading,” in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com
Plazas, Sidewalks, and Parking Lots		Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.
Interior Floor Drains	Interior Floor Drains shall be plumbed to Sanitary Sewer system.	Inspect and maintain drains to be free of blockage and overflow.
Food Service	Outdoor Dining may occur at fast food restaurants depending on final site plan	See “The Food Service Industry Best Management Practices for: Restaurants, Grocery Stores, Delicatessens and Bakeries” brochure.
Car Wash Areas	Commercial car wash facilities shall be designed such that no runoff from the facility is discharged to the storm drain system. Wastewater from the facility shall discharge to the sanitary sewer, or a wastewater reclamation system.	Washwater from vehicle and equipment washing operations shall not be discharged to the storm drain system. Refer to “Outdoor Cleaning Activities and Professional Mobile Service Providers” for many of the Potential Sources of Runoff Pollutants.
Fuel Dispensing Area	<p>Fueling areas shall have impermeable pavement (i.e., portland cement concrete or equivalent smooth impervious surface) that are: a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable.</p> <p>Fueling areas shall be covered by a canopy that extends a minimum of ten feet in each direction from each pump. [Alternative: The fueling area must be covered and the cover’s minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area.] The canopy [or cover] shall not drain onto the fueling area.</p>	<p>The property owner shall dry sweep the fueling area routinely. See the Fact Sheet SD-30, “Fueling Areas” in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com</p>

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
Fire Sprinkler Test Water	Provide a means to drain fire sprinkler test water to the sanitary sewer.	See the note in the Fact Sheet SC-41, in Appendix 10 of the PWQMP, "Building and Grounds Maintenance," of the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com .

Source: (PBLA, 2022b)

The proposed on-site storm drain system would convey runoff to the proposed water quality treatment facilities, which would remove potential pollutants within the runoff and filter the water to meet the water quality standards of the Santa Ana Regional Board. Based on the Preliminary Master Project-specific WQMP, the detention system would capture the required Water Quality volume as well as attenuate peak storm flows to ensure that the developed condition does not exceed the existing condition peak runoff rate.

By complying with the NPDES permit and WQMP requirements (refer to RR 10-4) and by incorporating Standards and Guidelines from the PVCCSP related to water quality, the Project would not provide substantial additional sources of polluted runoff to receiving waters. Long-term water quality impacts would be less than significant.

Groundwater Quality

As previously discussed in Section 4.10.1, during soil sampling conducted for the Project, free water was not encountered during the drilling of any of the borings. Based on the lack of any water within the borings and the moisture contents recovered soil samples, the static groundwater table is considered to have existed at a depth in excess of 30 feet. Water level readings within the nearest monitoring well indicated high groundwater levels of 55 feet below the ground surface in November 2020 (SCG, 2021). Excavation activities associated with the Project, including grading, are not anticipated to encounter significant amounts of groundwater. Nonetheless, since the Project would comply with regulatory requirements (see regulatory requirements RR 10-1 to RR 10-3), including the Construction General Permit, surface water that may percolate into the soil would not adversely affect groundwater on or off site.

Through compliance with the NPDES permits, implementation of WQMP requirements (see regulatory requirement RR 10-4) and incorporating PVCCSP Standards and Guidelines related to water quality, the Project would result in less than significant impacts related to long-term water quality.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold 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?

The PVCCSP EIR concludes that implementation of the PVCCSP and implementation of BMPs by implementing projects would not result in adverse effects to groundwater supplies or interfere with groundwater recharge. Impacts related to groundwater would be less than significant.

Potable water service is provided to the City of Perris by the EMWD. According to the Project-specific Water Supply Assessment (WSA) prepared by the EMWD (included in Appendix O1 of this EIR), and as summarized in Section 4.15, Utilities and Service Systems, of this EIR, the EMWD has four sources of water supply: imported water purchased from the Metropolitan Water District (MWD) (49%), groundwater (11%), desalinated groundwater (6%), and recycled water (34%). The Project's water demand (estimated at 43.16 acre-feet per year [AFY]) is less than the water demand estimates for the Project site as anticipated in the EMWD's 2020 Urban Water Management Plan (125.25 AFY), and the EMWD has determined that it would be able to provide adequate water supplies to meet the potable water demand for the Project as part of its existing and future demands (EMWD, 2022). Therefore, the Project would not substantially decrease groundwater supplies.

Natural recharge to the San Jacinto Groundwater Basin is primarily from percolation of flows in the San Jacinto River and its tributary streams, with percolation of water stored in Lake Perris as an additional source of recharge. The Project site is not located within a recharge area. Implementation of the Project would reduce the pervious areas available for potential natural recharge due to construction of the proposed industrial and retail, buildings, parking areas, roadway improvements, and other improvements. However, the Project site is a relatively small (approximately 50.0 gross acres) in relation to the total size of the groundwater subbasin (approximately 248 square miles or 158,7820 acres), and the Project site's only source of water is from precipitation, providing little opportunity to recharge under existing conditions.

Based on the foregoing analysis, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge and impacts would be less than significant.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

- Threshold c** **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:**
- i. Result in substantial erosion or siltation on or off site;**
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;**
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or**
 - iv. Impede or redirect flood flows?**

The PVCCSP EIR concludes that development of planned uses under the PVCCSP would result in increased storm water flows in the PVCCSP planning area. However, with implementation of site-specific WQMPs and the construction of on- and off-site storm drain facilities, impacts to the natural drainage pattern would not result in on- or off-site flooding, substantial erosion or siltation, exceed the capacity of existing or proposed storm water drainage systems, and would not impede or redirect flood flows.

A Preliminary Hydrology Study for the Project (included in Appendix L1 of this EIR) has been prepared to evaluate runoff flows associated with the 100-year frequency storm from the Project site using the Unit Hydrograph Method, in accordance with the current Riverside County Hydrology Manual. These calculations were used to determine the required storm drain facilities, alignment, and sizes required to protect the site, and to determine the necessary basin area and volume required for water quality treatment. The Preliminary Hydrology Study contemplates the entire Project site along with all tributary offsite areas. The existing pre-developed condition of the site and the post-developed proposed condition are analyzed for comparison to ensure compliance with current drainage policies and regulations.

As previously discussed, the backbone drainage facility for the Project site and surrounding area is the existing 60-inch RCP in Ramona Expressway (Perris Valley Master Plan of Drainage Line E), which was designed to account for the fully developed condition of the tributary watershed it serves, including the entire Project site. As shown on Figure 3-22a and Figure 3-22b of this EIR, on-site flows generated by the proposed industrial and retail development would be collected via inlets at the low point around the site that would connect to underground detention systems, which would attenuate peak storm flows to ensure that developed conditions do not exceed the existing condition peak runoff rate. The proposed structures controlling outlet flows at each underground storage system would occur at the last catch basin upstream of the underground storage. As the underground system fills, no water would leave the site. At the point that the system is 100% full, an outlet pipe set at the soffit elevation of the storage system would start to outlet flows to the existing storm drain system in Webster Avenue. The underground storage system would ensure Water Quality treatment volumes and outlet times are retained, ensure peak inflow attenuation, and safely outlet design storm flows to the existing storm drain systems.

As previously discussed, since the Project site is east of Nevada Avenue, the ultimate Line E flow from the property west of Nevada Avenue is directly tributary to the Project site as un-detained, bulk sheet flow crossing Nevada Avenue. To address the un-detained bulk sheet flows from the property located

west of the Project site, a 60-inch RCP storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue, would be installed and would be designed to RCFC&WCD standards. The proposed 60-inch RCP storm drain would be located in Nevada Avenue at its upstream end and run northerly to the retail component of the Project, turn easterly (within a public access/maintenance easement), and would connect to the existing 60-inch RCP storm drain stub out at the southeast corner of Ramona Expressway and Webster Avenue. Additionally, an emergency bypass channel would be installed on site along Nevada Avenue and the northern boundary of the industrial site to pick-up any remaining sheet-flow runoff that flows over Nevada Avenue toward the industrial site and does not enter the proposed public 60-inch RCP storm drain (on the retail site). The Nevada Avenue crossing would be a full section concrete “Arizona Crossing” that would convey excess sheet flow from the west side of Nevada Avenue to the east, and the bypass channel. The bypass channel would safely convey this remainder flow through the site and deliver it back to Webster Avenue. At the downstream terminus of the bypass channel, there would be a stilling basin (approximately 7-feet-deep and approximately 39-feet-wide), which would calm the flows exiting the channel and reduce velocities dramatically before the basin is overtopped and water sheet flows to Webster Avenue. This condition would occur only in the design storm 100-year event. The majority of storms would not produce enough runoff to trigger the basin overflow condition. There would also be an inlet provided at the downstream end of the channel to drain low flows to the existing storm drain in Webster Avenue.

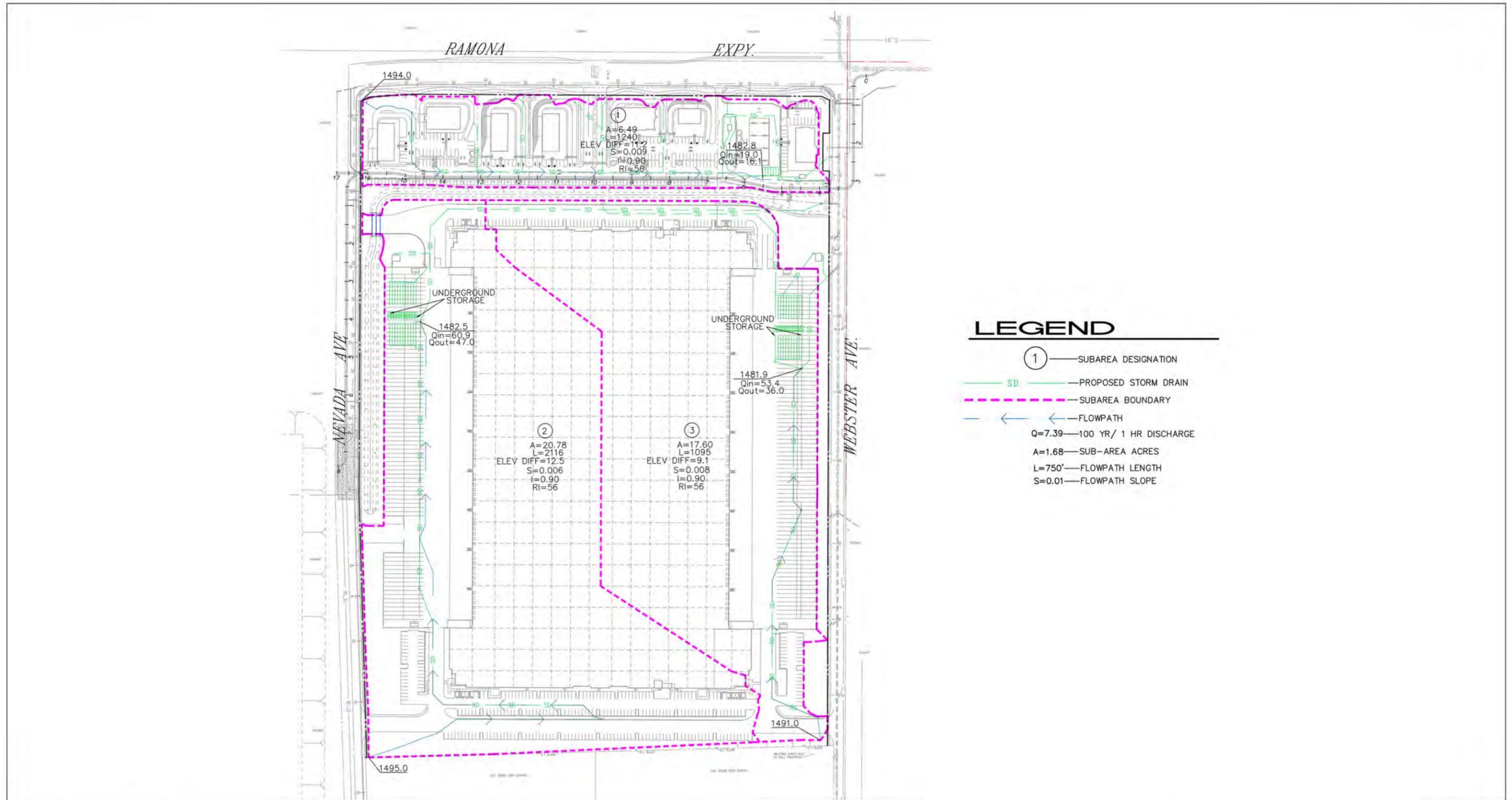
Figure 4.10-2 depicts the proposed condition hydrology map, and Table 4.10-4, Hydrology and Flood Routing Results, compares the stormwater runoff rates and volume from the Project site compared to existing conditions. As shown, under the developed condition, the rate and volume of stormwater runoff would be less than under existing conditions.

Table 4.10-4 Hydrology and Flood Routing Results – 100 Year Storm Event

	1 Hour (cfs)	3 Hour (cfs)	6 Hour (cfs)	24 Hour (cfs)	24 Hour Total Volume (AF)
Existing Condition					
Total Project Site Runoff	121.2	89.3	72.7	27.9	9.0
Developed Conditions					
Retail Area Basin Outflow	16.1	11.8	10.1	4.0	2.1
West Industrial Area Basin Outflow	47.0	34.4	30.9	12.2	7.0
East Industrial Area Basin Outflow	36.0	42.5	30.2	11.4	6.0
Total Developed Condition	99.1	88.7	71.2	27.6	NA

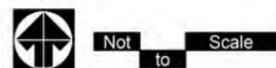
cfs: cubic feet per second; AF: acre feet
 Source: (PBLA, 2022a)

The proposed storm drain improvements identified above and described in Section 3.0 of this EIR, and the detention systems, which are properly sized to attenuate the difference between pre-development runoff and runoff from the completed development, would provide adequate capacity to handle the storm water runoff from the Project site, and would not exceed the capacity of existing or planned storm water drainage systems. The proposed development design flows can be conveyed to the proposed detention systems without danger of site flooding. Additionally, as described above, because the Project would implement short- and long-term water quality controls (i.e., BMPs) consistent with applicable regulatory requirements, the Project would not result in substantial erosion or siltation on or off site during both



Source(s): PBLA Engineering, Inc. (09-06-2022)

Figure 4.10-2



Developed Condition Hydrology Map

construction and operation or provide substantial additional sources of polluted runoff. Implementation of the Project would result in less than significant impacts.

As previously discussed, the Project site is located within FEMA Flood Hazard Zone X, which indicates that an area is subject to inundation by the 0.2-percent annual chance (or 500-year) flood and is not within a 100-year flood zone; therefore, the Project would not impede or redirect flood flows.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

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

The PVCCSP EIR concludes that implementing projects within the PVCCSP planning area that occur within the floodplain would be in compliance with Title 15 “Floodplain Regulations,” of the City’s Municipal Code, which regulates, restricts, or prohibits development in flood hazard areas. With adherence to applicable requirements, development proposed by the PVCC would not be exposed to significant risk from flooding.

A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. The Pacific Ocean is located approximately 40 miles southwest of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. The nearest large body of surface water is approximately 3.0 miles east of the Project site (Lake Perris). As shown on Figure S-4, Dam Inundation Zones, of the City’s General Plan Safety Element, the Project site is not located in the identified dam inundation area for Lake Perris (City of Perris, 2022). Additionally, the Project site also is located outside of the 100-year floodplain. Accordingly, implementation of the Project would not risk release of pollutants due to inundation. No impact would occur.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact would occur.

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

At the time the PVCCSP EIR was drafted, the topic of water quality control plans and sustainable groundwater management plans were not included in Appendix G of the State CEQA Guidelines. Therefore, neither the PVCCSP Initial Study nor the PVCCSP analyze the PVCCSP’s impacts related to conflicts with a water quality control plan and sustainable groundwater management plan. However, the PVCCSP Initial Study concludes that future development within the PVCCSP planning area would be required to comply with all existing regulations including implementation of a WQMP to address potential pollutants generated from project operations and coverage under the State’s General Permit for Construction Activities to address potential pollutants generated during construction. Impacts to water quality would be less than significant. The PVCCSP EIR concludes that the implementation of the PVCCSP and implementing projects would not have a substantial effect on groundwater recharge within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin.

As discussed in Threshold a above, the Project area is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana Regional Board’s Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and Project-specific WQMPs, and by installing and maintaining BMPs. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and no impact would occur.

Under the Sustainable Groundwater Management Act (SGMA) passed in 2014 (*California Water Code* Section 10729[d]), each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The San Jacinto Groundwater Basin is a high priority basin (DWR, 2022). The EMWD Board of Directors is the GSA for the San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP.

The EMWD, as the GSA, initiated the development of the San Jacinto Groundwater Basin GSP in February 2019 and adopted the GSP in September 2021. The GSP was submitted to DWR in November 2021 and it is currently under review. The purpose of the GSP is to define the conditions under which the groundwater resources of the West San Jacinto GSA Plan Area, which support agricultural, domestic, municipal and industrial, and environmental uses, will be managed sustainably in the future. The adoption of the GSP represents the commitment of the West San Jacinto GSA to maintain long-term, sustainable use of groundwater resources within the West San Jacinto GSA Plan Area, as required by SGMA. Over the next 20-years, data will continue to be gathered, analyzed, and used to refine the estimated sustainable yield and understanding of the sources of and influences on degraded water quality. As the understanding of the West San Jacinto GSA Plan Area improves, the findings of the GSP will be evaluated and updated as necessary. The GSP documents a viable approach, determined by the GSA in collaboration with stakeholders and informed by the best available information, to maintaining the long-term sustainability of the groundwater resources within the West San Jacinto GSA Plan Area (EMWD, 2021).

As discussed under Threshold “b”, the Project would not deplete groundwater supplies or interfere with groundwater recharge. Further, the EMWD anticipates that it will have enough supplies to meet demands

under all water year conditions through 2045 (EMWD, 2022). Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan and no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No impacts would occur.

4.10.5 CUMULATIVE IMPACTS

Consistent with the PVCCSP EIR, the geographic context for the hydrology and water quality cumulative impact analysis is the Perris Valley/San Jacinto Watershed Hydrologic Unit and the EMWD service area. Cumulative development in the watershed would result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff. Increased impervious surface areas are likely to alter hydrology and increase potential pollutant loads. However, all development and future development in the City and throughout the watershed must obtain coverage under and comply with requirements of the NPDES permit program. Although continued growth is anticipated to occur in the City of Perris and surrounding areas, new development and significant redevelopment would have to minimize their individual impacts to water quality and pollutant transport through implementation of construction and post-construction BMPs. As noted in the PVCCSP EIR, development throughout the PVCCSP planning area and the City would be regulated through the County's WQMP requirements and the NPDES permit requirements. Because these requirements would be imposed on all developments, it is anticipated that each development would be required to mitigate its own specific impact on water quality and drainage. Consistent with the conclusions of the PVCCSP EIR, no significant cumulative impacts related to water quality would occur.

The Project's water demand is less than that anticipated for the Project site than what is anticipated in the EMWD's 2020 UWMP, and there are no components of the Project that would conflict, on a direct or cumulative basis, with the EMWD's Groundwater Management Plan policies. Additionally, although development of the Project would increase impervious surface coverage on the property, the Project would not interfere substantially with groundwater recharge. Additionally, the Project would reduce the 100-year flow on site and the total amount of water leaving the site under developed conditions would be virtually the same as occurs under existing conditions. Furthermore, the Project's required long-term operational WQMPs would ensure that runoff from the Project site does not contain substantial pollutants that could impair surface or groundwater quality. Other developments within the cumulative study area would also be required to implement operational WQMPs and would be required to demonstrate that overall runoff does not substantially change in terms of peak volumes or total volumes of runoff. Therefore, the Project would result in a less than cumulatively considerable impact to groundwater supply, recharge, and quality.

Storm water flow conveyance and flood potential would increase as development results in greater amounts of impervious surfaces and channelization for conveyance of peak flows. However, the RCFC&WCD, the PVMDP, and PVCMDP guide and govern local and regional hydrology and hydraulic

modifications. The capacities of planned drainage facilities have been determined assuming a full buildout scenario. The Project would mitigate the increased runoff for the 100-year flow caused by the Project as required by the City with an on-site storm drain system and would also include implementation of the storm drain infrastructure needed to accommodate storm flows that currently flow across the Project site from properties to the west. All development in the County of Riverside and the San Jacinto Watershed (including the City of Perris) must comply with the requirements of the applicable NPDES permit, the RCFC&WCD DAMP, the PVMDP and ADP, and other pertinent local drainage and conveyance ordinances. Existing regulations effectively minimize potential impacts to flow conveyance and flooding. As identified previously, the Project includes site-design BMPs, and the on-site drainage system would be designed so that runoff from the Project area is directed to on-site treatment-control BMPs and flow volumes exiting the site are less than pre-development conditions. Accordingly, the Project-related contribution to impacts associated with storm water flow conveyance would not be cumulatively considerable, and thus less than significant.

Future development within the City of Perris and the PVCCSP planning area could place structures within the 100-year flood hazard area that could impede or redirect flood flows; however, development of projects within the PVCCSP planning area and the Perris Valley that occur within the floodplain is restricted by the City of Perris to ensure that flood flow is not redirected or impeded to the detriment of properties within the City of Perris or properties upstream or downstream. The PVCCSP EIR finds that less than significant impacts would occur relative to the risk to property and life resulting from construction within the 100-year floodplain within the City, which is consistent with City of Perris General Plan EIR. Further, the Project site is not located within a 100-year flood zone. As such, no significant cumulative impacts from the Project relating to flooding would result. Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with impeding or redirecting flood flows.

The Project would have no impact related to the risk for release of pollutants from flooding, seiche, a tsunami, or inundation from dam failure. Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with inundation.

The Project would not conflict with any water quality control plans or sustainable groundwater management plans. As such, the Project would not conflict with such plans on a cumulative basis; no significant cumulative impacts from the Project related to conflicts with water quality control plans or sustainable groundwater management plans would result.

4.10.6 REFERENCES

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- PBLA Engineering, Inc. (PBLA), 2022b. *Preliminary Master Project Specific Water Quality Management Plan, Ramona Gateway Commerce Center*. September 2022. Included in Appendix L2 of this EIR.

4.11 LAND USE AND PLANNING

This section describes the Project site and surrounding land uses and evaluates the Project’s consistency with applicable planning programs and land use policies and regulations. Information presented in this section is based on a review of relevant regional and local planning programs and site reconnaissance. Refer to Section 4.11.6, References, for a complete list of references.

A Notice of Preparation (NOP) comment was received from the Riverside County Airport Land Use Commission (ALUC) noting that the Project requires ALUC review since the Project site is within the March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Influence Area (AIA), and an amendment to the Perris Valley Commerce Center Specific Plan (PVCCS) is proposed. The ALUC will review the Project for consistency with the MARB/IPA Airport Land Use Compatibility Plan (ALUCP). A detailed assessment of the Project’s consistency with the MARB/IPA ALUCP is provided in Section 4.9, Hazards and Hazardous Materials, of this Environmental Impact Report (EIR).

At the April 20, 2022, public scoping meeting for this EIR, the City of Perris Planning Commission indicated that the Project’s relationship to, and potential impacts to the school uses south of the Project be addressed in this EIR. Potential impacts to school uses are addressed throughout Section 4 of this EIR, as applicable. The Planning Commission also requested that the impacts of the Project be compared to those of the development that would occur with development pursuant to the existing PVCCSP land uses designation for the Project site (Commercial and Business Professional Office [BPO]). The requested analysis is provided in Section 5.0, Alternatives, of this EIR.

4.11.1 EXISTING SETTING

Project Site

The approximately 50-acre Project site is in the City of Perris, in Riverside County. The Project site is bordered by Ramona Expressway to the north; Webster Avenue to the east; Nevada Avenue to the west; and the Val Verde High School, Val Verde Academy and Val Verde Regional Learning Center to the south (further discussed under surrounding uses, below). The Project site is approximately 600 feet east of Interstate (I)-215, and approximately 1.2 miles south of MARB/IPA. Figure 3-1, Regional and Local Vicinity Map, in Section 3.0, Project Description, of this EIR, depicts the regional location and local vicinity of the Project site.

As shown in the aerial photograph provided in Figure 3-2, Aerial Photograph, in Section 3.0, Project Description, of this EIR, the Project site is undeveloped. The Project site has been subject to a variety of anthropogenic disturbances associated with historic agricultural activities and a previous residential use, routine weed abatement/disking activities, and surrounding development.

General Plan and Zoning Designations

The existing General Plan land use designation and zoning for the Project site is “PVCCSP – Perris Valley Commerce Center Specific Plan” (City of Perris, 2022a). A discussion of the PVCCSP is provided in Section 4.11.2 below. Figure 3-21, Existing and Proposed PVCCSP Land Use Designations, in Section 3.0, Project Description, of this EIR, depicts the PVCCSP boundary and approved land use designations within the PVCCSP planning area. As shown, the northern portion of the Project site (approximately 30.8

acres) is designated for Commercial uses in the PVCCSP, and the southern portion of the Project site (approximately 19.2 acres) is designated for BPO uses (City of Perris, 2022b).

The Commercial PVCCSP land use designation provides for retail, professional office, and service-oriented business activities that serve the entire City as well as the surrounding neighborhoods. The Commercial PVCCSP land use designation combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood. The BPO PVCCSP land use designation provides for uses associated with business, professional, or administrative services in areas of high visibility from major roadways with convenient access for automobiles and public transit service. Small-scale warehousing and light manufacturing are permitted within the BPO PVCCSP land use designation. The BPO PVCCSP land use designation combines the General Plan Land Use designation of Business Park and Professional Office.

The PVCCSP land use designations for areas surrounding the Project site include Commercial and Light Industrial to the north; Light Industrial to the east, Public/Semi-Public Facility to the south; and Commercial and Potential Basin Area to the west. The Light Industrial PVCCSP land use designation provides for light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail related to manufacturing. The Light Industrial PVCCSP land use designation correlates with the Light Industrial General Plan Land Use designation. The Public/Semi-Public Facility PVCCSP land use designation provides for a wide range of public and semi-public uses such as schools and administrative offices, government facilities, public utilities, recreational facilities, and religious institutions. The Public/Semi-Public Facility correlates with the General Plan Land Use designation of Public/Semi-Public Facilities/Utilities. With respect to Potential Basin Areas, Master Drainage Plan facilities identified potential basins in accordance with the Perris Valley Storm Drain and Perris Valley Commerce Center Master Drainage Plan. Remnant parcels of land currently designated as potential basin parcels that are determined not be required for use as part of the basins, shall revert to the surrounding land use.

Surrounding Land Uses

As shown in Figure 3-2, the area adjacent to and immediately north of Ramona Expressway remains undeveloped but is planned for future commercial development. There are existing industrial warehouse uses to the north of the undeveloped area. Northeast of the Project site (northeast of the Ramona Expressway and Webster Avenue intersection) are existing retail uses (gas station, restaurant, drive thru, retail, etc.), with single family residential uses north of the retail uses. The area west of the Project site (west of Nevada Avenue) is currently undeveloped; I-215 is further to the west and forms the western boundary of the City of Perris and the PVCCSP planning area. The area east of the Project site (east of Webster Avenue) is undeveloped with the exception of a commercial use east of the southern portion of the Project site. Further to the east are existing non-conforming residential uses with on-site truck trailer storage, and industrial uses.

The area adjacent to and south of the Project site, north of Morgan Street, is developed with Val Verde Unified School District (VVUSD) facilities occupied by VVUSD Val Verde Academy and Val Verde High School, and the Riverside County Office of Education (RCOE) Val Verde Regional Learning Center. There is a drainage feature located between the school facilities and the Project site, which is surrounded by an approximately 8-foot chain link fence. The VVUSD offices are located south of Morgan Street. A summary of these school facilities and operations is provided below:

- The **Val Verde High School** is located at 972 Morgan Street in the central portion of the campus and is a continuation high school (9th through 12th grades) with approximately 362 enrolled students and 100 staff (Egan, 2022). The Val Verde High School mission is to “offer a standards-based curriculum infused with industry-based real-world experiences that engage and equip our select student population to secure a positive future for themselves through project-based learning, hands-on field experience, partnerships with local colleges and businesses, and internship opportunities” (VVUSD, 2022a).

The regular day schedule for students is 8:00 a.m. to 2:50 p.m., and the minimum day schedule is 8:00 a.m. to 1:00 p.m. However, students have varying schedules and not all students are on campus each day. Typical daily hours for staff are 7:30 a.m. to 4:00 p.m. (Egan, 2022)

- The **Val Verde Academy** is currently located at 972 Morgan Street in the western portion of the campus and moved to the current location from a previous location in the City of Moreno Valley. Its mission is to “provide students an alternative learning environment that offers the tools necessary to succeed in college through our blended learning model, Advanced Placement, NCAA, and credit recovery programs...” (VVUSD, 2022b). The Val Verde Academy includes a hybrid format with remote and on-site learning. The Val Verde Academy serves approximately 136 students in 3rd through 12th grade students; however, current enrollment in the independent study program is for traditional kindergarten (TK) through 12th grade. There are approximately 15-20 employees and staff office hours are typically 7:30 a.m. to 4:00 p.m.; however, custodial staff are on varied schedules. Students are typically on campus 2 to 3 days per week and the hours vary by grade level:
 - Elementary: 8:00 a.m. to 12:10 p.m. (12:10 to 3:00 p.m. independent work/teacher office hours). Wednesdays are late start 11:40 a.m. to 3:00 p.m. (11:40 a.m. to 12:10 p.m. lunch break then transitions to teacher office hours/tutoring).
 - Middle School: 8:30 a.m. to 1:00 p.m. and 1:00 p.m. to 3:00 p.m. independent work/teacher office hours. Wednesdays are late start 11:30 a.m. to 3:00 p.m. (11:30 a.m. to 12:00 p.m. lunch break then transitions to teacher office hours/tutoring).
 - High School: 8:00 a.m. to 2:10 p.m. (1:25 p.m. to 3:30pm independent work/teacher office hours, Wednesdays are late start 11:00 a.m. to 3:30 p.m. (12:00 to 12:30 p.m. lunch break then transitions to teacher office hours/tutoring).
 - Late start days for all levels begin with student independent work while teachers are in staff development meetings (Egan, 2022).
- The RCOE **Val Verde Regional Learning Center** (RLC) is located at 3710 Webster Avenue in the eastern portion of the campus. The RCOE owns the building but leases the land from the VVUSD (Mears, 2022). The Val Verde RLC currently serves approximately 27 students in 6th through 12th grades; there are also a principal, teachers, and security staff located on site. Many of the students are attending this school due to expulsion or probation referrals (RCOE, 2022). The typical daily schedule is 8:00 a.m. to 2:30 p.m.
- VVUSD **athletic facilities** south of the Project site include sports fields and basketball courts that are used on a daily basis by students from Val Verde High School, Val Verde Academy and the Val Verde Regional Learning for student breaks, and periodically for organized sports. There are also outdoor gathering spaces.

- The **VVUSD Offices** located at 975 West Morgan Street, south of Morgan Street and across the street from the school facilities discussed above, are currently undergoing construction as previously described in Section 4.0, Environmental Impact Analysis, of this EIR, and will ultimately house the Education Services Department, HR Department, Food Service, Maintenance and Operations, and possibly the VVUSD Chief of Police.

Students attending the schools south of the Project are either dropped-off/pick-up at the school, or independently drive, walk, bike, or take transit (Strawderman, 2022).

VVUSD has previously hosted summer school programs for multiple campuses at the facilities south of the Project site, and while no summer school programs are planned for 2022, they may occur in the future. Summer school programs typically occur between 8:30 a.m. and 12:30 p.m. (Dedeaux, 2022). There are currently no summer programs being conducted at the VVUSD facilities south of the Project site (Egan, 2022).

In addition to the facilities identified above there are portable facilities (totaling approximately 5,000 sf) located between the Val Verde High School and Val Verde RLC. These facilities are currently occupied by the VVUSD Human Resources (HR) Department, which is expected to relocate to the VVUSD offices south of Morgan Street in October 2022. After the HR Department vacates these facilities, they will be occupied by a food services program for approximately 1 year, and then likely leased for other community-serving uses. The VVUSD facilities are periodically leased to other uses (such as religious uses); however, there are no current leases in place (Strawderman, 2022).

4.11.2 EXISTING POLICIES AND REGULATIONS

Section 4.8, Land Use and Planning, of the PVCCSP EIR provides a complete discussion of “Regulatory Regulations” relevant to development within the PVCCSP planning area. Following is a discussion of these regulatory regulations as related to the Project.

Regional

Regional regulatory regulations discussed in the PVCCSP EIR include planning programs related to March Air Reserve Base (MARB), and the Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan (RCP) and 2008 Regional Transportation Plan (RTP). The MARB/IPA ALUCP is discussed in Section 4.9, Hazards and Hazardous Materials, of this EIR. Additionally, other regional programs applicable to the Project are addressed in the respective topical sections of this EIR (e.g., air quality, biological resource, water quality, etc.).

Southern California Association of Governments

SCAG is a Joint Powers Authority (JPA) under California State law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated MPO, the federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG

reviews environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans (SCAG, 2022). As identified in Section 15206 of the State CEQA Guidelines, regionally significant industrial projects include “A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.” Therefore, the Project is considered regionally significant and subject to review by SCAG.

Regional land use plans and policies that are applicable to the Project include SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) documents. The RTP/SCS is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. Subsequent to certification of the PVCCSP EIR in January 2012, SCAG adopted the 2012 RTP/SCS (in April 2012), the 2016-2040 RTP/SCS (April 2016), and the 2020-2045 RTP/SCS (Connect SoCal) (in September 2020).

Connect SoCal, with a horizon year of 2045, is a long-range visioning plan that builds on and expands the land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal aims to create a path towards a more mobile, sustainable, and prosperous SCAG region by making key connections including between transportation networks, between planning strategies, and between the people whose collaboration can make plans a reality. Connect SoCal includes goals that fall into four core categories: economy, mobility, environment, and healthy/complete communities. Additionally, the plan lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the SCAG region, and where possible the goals have been developed to link to potential performance measures and targets. (SCAG, 2020a)

With respect to goods movement, which generally refers to the movement of raw, semi-finished and finished materials and products used by businesses and residents across the transportation system, Connect SoCal identifies that since adoption of the 2016 RTP/SCS, several new paradigms have emerged that are reshaping the way the region addresses goods movement issues. E-commerce has been a core driver affecting all aspects of regional goods movement by facilitating increased cargo volumes, fostering both the development and turnover of industrial establishments, changing consumer habits, causing shifts in labor forces, and paving the way for new technologies in logistics. The region is also positioning itself to address the challenges that will be brought by new technologies like automation and its corollary impacts on the regional goods movement workforce. Balancing traditional goods movement concerns and opportunities with emerging challenges, SCAG has developed key strategies to realize a regional vision that maintains regional economic competitiveness, promotes job creation and retention, increases freight mobility and safety, and mitigates environmental impacts. Connect SoCal includes Goods Movement Technical Report that is applicable to the Project because the Project entails the development of a warehouse building in the SCAG region that could support a variety of light industrial, warehousing, and logistics users. Goods movement in the SCAG region is a cornerstone of the local economy, and directly and indirectly facilitates economic development through the United States, and the Goods Movement Technical Report addresses goods movement challenges and strategies. (SCAG, 2020b)

Additionally, in April 2018, SCAG published *Industrial Warehousing in the SCAG Region*. According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region’s freight

transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. With a substantial amount of undeveloped land that can accommodate new warehouse building space, the SCAG region attracts robust logistics activities and is a critical mode in the global supply chain (SCAG, 2018).

Local

Section 4.8 of the PVCCSP EIR includes a discussion of the City of Perris General Plan 2030 and the City's Zoning Ordinance (Perris Municipal Code, Title 19), which is based on the status of these regulatory plans prior to adoption of the PVCCSP in January 2012. The following discussion summarizes the current regulatory information for land use and planning that is relevant to the Project, as updated since the PVCCSP EIR was prepared.

City of Perris General Plan

The *City of Perris General Plan 2030* (General Plan) was approved in April 2005 and includes land use policies and land use maps to guide the future development of the City of Perris. The Perris General Plan consists of nine elements, including new or updated elements since approval of the General Plan in 2005. The General Plan elements address issues that affect the City, and include Housing, Land Use, Circulation, Conservation (including Sustainable Community), Noise, Safety, Open Space, Healthy Community, and Environmental Justice. All activities undertaken by a planning agency must be consistent with the goals and policies of the agency's general plan. The City of Perris General Plan's Land Use Element plays a central planning role in correlating all City land use issues, goals, and objectives into one set of development policies. The Land Use Element includes a Land Use Map (referred to as the General Plan Map). As previously discussed, the Project site is designated "PVCCSP – Perris Valley Commerce Center Specific Plan" on the General Plan Land Use Map.

As shown in Exhibit LU-1: Planning Areas, of the General Plan Land Use Element, the City of Perris is divided into 10 Planning Areas to provide more detailed land use and policy direction regarding local issues (e.g., land use circulation and open space). The planning areas are defined by similarities and opportunities in land uses, development patterns, and future developments. The Project site is located in the northern portion Planning Area 3: Agricultural Conversion Area. This Planning area consists of large tracts of land used primarily for agriculture when the Land Use Element was prepared. Proximity to the I-215 corridor suggests conversion of agricultural land, over the long term, to uses that are compatible with surrounding commercial and industrial uses. Additionally, nearby residential development may support some level of retail uses in this planning area (City of Perris, 2016a).

Specific policies of the respective elements of the City's General Plan intended to avoid or mitigate an environmental effect that are relevant to the Project are provided in Table 4.11-3, City of Perris General Plan Consistency Analysis, of this section, along with an analysis of the Project's consistency with these policies.

City of Perris Zoning Code Title 19

The City of Perris Zoning Ordinance (Municipal Code, Title 19) contains the regulatory framework that specifies allowable uses for real property and development intensities; the technical standards such as site layout, building setbacks, heights, lot coverage, and parking; aesthetics related to physical appearance, landscaping, and lighting; a program that implements policies of the General Plan; and the procedural standards for amending or establishing new zoning regulations.

As previously identified, the Project site also has a zoning designation of “PVCCSP – Perris Valley Commerce Center Specific Plan.” Specific Plans are plans that pertain to specific areas in the City. A specific plan is a tool for the systematic implementation of the General Plan.¹ It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. A Specific Plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location, and intensity of uses to the design and capacity of infrastructure, and from the resources used to finance public improvements to the design guidelines of a subdivision. After a Specific Plan has been adopted, subsequent subdivision and development, public works projects, and zoning regulations must be consistent with the Specific Plan.

There are currently 11 Specific Plans in the City of Perris. The following is a discussion of the PVCCSP, which is the basis for future development in the PVCCSP planning area, including the Project site.

Perris Valley Commerce Center Specific Plan

The PVCCSP was adopted by the City of Perris in January 2012 (Ordinance No. 1284) and was last amended in January 2022 (City of Perris, 2022b). The PVCCSP is the culmination of a multi-year planning effort through which the City engaged in planning efforts to ascertain the appropriate land uses in the northwestern area of the City considering the existence of MARB/IPA to the north, the development of commercial uses and logistics warehouse uses surrounding MARB/IPA, and the changing economic conditions. The City identified the intent of the PVCCSP as follows:

The intent of the Perris Valley Commerce Center Specific Plan is to provide high quality industrial, commercial, and office land uses to serve the existing and future residents and businesses of the City of Perris. The plan will promote recognition throughout the region for its aesthetic cohesiveness, superior land planning, and architectural design.

The objectives of the PVCCSP seek to promote various land uses for the area, to streamline the development process, to promote sustainable development through the encouragement of “green” technologies, to provide a strong sense of place by establishing an identity for the area, and to identify infrastructure utility needs and to provide plans for vehicular and non-vehicular circulation.

In compliance with the requirements of the California Government Code, the PVCCSP adopted a comprehensive land use plan, infrastructure plan, and design Standards and Guidelines. The City of

¹ The California Government Code (Title 7, Division 1, Article 8, Section 65450) grants authority to Cities to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans. The California Government Code states that Specific Plans may be adopted either by Resolution or by Ordinance and that the Specific Plan is required to be consistent with the General Plan.

Perris will use the Specific Plan Standards and Guidelines to evaluate development projects subject to discretionary review within the PVCCSP boundaries. Relevant PVCCSP Standards and Guidelines that are incorporated into the Project are listed in the introduction to the analysis for each topical issue in Section 4.0 of this EIR and are assumed in the analysis presented.

Allowed land uses within each PVCCSP land use designation is presented in Table 2.0-2, Land Use, of the Specific Plan. As previously discussed, the Project site has a PVCCSP land use designation of Commercial and BPO. Any change to the Specific Plan boundaries, land use designations, land use allowances, development criteria, circulation plan, public facility plan, or other major component require a Specific Plan Amendment.

4.11.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on land use and planning if it will:

- a. Physically divide an established community.
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.11.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to land use and planning. These Standards and Guidelines (summarized below) are incorporated as part of the Project's retail and warehouse components and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for land use and planning included in the PVCCSP EIR.

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

4.1 Perris Valley Commerce Center On-Site Development Standards

In order to ensure the orderly, consistent, and sensible development of the PVCCSP, land use standards and design criteria have been created for each of the land use categories. A summary of the development standards for the Light Industrial and Commercial land uses are outlined in summary form in Table 4.0-1, Development Standards by Land Use, and reproduced in Table 4.11-1, PVCCSP Development Standards by Land Use.

4.2 On-Site Design Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses and Standards Shall be Developed in Accordance with the Specific Plan.
- Uses and Standards Shall be Developed in Accordance with City of Perris Codes.

- Development Shall be Consistent with the Perris Valley Commerce Center Specific Plan.
- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Subdivision Map Act

Table 4.11-1 PVCCSP Development Standards by Land Use

Development Standards	LI	C	Notes
Minimum Lot Size	15,000 s.f.	1 ac.	
Minimum Lot Frontage	75 feet	100 feet	45' on cul-de-sacs and street knuckles at ROW.
Minimum Lot Width	75 feet	100 feet	
Minimum Lot Depth	100 feet	150 feet	90' on cul-de-sacs and street knuckles
Maximum Structure Size/Floor Area Ratio (FAR)	0.75 FAR	0.75 FAR	Note 3
Minimum Structure Separation	None	None	
Accessory Structures Size	No max.	No max.	
Maximum Lot Coverage by Structure	50% of lot	50% of lot	Note 3
Maximum Structure Height	50 feet ^[1]	45 feet ^[1]	Notes 3 and 4
Maximum Structure Height at Setback	20 feet	25 feet	
Front Yard Setback shall be as follows:	^{[7][8]}	^{[9][10]}	Note 3
• Local/Collector Streets	10 feet	5 feet	
• Arterials	15 feet	10 feet	
• Expressway and Freeway	20 feet	15 feet	
Side Yard:			
• Adjoining non-residential	None	None	
• Adjoining residential	20 feet ^[6]	10 feet ^[5]	
Street Side Yard:	See Front Yard Req.	See Front Yard Req.	
Rear Yard:			
• Adjoining non-residential	None	None	
• Adjoining residential	20 feet ^[6]	10 feet ^[5]	
Minimum Landscape Coverage	12%	10%	Notes 2 and 3

DEVELOPMENT STANDARDS TABLE NOTES

1. Structure heights may be increased to a maximum of 100-feet above grade, provided that the front and street side yards are increased at least (1) one-foot for every (1) one-foot of height increase beyond the standard set forth in Section 19.44.030 and provided that side and rear yard setbacks are increased by (1) one-foot for every (2) two-foot increase beyond the standard set forth in Section 19.44.030.
2. Interior portions of a site dedicated to loading, storage, large vehicle maneuvering, and parking may be permitted to forego required interior landscaping with the exception of those properties abutting the MWD easement and the required landscaping for employee and visitor parking and outdoor employee break or amenity areas and required buffer areas.
3. FAR is the ratio of floor area divided by lot area. These development standards may be modified pursuant to the development participating in the Incentives program as described in this section.
4. Height of structure shall comply with the Federal Aviation Regulation, Part 77 restrictions for March Air Reserve Base.
5. If loading/unloading provided, setback shall not be less than 25-feet, unless within residential buffer zone in which case a 50-foot setback will be required.
6. If loading/unloading provided, setback shall not be less than 30-feet.
7. Setback requirements are for structures 20-feet or less in height on the public right of way.
8. Front yards for structures shall be increased by 5-feet for each 10 feet of structure height greater than setback from property line/right-of-way to maximum structure height.
9. Setback requirements are for structures 25-feet or less in height on the public right-of-way.
10. Front yards for structures shall be increased (1) one-foot for each (2) two-feet of structure height greater than 25-feet in height at setback from property line/right-of-way to maximum structure height.

Impact Analysis

Threshold a Would the project physically divide an established community?

The PVCCSP EIR Initial Study concludes that the PVCCSP planning area includes some vacant and agricultural land, but is otherwise developed with light industrial, industrial, commercial, and business park uses. Development of the PVCCSP would not divide or disrupt travel between different parts of the City. The PVCCSP is intended to unify the PVCCSP planning area to create a higher quality neighborhood. The Initial Study concludes that implementation of the PVCCSP would not divide an established community (City of Perris, 2009).

As shown in Figure 3-2 of this EIR, the Project site is undeveloped. The area surrounding the Project site is also within the PVCCSP planning area and includes a mix of undeveloped and vacant land, commercial retail uses, industrial uses, school uses, and non-conforming single-family residences. Development of the areas surrounding the Project site would be implemented in accordance with the PVCCSP. The Project involves the development of retail uses in the northern portion of the Project site, consistent with the current PVCCSP land use designation, and a Class A industrial warehouse building in the southern portion of the Project site, which would require an amendment to the PVCCSP to change the land use designations from Commercial and BPO, to Light Industrial. Additionally, the proposed amendment to the PVCCSP involves removal of Dawes Street, a “paper” street within the Project site that would be vacated as part of the Project. Rather than dividing a community, consistent with the intent of the PVCCSP, the Project would bring the area together as a unified neighborhood for higher quality business development including industrial and retail uses. The Project would not physically divide an established community and no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

The Project would result in no impacts. This is consistent with the conclusion of the PVCCSP EIR Initial Study.

Threshold 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?

The PVCCSP EIR concludes that implementation of future development projects in compliance with the PVCCSP would not conflict with any applicable land use plan, policy, or regulation (City of Perris, 2012). An analysis of the Project’s consistency with regional and local plans, including policies intended to avoid or mitigate an environmental effect, is provided below.

Regional

Southern California Association of Governments

SCAG’s Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental, and public health goals. Table 4.11-2 below presents the Project’s consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Project would not conflict with the goals SCAG’s regional planning program.

Table 4.11-2 SCAG Connect SoCal Consistency Analysis

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	No Conflict. This goal would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project implements the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure. Specifically, the Project includes development of retail and industrial uses that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and that are economically competitive with similar retail and industrial buildings in the local area and region. The Project would involve development of an underutilized vacant site. Accordingly, the Project would not impede the economic development in the City of Rancho Cucamonga or the region.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. Access to the Project site would be provided from Ramona Expressway, Nevada Avenue, and Webster Avenue. These roadways provide efficient access to I-215 located approximately 600 feet west of the Project site. Passenger cars would access I-215 from Ramona Expressway while trucks would access I-215 from the new interchange at Placentia Avenue approximately 1.2 miles south of the Project site (via Nevada Avenue). Proposed vehicular (roadway and intersection) and non-vehicular (pedestrian, bicycle, and transit) circulation improvements in the public right-of-way that would be implemented as part of the Project are described in Section 3.0, Project Description, of this EIR, and include improvements along each of the site-adjacent roadways. As discussed in Section 4.13, Transportation, of this EIR, the Project would not result in a substantial safety hazard to motorists, pedestrians, or bicyclists. The proposed improvements would comply with City standards for public roadways and would benefit persons of all social and economic groups who utilize these roadways. Additionally, the proposed warehouse building would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods.
3	Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. This goal would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. As discussed in Section 4.13, Transportation, of this EIR, in addition to the construction of roadway improvements, the Project Applicant would pay applicable traffic

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
		mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area. The Project would not hinder the City's or other agency efforts to enhance the regional transportation system.
4	Increase person and goods movement and travel choices within the transportation system.	No Conflict. As identified above, the Project would construct vehicular and non-vehicular circulation improvements. Non-vehicular circulation improvements include the implementation of Class I multi-purpose trails along the roadways adjacent to the Project site that would provide connectivity to existing pedestrian and bicycle paths in the areas. The Project site is also located adjacent to existing transit routes along Ramona Expressway and Webster Avenue, which are easily accessible to future employees, and the Project would include construction of a bus turnout along Ramona Expressway, west of Webster Avenue, as requested the Riverside Transit Agency (RTA). Additionally, the Project's proposed uses are in proximity to designated truck routes and to the State highway system, which would avoid or shorten truck-trip lengths on other roadways.
5	Reduce greenhouse gas emission and improve air quality.	No Conflict. An analysis of the Project's environmental impacts is provided throughout this EIR, and mitigation measures are specified where warranted. Air quality is addressed in Section 4.3, Air Quality, and PVCCSP EIR and Project-specific mitigation measures are specified to reduce the Project's air quality impacts to the maximum feasible extent, including implementation of a commute trip reduction (CTR) program that would discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, transit usage, walking and biking. As discussed above, the Project would also construct multi-purpose trails and a bus turnout to encourage alternative modes of transportation. Additionally, a key objective of the PVCCSP is to promote sustainable development and to encourage the use of "green" technologies. In addition to complying with the California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code (CALGreen Code), as presented in Section 4.8, Greenhouse Gas Emissions, of this EIR, the Project incorporates PVCCSP EIR mitigation measures that serve to conserve energy and reduce greenhouse gas emissions.
6	Support healthy and equitable communities.	No Conflict. This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Community and Environmental Justice elements of the Perris General Plan. As discussed in Table 4.11-3 below, the Project would not conflict with policies established by the City to provide a healthy and equitable community.
7	Adapt to a changing climate and support an integrated regional development.	No Conflict. Connect SoCal indicates that since the adoption of the 2016 RTP/SCS there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. Warehouse distribution and e-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project includes the development and operation of an industrial warehouse building that is designed to meet contemporary industry standards and operational characteristics. The Project's industrial component would accommodate a wide variety of users and would be economically competitive with similar industrial buildings in the local area and region. Further, the Project involves development of a vacant site historically

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
		used for agricultural production with retail and industrial uses that would diversify the City's economy and bring employment opportunities closer to the local workforce.
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	No Conflict. Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as that proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards and operational characteristics relative to transportation technologies and data-driven solutions.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No Conflict. The Project is in an area developing with commercial and industrial uses and would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	No Conflict. As discussed in Section 4.2, Agriculture and Forestry Resources, of this EIR, the Project involves an orderly conversion of land previously used for agricultural purposes to Commercial and Light Industrial land uses. There are no lands on the Project site designated for agricultural uses. With respect to habitats, refer to the discussion in Table 4.11-3 regarding the Project's consistency with the Conservation Element of the City's General Plan, and the analysis of potential Project impacts to biological resources in Section 4.4. In summary, the Project would be implemented in compliance with applicable requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and incorporates mitigation measures from the PVCCSP EIR that would ensure that any potential impacts to migratory birds would be reduced to a less than significant level. Additionally, as discussed in Section 4.4, even though the on-site feature dissipates/infiltrates on site, does not present a surface hydrologic connection to any downstream waters, does not provide fish and wildlife resources, or beneficial uses, after initial discussions with the Regional Water Quality Board (Regional Board), the Regional Board is likely to assert jurisdiction over the on-site feature. As a result, it is expected that the California Department of Fish and Wildlife (CDFW) and Regional Conservation Authority (RCA) will also assert jurisdiction over the feature. Therefore, the Project Applicant would obtain required permits and approvals for impacts to jurisdictional areas as determined by the respective regulatory agencies.

Local

Perris Valley Commerce Center Specific Plan

As discussed previously, the PVCCSP governs land use within the PVCCSP planning area and is itself a document devoted to specific land use policies and regulations. As previously shown on Figure 3-21, the northern portion of the Project site (approximately 30.8 acres) is designated for Commercial uses in the PVCCSP, and the southern portion of the Project site (approximately 19.2 acres) is designated for BPO uses. The Commercial zoning designation provides for retail, professional office, and service-oriented

activities. The BPO zone provides for uses associated with businesses, professional or administrative services in areas of high visibility from major roadways. Small-scaled warehousing and light manufacturing are allowed within the BPO zone.

As described in Section 3.0, Project Description, of this EIR, and as allowed by the PVCCSP, an amendment to the PVCCSP is required for the proposed industrial use. Specifically, the following amendments to the PVCCSP (most recently amended in January 2022) are proposed. Figure 3-21, Existing and Proposed PVCCSP Land Use Designation, depicts the proposed change in land use designation. The other amendments are graphically depicted on figures presented in Appendix B of this EIR.

- **Change the PVCCSP land use designation** for 19.23 acres of BPO and 23.19 acres of Commercial to Light Industrial (LI) to facilitate development of the proposed 950,224 sf warehouse building. The Commercial land use designation would be retained for the northern portion of the Project site (approximately 7.6 gross acres).
- **Revise Figure 2.0-1, Specific Plan Land Use Designation**, to change the land use designations for the southern portion of the Project site (approximately 42.4 gross acres) from Commercial and BPO to Light Industrial (LI) as indicated above.
- **Revise Table 2.0-1, Land Use Comparison**, to update the acreage calculations for “Proposed Acres” as follows: reduce Commercial from 270 to 251 acres, reduce BPO from 271 to 248 acres, and increase LI from 2,033 to 2,075 acres.
- **Revise Figure 4.0-16, Residential Buffer**, to reflect the proposed changes in land use designations for the Project site as described above for Figure 2.0-1.
- **Revise the following PVCCSP figures to remove Dawes Street**, a “paper” street within the Project site that would be vacated as part the Project. No other changes to these figures are required by the Project.
 - Figure 3.0-1, Circulation Plan
 - Figure 3.0-4, Mass Transit Routes
 - Figure 3.0-5, Trails System
 - Figure 3.0-7, Existing EMWD Water
 - Figure 3.0-8, Existing EMWD Sewer
 - Figure 3.0-9, Existing EMWD Recycled Water
 - Figure 3.0-12, Existing Natural Gas
 - Figure 3.0-13, Existing Electric
 - Figure 3.0-14, Existing Telephone
 - Figure 3.0-15, Existing Cable TV
 - Figure 5.0-8, Ramona Expressway Regional Trail

The proposed uses would not conflict with the Commercial and Light Industrial PVCCSP land use designations. Specifically, the Project involves the construction and operation of eight commercial retail

buildings totaling up to 37,215 sf, as well as automobile parking, landscaping, and infrastructure within the currently designated Commercial area, and one 950,224-sf high-cube warehouse building and associated truck trailer and automobile parking facilities, landscaping, and infrastructure in the proposed Light Industrial area. The proposed retail uses are allowed within the Commercial zone, subject to a Conditional Use Permit for certain types of uses (sale of alcohol for off-site consumption association with the convenience store, drive-thru restaurants, and certain school uses). The proposed industrial building would be a permitted use in the Light Industrial (LI) zone, which allows industrial uses and related activities, including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials and retail-related to manufacturing.

As described in Section 3.0, Project Description, and identified in the analysis for each topical issue in Section 4.0 of this EIR, the Project implements applicable development standards outlined in Table 4.11-1, and applicable PVCCSP Standards and Guidelines related to architecture and design, landscaping (including along Webster Avenue and Ramona Expressway, which are a designated “Major Roadway Visual Corridors”), infrastructure, and sustainable development. Therefore, should the proposed amendment to the PVCCSP be approved, the Project would not conflict with the PVCCSP requirements.

City of Perris General Plan

Activities undertaken by a planning agency must be consistent with the goals and policies of the agency’s general plan. The City of Perris General Plan was approved in 2005, and as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan’s goals and policies. The State’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR, 2017).

Table 4.8-B of the PVCCSP EIR addresses the PVCCSP’s consistency with the goals, policies, and measures of the City’s General Plan that were in effect at the time that the PVCCSP was adopted. The PVCCSP EIR concludes that implementation of the PVCCSP would not result in inconsistencies with the General Plan goals and policies. However, the PVCCSP EIR was not able to evaluate the consistency of each potential development project within the PVCCSP planning area. Therefore, Table 4.11-3 below addresses the Project’s consistency with the current General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. The consistency analysis for policies addressing the circulation system is provided in Section 4.13, Transportation. As identified through these consistency analyses, the Project would not 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.

Table 4.11-3 City of Perris General Plan Consistency Analysis

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
Conservation Element	
Policy II.A. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.	No Conflict. As identified in Section 4.4, Biological Resources, of this EIR, the required biological resources assessment(s) were conducted for the Project to determine the presence or absence of protected biological resources or protected habitat areas. Based on a Project-specific Biological Resources Assessment, the

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	<p>Project site supports non-native grassland, and disturbed areas. The Project site and associated off-site improvement areas do not contain any special-status vegetation communities and are not within any of the designated species survey areas as identified by the MSHCP. Although the Project site is not within a burrowing owl survey area, based on its regional significance, a burrowing owl survey was conducted. No appropriate burrows or burrowing owl habitat were found. Construction of the Project has the potential to impact burrowing owl, if present during construction, and migratory birds if construction occurs during the peak bird nesting season. The Project incorporates mitigation measures from the PVCCSP EIR that would ensure that any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level.</p> <p>According to the Biological Resources Report, there is an unnamed ephemeral water feature that originates at Nevada Avenue in the middle of the western boundary of the Project site. This feature only conveys flows from direct precipitation during storm events. This ephemeral drainage feature does not have any hydrological soils or riparian vegetation. The Biological Resources Report concluded that this drainage feature does not qualify as jurisdictional. Notwithstanding, in its NOP comment, the Santa Ana Regional Board indicated that this drainage would be considered waters of the state for which the Santa Ana Regional Board will accept jurisdiction. As a result, it is expected that the CDFW and RCA will also assert jurisdiction over the feature. Therefore, the Project Applicant will obtain required permits and implement required mitigation measures for the loss of this 0.18-acre area determined by the Santa Ana RWCQB to be jurisdictional.</p>
<p>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.</p>	<p>No Conflict. As stated in Section 4.4, Biological Resources, of this EIR, the Project site is not within an MSHCP Cell Criteria Area (core habitat and wildlife movement area), proposed MSHCP Conservation Area, designated species survey area (i.e., burrowing owl, criteria area species, amphibian, mammal, or narrow endemic plan), or MSHCP Cores and Linkages. As required by this policy, a Habitat Assessment was prepared for the Project, which included a Habitat Assessment and MSHCP consistency analysis. The Habitat Assessment is included in Appendix D1 of this EIR and summarized in Section 4.4. The concludes that, with implementation of the required mitigation measures, the Project would not obstruct the implementation of the MSHCP.</p>
<p>Policy IV.A. Comply with state and federal regulations and ensure preservation of the significant historical, archaeological, and paleontological resources.</p>	<p>No Conflict. In compliance with PVCCSP EIR mitigation measure MM Cult 1, a Phase I Cultural Resources Study was prepared for the Project to address potential impacts to historic and archaeological resources. Additionally, a Paleontological Resources and Mitigation Monitoring Assessment was prepared. These reports are included in Appendix E and Appendix H, of this EIR, respectively. No archaeological or paleontological resources were found within the Project site and site-adjacent improvement areas during site surveys, and no resources were identified based on the records searches conducted. The survey identified one previously recorded resource (P-33-008703), which consists of</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	<p>concrete foundation remains and capped well; however, this resource is not considered eligible for listing on the California Register of Historical Resources. Therefore, no impacts to known significant resources would result with implementation of the Project. Due to the potential to encounter unknown resources during construction, mitigation measures are incorporated into the Project (refer to Project-level mitigation measures MM 5-1 and MM 5-2 in Section 4.5, Cultural Resources, and Project-level mitigation measure MM 7-1 in Section 4.7, Geology and Soils), which include requirements for monitoring and actions to be taken in the event resources are discovered during construction. These measures have been incorporated into the Project to ensure that any significant historic, archaeological, and/or paleontological sites encountered during construction are protected in accordance with local, State, and federal regulations.</p>
<p>Policy V.A. Coordinate land-planning efforts with local water purveyors.</p>	<p>No Conflict. As discussed in Section 4.15, Utilities and Service Systems, of this EIR, a Water Supply Assessment (WSA) was prepared for the Project by the Eastern Municipal Water District (EMWD), the local water purveyor. The WSA is included in Appendix O1 of this EIR and concludes that the EMWD has sufficient water supplies available to serve the Project and future uses from the EMWD’s entitlements and resources. The land use considered for the Project site in the EMWD’s 2020 Urban Water Management Plan (UWMP) demand projection was Commercial Retail and Commercial Office land uses, with a total demand of 125.35 acre-feet per year (AFY). The total water demand for the Project is estimated to be 43.16 AFY, well below the water demand anticipated in the 2020 UWMP.</p>
<p>Policy VI.A. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).</p>	<p>No Conflict. As discussed in Section 4.10, Hydrology and Water Quality, of this EIR, a Preliminary Water Quality Management Plan (WQMP) has been prepared for the Project and includes Best Management Practices (BMPs) to manage post-development water quality to protect regional water quality. In addition, implementation of the Project would involve grading more than 1 acre. Therefore, the Project developer would be required to obtain a National Pollutant Discharge Elimination System (NPDES) General Construction permit and comply with permit requirements effective at the time of construction. Notably, the Project development would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to and receive approval from the City of Perris. The SWPPP would include a surface water control plan and erosion-control plan citing specific measures to control on- and off-site erosion during the entire grading and construction period.</p> <p>Groundwater was not encountered during the subsurface exploration that extended approximately 30 feet below the ground surface. Therefore, Project construction activities, which are expected to extend to a maximum depth of approximately 25 feet, would not impact groundwater.</p>
<p>Policy VIII.A. Adopt and maintain development regulations that encourage water and resource conservation.</p>	<p>No Conflict. As identified in Section 3.0, Project Description, and further discussed in Section 4.8, Greenhouse Gas Emissions, and Section 4.15, Utilities and Service Systems, of this EIR, the PVCCSP and PVCCSP EIR includes requirements related to water and resource conservation. These requirements have been incorporated into the Project. Notably, as with all new development</p>

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	in the City of Perris and in the EMWD service area, the Project would install water efficient devices and landscaping.
Policy VIII.B. Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	No Conflict. As discussed in Section 4.15, Utilities and Service Systems, the Project would comply with the requirements of the CalGreen Code to divert at least 65 percent of construction waste from landfills. This exceeds the 50 percent diversion requirement established in Chapter 7.44, Construction and Demolition Waste Management, of the City's Municipal Code.
Policy X.B. Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	No Conflict. As described in Section 3.0, Project Description, the retail and industrial components of the Project would provide landscaping, including various tree species, as required by the PVCCSP.
Policy X.C. Encourage strategic shape and placement of new structures within new commercial and industrial projects.	No Conflict. The Project would promote energy conservation by taking advantage of natural lighting and ventilation, sunlight, and shade, as appropriate based on site conditions. Light colored truck yards and roof would be installed to reduce heat gain.
Land Use Element	
Policy II.A Require new development to pay its full, fair share of infrastructure costs.	No Conflict. The PVCCSP includes an Infrastructure Plan that identifies the utility infrastructure necessary to serve the allowed development in the PVCCSP planning area. Each individual development, including the Project, is required to implement the infrastructure needed to serve its proposed uses. Water, wastewater, drainage, and dry utility lines that would be installed as part of the Project are described in Section 3.0, Project Description, of this EIR. Additionally, the Project includes installation of a public 60-inch reinforce concrete pipe (RCP) storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue extending to the existing 60-inch RCP storm drain stub at the southeast corner of Ramona Expressway and Webster Avenue. The
Policy III.A Accommodate diversity in the local economy.	No Conflict. As identified in the NOP for this EIR, and Section 6.1, Effects Determined Not be Significant, of this EIR, the Project would generate construction jobs and, during operation, potentially employ approximately 997 individuals (approximately 923 new industrial jobs and 74 new retail jobs). It is anticipated that these would be employment opportunities generated for residents of the City and the larger region therefore benefitting the City's overall economy.
Policy V.A. Restrict development in areas at risk of damage due to disasters.	No Conflict. As identified in EIR Section 4.7, Geology and Soils, the Project site is not within an Alquist-Priolo Earthquake Fault Zone. Further, compliance with requirements of the PVCCSP EIR, the City's General Plan measures, and recommendations from the Project-specific geotechnical report would ensure that potential impacts related to geology and soils are less than significant. As discussed in EIR Section 4.10, Hydrology and Water Quality, the Project site is not within a 100-year floodplain, and is not within a dam inundation zone for the Perris Dam.
Noise Element	
	No Conflict. The background ambient noise levels in the vicinity of the Project site are dominated by the transportation-related noise associated with the roadway network. Additional

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>Policy I.A The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.</p>	<p>background noise sources include aircraft overflight noise from the MARB/IPA. As discussed in Section 4.12, Noise, of this EIR, based on State of California Noise/Land Use Compatibility Criteria presented in Exhibit N-1 of the General Plan Noise Element, commercial uses are considered normally acceptable with exterior noise level below 65 dBA CNEL, conditionally acceptable with exterior noise levels below 75 dBA CNEL, and normally unacceptable with exterior noise level above 75 dBA CNEL. Industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL.</p> <p>As discussed in Section 4.12, Noise, of this EIR, based on projected traffic noise levels along roadways adjacent to the Project site, the Project would be exposed to estimated exterior noise levels of 80.0 dBA CNEL along Ramona Expressway, 77.2 dBA CNEL along Nevada Avenue, and 75.2 dBA CNEL along Webster Avenue. Therefore, the noise levels for the planned commercial uses along Ramona Expressway are considered normally unacceptable. However, the City's noise standards are required to be met and this would be accomplished through the inclusion of noise insulation features in the building design. The planned industrial land use would not be exposed to noise levels that exceed those considered conditionally acceptable, and conventional construction would ensure that the noise levels are compatible with the proposed use.</p>
<p>Policy II.A. Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.</p>	<p>No Conflict. The Project includes improvements to the site-adjacent roadways, which include Nevada Avenue, Ramona Expressway, and Webster Avenue to comply with the City's roadway standards. The City of Perris Municipal Code limits the hours for construction to between 7:00 AM and 7:00 PM and prohibits construction on Sundays and most legal holidays. PVCCSP EIR mitigation measure MM Noise 1 requires construction equipment to operate with adequate mufflers. PVCCSP EIR mitigation measure MM Noise 1 also requires that stationary equipment (e.g., compressors or welders) be oriented to direct noise away from the nearest sensitive receptors. PVCCSP EIR mitigation measures MM Noise 2 and MM Noise 3 require stationery equipment, stockpiles, and staging areas to be at least 446 feet from an occupied residence or incorporate additional noise-reduction measures. PVCCSP EIR mitigation measure MM Noise 4 limits haul truck deliveries to the same hours allowed for construction. Project-level mitigation measure MM 12-1 requires a minimum 8-foot-high construction noise barrier at the southern Project site boundary to reduce typical construction noise levels at the school uses to below 80 dBA L_{max}. Additionally, Project-level mitigation measure MM 12-2 requires that all construction equipment be equipped with properly operating and maintained mufflers and place stationary construction equipment directed away from noise sensitive receptors. With implementation of these measures, the Project would not result in a substantial temporary or periodic increase in ambient noise levels during construction of the proposed roadways improvements. No off-site</p>

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	traffic noise levels would result along the roadway segments being implemented as part of the Project.
<p>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.</p>	<p>No Conflict. Section 4.9, Hazards and Hazardous Materials, and Section 4.12, Noise, of this EIR, address noise exposure from MARB/IPA operations. As identified, Compatibility Zone C1 is considered to have a moderate noise impact. The Project site is near the 60 dBA CNEL contour. The Project would not expose people working at the site to excessive noise levels from airport operations.</p>
<p>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.</p>	<p>No Conflict. As discussed in Section 4.12, Noise, of this EIR, there are sensitive receptors within 160 feet of the Project site. The nearest sensitive receptors are the school uses adjacent to and south of the Project site. The Project-related operational noise levels would satisfy the City of Perris 60 dBA CNEL exterior noise level standards at the nearest sensitive receiver locations.</p>
<p>Safety Element</p>	
<p>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.</p>	<p>No Conflict. As described in Section 3.0, Project Description, the Project includes site-adjacent roadway improvements to Ramona Expressway (a potential evacuation route shown on Figure S-1 of the Safety Element), Webster Avenue, and Nevada Avenue. The roadways would be designed and constructed in compliance with the City's standards and would facilitate emergency vehicle access in the area.</p>
<p>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.</p>	<p>No Conflict. As described in Section 3.0, Project Description, the Project would include the installation of the backbone utility infrastructure necessary to serve the Project. This would include the installation of water and sewer lines along Ramona Expressway, a water line along Nevada Avenue, and a 60-inch reinforced concrete pipe (RCP) storm drain that would connect to the existing Perris Valley Master Plan of Drainage Line E along Ramona Expressway.</p>
<p>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.</p>	<p>No Conflict. As described in Section 3.0, Project Description, there are four driveways serving the retail component of the Project, and four driveways (two truck and two passenger vehicle) serving the industrial component of the Project. As further discussed in Section 4.13, Transportation, of this EIR, the Project driveways and roadway improvements have been designed to provide sufficient queueing and curb turn radii, etc.</p>
<p>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.</p>	<p>No Conflict. As shown on Figure S-3, FEMA Flood Hazards Zones, of the Safety Element, the Project site is not within a flood hazard zone.</p>
<p>Policy S-4.3. Require new development projects and major remodels to control stormwater run-off on site.</p>	<p>No Conflict. As described in Section 3.0, Project Description, of this EIR, and further discussed in Section 4.10, Hydrology and Water Quality, the Project's on-site storm drain system has been designed such that on-site flows generated by the Project would be collected via inlets at the low point around the site that would connect to an underground detention system, which would attenuate peak storm flows to ensure that developed conditions do not exceed the existing condition peak runoff rate. Further, the on-site storm drain system includes infrastructure to accommodate</p>

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	stormwater run-on from the property west of the Project site, including the 60-inch public storm drain discussed previously, and an emergency bypass channel along Nevada Avenue and the northern boundary of the industrial site.
<p>Policy S-4.4. Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).</p>	<p>No Conflict. As discussed in Section 4.10, Hydrology and Water Quality, the Project site is located within FEMA Flood Hazard Zone X, which indicates that an area is subject to inundation by the 0.2-percent annual chance (or 500-year) flood and is not within a 100-year flood zone.</p>
<p>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.</p>	<p>No Conflict. According to Exhibit S-5, Wildfire Hazards, of the City General Plan Safety Element, the Project site is not located in or near an area identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ). The Project would not require the transfer of development right to lower risk areas.</p>
<p>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.</p>	<p>No Conflict. The Project would construct roadway improvements necessary to serve the proposed uses and would improve emergency access to the Project site and surrounding areas. Access to the Project would be provided from the roadways surrounding the Project site. There would be four driveways for the retail component of the Project (along Nevada Avenue, Ramona Expressway and Webster Avenue), and four driveways for the industrial component of the Project (along Nevada Avenue and Webster Avenue). Roadway improvements and access would be constructed in accordance with City standards.</p>
<p>Policy S-5-10. Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>No Conflict. The Project includes the installation of water infrastructure to serve the Project, which would be sized during final design to meet the water demands/requirements for firefighting.</p>
<p>Policy S.6-1. Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p> <p>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.</p> <p>Policy S.6-3. Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</p>	<p>No Conflict. As discussed in Section 4.9, Hazards and Hazardous Materials, the Project is within the Airport Influence Area (AIA) for MARB/IPA; however, it would not conflict with the 2018 MARP/IPA AICUZ, which establishes the noise contours for MARB/IPA, or the MARB/IPA Airport Land Use Compatibility Plan (ALUCP). Because the Project requires an amendment to the PVCCSP, the Riverside County Airport Land Use Commission (ALUC) would also review the Project for consistency with the ALUCP.</p>
<p>Policy S-7.1. Require all development to provide adequate protection from damage associated with seismic incidents.</p> <p>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.</p>	<p>No Conflict. As discussed in Section 4.7, Geology and Soils, of this EIR, the PVCCSP EIR, and the California Building Code (CBC), as adopted by the City, provide guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events, and the Project proponent would be required to implement seismic design considerations in accordance with the current CBC. Further, consistent with Safety Element implementation measures and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Report recommendations</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>Policy S.8-2. Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.</p>	<p>No Conflict. As discussed in Section 4.9, Hazards and Hazardous Materials, of this EIR, the Project would be required to comply with applicable regulations addressing the use, storage, and disposal of hazardous materials, including materials used for the proposed gas station operations.</p>
<p>Healthy Community Element</p>	
<p>Policy HC 1.3. Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.</p>	<p>No Conflict. As described in Section 4.1, Aesthetics, of this EIR, development of the Project with retail and industrial uses would introduce new permanent sources of light into the area in the form of signage, building lighting, and parking lot lighting for nighttime operations, security, and safety. Street lighting would also be installed along site adjacent roadways. The proposed uses would be visible from the surrounding streets, and the industrial use would have gated truck courts with guard houses.</p>
<p>Policy HC 2.1. Implement the Perris Trail Master Plan.</p> <p>Policy HC 2.3. Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:</p> <ul style="list-style-type: none"> • Requiring where appropriate the development of compact development patterns that are pedestrian and bicycle friendly Increasing opportunities for active transportation (walking and biking) and transit use. • Increasing opportunities for active transportation (walking and biking) and transit use. • Encouraging the development of neighborhood grocery stores that provide fresh produce. 	<p>No Conflict. As described in Section 3.0, Project Description, of this EIR, and further discussion in Section 4.13. Transportation, the Project would include the construction of Class I multipurpose trails along Ramona Expressway, Nevada Avenue and Webster Avenue, which would accommodate pedestrians and bicyclists to a greater extent than the Class II bikeways (on-street striped) anticipated in the Perris Trail Master Plan. There are existing RTA bus routes along Ramona Expressway and Webster Avenue, and based on direction from the RTA, a bus turnout would be constructed along Ramona Expressway just west of Webster Avenue, which would be easily and safely accessible from the proposed Class I multipurpose trails.</p>
<p>Policy HC 2.4. Promote development patterns and policies that:</p> <ul style="list-style-type: none"> • Reduce commute times. • Encourage the improvement of vacant properties and the reinvestment in neighborhoods. • Provide public space for people to congregate and interact socially. • Foster safe and attractive environments. 	<p>No Conflict. The Project involves development of the currently vacant 50-acre Project site with employment generating industrial and retail uses. It is anticipated the new jobs would be filled by residents in the area, which could potentially reduce commute times for individuals traveling out of the area for employment opportunities. The proposed uses would be development in compliance with the design guidelines and development standards outlined in the PVCCSP, including the provision of employee amenities, which would provide space for future employees to interact. Additionally, on- and off-site pedestrian pathways would provide access to on-site retail buildings and outdoor dining/seating areas where people can congregate and interact and would connect to proposed off-site pedestrian facilities and public covered resting areas along Ramona Expressway.</p>
<p>Policy HC 2.6 Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution.</p>	<p>No Conflict. Refer to the consistency analysis for Policy HC 2.2, Policy HC 2.3, and Policy HC 2.4, above, which address the Project's consistency with policies that promote physical activities. Also, refer to the consistency analysis for Connect SoCal Goal 5, which addresses air quality.</p>
<p>Policy HC 3.1. Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout Perris including public transit.</p>	<p>No Conflict. There are existing bus routes along Ramona Expressway and Webster Avenue adjacent to the Project site. In compliance with PVCCSP EIR mitigation measure MM Trans 4, the Project Applicant coordinated with RTA regarding provision of transit facilities in the vicinity of the Project. At the direction of RTA, a bus turnout would be constructed along Ramona Expressway</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	just west of Webster Avenue as part of the Project. This bus stop would serve the Project and surrounding uses.
<p>Policy HC 3.5. Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.</p>	<p>No Conflict. As identified in the NOP for this EIR, and Section 6.1, Effects Determined Not be Significant, of this EIR, the Project would generate construction jobs and, during operation, potentially employ approximately 997 individuals (approximately 923 new industrial jobs and 74 new retail jobs). It is anticipated that these would be employment opportunities generated for residents.</p>
<p>Policy HC 4.1. Promote public spaces that foster positive human interaction and healthy lifestyles.</p>	<p>No Conflict. Refer to the consistency analysis for Policy HC 2.4 above, which address spaces for interaction.</p>
<p>Policy HC 6.1. Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.</p>	<p>No Conflict. As previously identified, an objective of the PVCCSP is to promote sustainable development. Also, refer to the consistency analysis for Connect SoCal Goal 8, which addresses new technology.</p>
<p>Policy HC 6.2. Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.</p>	<p>No Conflict. Refer to the consistency analysis for Policy VIII.A of the Conservation Element, above, which addresses water and resource conservation. Further, as discussed in Section 4.10, Hydrology and Water Quality, of this EIR, the Project would be implemented in compliance with applicable regulations for the protection of water quality during construction and operation.</p>
<p>Policy HC 6.3. Promote measures that will be effective in reducing emissions during construction activities:</p> <ul style="list-style-type: none"> • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project-by-project basis and should be specific to the pollutant for which the daily threshold is exceeded. 	<p>No Conflict. As further discussed in Section 4.3, Air Quality, of this EIR, the Project would be implemented in compliance with applicable SCAQMD rules in place to protect air quality in the region during construction activities. Additionally, the Project incorporates mitigation measures from the PVCCSP EIR to reduce Project-related construction emissions, and additional Project-specific mitigation measures have been identified to further reduce air quality emissions during construction. Construction emissions would not exceed the SCAQMD thresholds of significance for daily air pollutant emissions and impacts would be less than significant.</p>
<p>Environmental Justice</p>	
<ul style="list-style-type: none"> • 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. • 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 	<p>No Project. The Project includes the development of an industrial warehouse and retail uses on a 50-acre site north of and adjacent to existing school uses (Val Verde High School, Val Verde Academy and Val Verde Regional Learning Center). As summarized in Section 2.0, Introduction, of this EIR, the Project site planning process involved coordination between the City, the Project Applicant, and representatives of VVUSD and RCOE to ensure the proposed development has been designed to ensure compatibility with these uses. As shown on the conceptual site provided on Figure 3.14 in Section 3.0, Project Description, the proposed industrial use has been designed so that the enclosed</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>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."</p>	<p>truck court yards are on the east and west sides of the building, more than 300 feet away from the property boundary with the school facilities. Passenger vehicle parking would be provided in the parking area south of the industrial building. At the request of the City and the VVUSD, the Project has been designed so that all truck travel occurs along Nevada Avenue, rather than Webster Avenue, which is the primary roadway used to access the school facilities. As further discussed in Section 4.12, Noise, of this EIR, a solid barrier would be installed along the property line between the Project site and the school property to reduce potential noise impacts during construction to a less than significant level. There are existing chain link fences along a drainage feature that physically separates the school facilities from the Project site. No significant operational noise impacts to the school uses would result from implementation of the Project.</p> <p>As discussed in Section 4.3, Air Quality, of this EIR, a health risk assessment has been prepared for construction and operation of the Project and addresses potential health risks to the maximally exposed individual receptor, maximally exposed worker, and maximally exposed school child. Potential health risks were determined to be less than significant.</p>
<p>Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks.</p>	<p>No Conflict. As further discusses in Section 4.3, Air Quality of this EIR, the Project would implement PVCCSP EIR mitigation measure MM Air 11, which requires signage be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of 5 minutes.</p>
<p>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.</p>	<p>No Conflict. Refer to the consistency analysis for policies HC 2.1 and HC 2.3, which addresses active transportation. Additionally, as further discussed in Section 4.13, Transportation, with the implementation of Class I multipurpose trails along the site-adjacent roadways, and the installation of a bus turnout, the Project is consistent with the City's Active Transportation Plan. Additionally, the Project would include the provision of bicycle storage and bicycle facilities as required by the City and the CalGreen Code.</p>

Source (Policies): (City of Perris, 2022c) (City of Perris, 2008) (City of Perris, 2016a) (City of Perris, 2016b) (City of Perris, 2015) (City of Perris, 2022d) (City of Perris, 2022e)

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusion of the PVCCSP EIR.

4.11.5 CUMULATIVE IMPACTS

As identified in Section 5.0, Other CEQA Topics, of the PVCCSP EIR, this cumulative impact analysis considers development of the Project in relation to the City's General Plan land use policies and zoning

ordinances, along with other developmental policies. The PVCCSP EIR concludes that cumulative impacts associated with the development of allowed uses under the PVCCSP, which would include the Project, would be consistent with all applicable General Plan Policies and regional plans, and cumulative impacts would be less than significant.

The Project would not divide an established community and would not contribute to a cumulative impact with respect to this impact.

The Project would result in the development of a vacant approximately 50- acre site with eight commercial retail buildings totaling 37,215 sf and one 950,224-sf industrial warehouse building. Development of the proposed industrial use would require an amendment to the PVCCSP to change existing areas with Commercial and BPO land use designations to Light Industrial. Light Industrial land uses are allowed by the PVCCSP, and notably much of the area to the north and east of the Project is designated for Light Industrial uses. As presented in the analysis above, the Project would not 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.

The character and overall intensity of the Project are consistent with existing land uses within the City and in the Project vicinity. Furthermore, cumulative development projects would be reviewed for consistency with adopted land use plans and policies by the City of Perris (including General Plan policies and zoning requirements), in accordance with the requirements of CEQA, the state Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development.

Through these requirements, future development would be consistent with adopted goals and polices, would be in compliance with applicable regulations, and would be compatible with existing land uses. Even if the cumulative impact of these projects would be significant, the Project's contribution to such cumulative land use impacts is less than significant and is thus not cumulatively considerable because the Project does not conflict with adopted goals and policies as identified through the analysis presented in this section.

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4.12 **NOISE**

This section identifies and evaluates the Project's potential to have adverse effects related to noise during construction and operation. The following analysis is based on the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR), and the following Project-specific reports:

- *Ramona Gateway Noise Impact Analysis, City of Perris* (Noise Analysis) (dated October 18, 2022) (Urban Crossroads, 2022). The Noise Analysis is included in Appendix M of this EIR.
- *Ramona Gateway Project – Airport Land Use Compatibility* (ALUC Analysis) (dated September 6, 2022) (Johnson Aviation, 2022). The ALUC Analysis is included in Appendix K of this EIR.

There were no Notice of Preparation (NOP) comment letters received specifically addressing noise issues. At the April 20, 2022, public scoping meeting for this Draft EIR, it was requested that noise impacts to the school from construction and operation (e.g., loading dock activities, and mechanical equipment) be addressed, and that the operational impact analysis be based on the industrial building operating as a fulfillment center 24 hours per day/7 days per week.

4.12.1 **EXISTING SETTING**

Section 4.9, Noise, of the PVCCSP EIR, includes a detailed discussion of the environmental setting for the PVCCSP planning area, which includes the following subsections related to noise issues: acoustical analysis background, groundborne vibration background, existing noise levels, and existing traffic noise levels. Additional information about the fundamentals of noise is provided in the Noise Analysis included in Appendix M of this EIR. The discussion in this section focuses on information that is either particularly relevant to the Project or specific to the Project site.

Acoustical Analysis Background

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

The PVCCSP EIR further states that average noise levels over a period of minutes or hours are usually expressed as dB L_{eq} or the equivalent noise level for that period of time. For example, L_{eq} would represent a three-hour average. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7:00 p.m. and 10:00 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10:00 p.m. to 7:00 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in

the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weighs only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.

Groundborne Vibration

Operational and construction activities can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Large bulldozers and loaded trucks can cause perceptible vibration levels proximate receptors. The United States Department of Transportation Federal Transit Administration (FTA) provides guidelines for maximum-acceptable vibration criteria for different types of land uses. According to the FTA, buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage.

Existing Noise Levels

To assess the existing noise level environment, four 24-hour noise level measurements were taken at receiver locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area (ambient noise survey locations are shown in Figure 4.12-1, Noise Measurement Locations). To describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, July 21st, 2021. Noise level measurements were taken using a Piccolo Type 2 integrating sound level meter and dataloggers and calibrated using a Larson-Davis calibrator, Model CAL 150 integrating sound level meter. The sound level meter was programmed to record noise levels in “slow” mode in “A” weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. The L_{eq} , maximum noise level (L_{max}), and minimum noise level (L_{min}) values taken at each ambient noise measurement location are presented in Table 4.12-1, 24-Hour Ambient Noise Level Measurements.

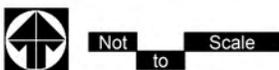
As shown in Table 4.12-1, average daytime noise levels in the study area range from 52.9 to 63.0 dBA L_{eq} , and average nighttime noise levels range from 50.3 to 61.3 dBA L_{eq} . The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the arterial roadway network (i.e., Ramona Expressway, Webster Avenue, and Nevada Avenue) and Interstate (I)-215. This includes the auto and heavy truck activities near the noise level measurement locations. Additional background noise sources in the Project study area include aircraft overflight noise from March Air Reserve Base/Inland Port Airport (MARB/IPA); however, the Project site is mostly within or near the 60 dBA CNEL noise contour boundaries for MARB/IPA.

Estimated existing traffic noise levels on roads that would be used by Project-generated traffic are shown in Table 4.12-2, Existing Without Project Conditions Noise Contours. Segments adjacent to sensitive receptors were identified by review of existing aerial imagery.



Source(s): Urban Crossroads (07-08-2022)

Figure 4.12-1



Noise Measurement Locations

Table 4.12-1 24-Hour Ambient Noise Level Measurements

Location ¹	Description	Energy Average Noise Level (dBA L _{eq}) ²		CNEL
		Daytime	Nighttime	
L1	Located northeast of the Project site near single-family residence at 4063 N Webster Ave.	63.0	58.8	66.7
L2	Located east of the Project site near existing commercial use at 3701 Webster Avenue.	63.0	61.3	68.2
L3	Located south of the Project site near Val Verde High School at 972 Morgan Street.	57.6	57.2	64.0
L4	Located southwest of the Project site near single-family residence at 19543 Patterson Avenue.	52.9	50.3	57.4

¹ See Figure 4.12-1 for the noise level measurement locations.

² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of the Noise Analysis included in Appendix M.

"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Source: (Urban Crossroads, 2022, Table 5-1)

Table 4.12-2 Existing Without Project Conditions Noise Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Nevada Rd.	n/o Morgan St.	Sensitive	73.5	56	122	262
2	Webster Av.	n/o Ramona Expy.	Sensitive	70.6	RW	111	240
3	Webster Av.	n/o Morgan St.	Sensitive	68.0	RW	75	161
4	Indian Av.	s/o Morgan St.	Non-Sensitive	73.1	75	162	350
5	Indian Av.	n/o Ramona Expy.	Sensitive	73.0	75	161	347
6	Perris Blvd.	n/o Ramona Expy.	Non-Sensitive	76.4	170	367	790
7	Perris Blvd.	s/o Ramona Expy.	Non-Sensitive	76.2	166	358	770
8	Perris Blvd.	s/o Morgan St.	Non-Sensitive	76.2	166	358	771
9	Ramona Expy.	w/o Nevada Rd.	Non-Sensitive	78.0	314	677	1459
10	Ramona Expy.	e/o Webster Av.	Non-Sensitive	77.0	269	579	1248
11	Ramona Expy.	e/o Indian Av.	Non-Sensitive	76.8	262	564	1215
12	Ramona Expy.	e/o Perris Blvd.	Sensitive	76.4	247	533	1147
13	Morgan St.	e/o Nevada Rd.	Sensitive	66.2	RW	57	122
14	Morgan St.	e/o Webster Av.	Non-Sensitive	69.7	45	96	207
15	Morgan St.	e/o Indian Av.	Non-Sensitive	66.7	RW	61	132

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

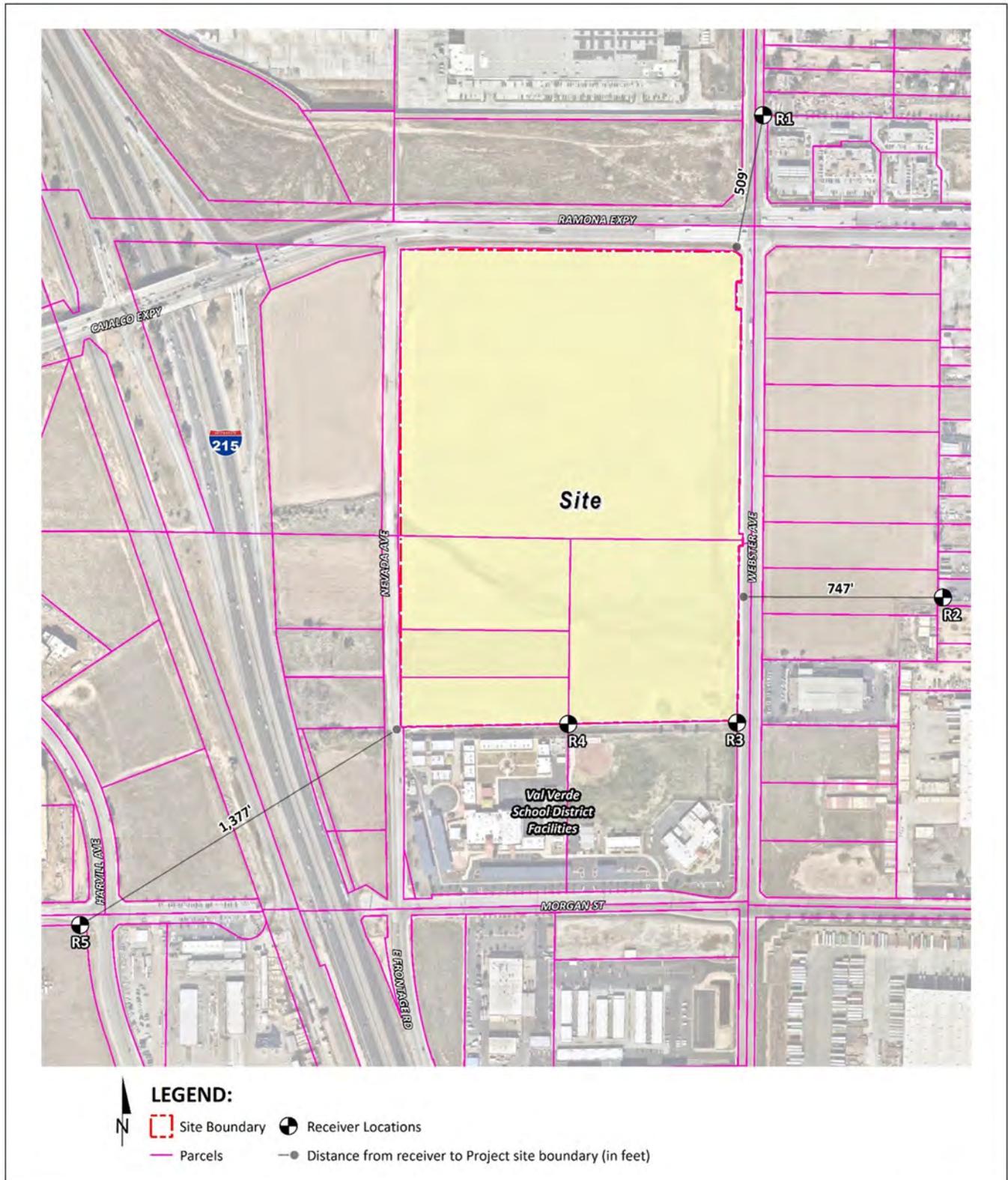
Source: (Urban Crossroads, 2022, Table 7-1)

Sensitive Receptors

To assess the potential for temporary construction and long-term operational noise impacts, five receiver locations, as shown on Figure 4.12-2, Sensitive Receiver Locations, were identified as representative locations for analysis. As identified in the PVCCSP EIR, sensitive receptors are areas where humans are participating in activities that may be subject to the stress of significant interference from noise and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, and libraries.

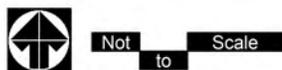
Provided below is a description of the receiver locations. Distance was measured in a straight line from the Project boundary to the property line of each receiver location. The selection of receiver locations was based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as described in Section 5.2 of the Noise Impact Analysis included in Appendix M of this EIR. Other sensitive land uses in the Project study area that are located at greater distances than those identified in the Noise Analysis would experience lower noise levels than those identified below due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Location R1 represents the property line of the existing residence at 4063 N Webster Avenue, approximately 509 feet northeast of the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the property line of the existing noise sensitive residence at 3772 Brennan Avenue approximately 747 feet east of the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the northeast property line of the existing Val Verde School District athletic field. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R4: Location R4 represents the northern property line of the existing noise sensitive Val Verde High School at 972 Morgan Street, immediately south of the Project site property line. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R5: Location R5 represents the property line of the existing noise sensitive residence at 19542 Patterson Avenue, approximately 1,377 feet southwest of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.



Source(s): Urban Crossroads (07-08-2022)

Figure 4.12-2



Sensitive Receiver Locations

4.12.2 EXISTING POLICIES AND REGULATIONS

Section 4.9, Noise, of the PVCCSP EIR includes discussions of noise regulations. Following is a discussion of applicable State and local regulations related to noise, which are further discussed in the Noise Analysis included in Appendix M of this EIR. There are no regional noise or vibration policies or regulations applicable to the Project with the exception of regulations related to the MARB/IPA, which are addressed herein.

State

Noise Standards

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research (OPR). The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels. The City of Perris has adopted a modified version of the State guidelines in its Noise Element, as discussed below.

Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA L_{eq} in occupied areas during any hour of operation (Section 5.507.4.2). The Project is not located within the 65 CNEL noise contour of the MARP/IP Airport.

Local

City of Perris General Plan – Noise Element

The City of Perris has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise policies and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. The specific goals and policies of the General Plan related to noise that reduce or mitigate an environmental effect that are relevant to the Project and a discussion of the Project's consistency is provided in Table 4.11-3, City of Perris General Plan Consistency Analysis, in Section 4.11, Land Use and Planning, of this EIR.

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

Additionally, Policy V.A of the General Plan Noise Element, which addresses noise levels generated by new large-scale commercial or industrial uses, is addressed under Threshold “a” of this section. Implementation Measure V.A.1 requires that new large-scale commercial or industrial facilities located within 160 feet of sensitive land uses identify specific measures necessary to ensure that noise levels to be generated in conjunction with operation of a proposed facility do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use.

City of Perris Noise Ordinance

To analyze noise impacts originating from a designated fixed location or private property, such as the Project, operational noise is typically evaluated against standards established under a City’s Municipal Code. Chapter 7.34, Noise Control, of the City of Perris Municipal Code is the City’s noise ordinance. The following sections from the noise ordinance are applicable to the Project:

Section 7.34.040 – Sound Amplification

No person shall amplify sound using sound amplifying equipment contrary to any of the following:

- The only amplified sound permitted shall be either music, the human voice, or both.
- The volume of amplified sound shall not exceed the noise levels set forth in this subsection when measured outdoors at or beyond the property line of the property from which the sound emanates (see Table 4.12-3).

Table 4.12-3 Noise Ordinance Property Line Sound Level Noise Limits

Jurisdiction	Land Use	Time Period	Noise Level Standard (dBA)
City of Perris	Residential ¹	Daytime (7:01 a.m. - 10:00 p.m.)	80 dBA L _{max}
		Nighttime (10:01 p.m. - 7:00 a.m.)	60 dBA L _{max}
	Within 160 Feet of PL ²	24-Hours	60 dBA CNEL

¹ City of Perris Municipal Code, Sections 7.34.040 & 7.34.050 (Appendix 3.1 of Appendix M).

² City of Perris General Plan Noise Element, Implementation Measure V.A.1.

Source: (Urban Crossroads, 2022, Table 3-2)

Section 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 decibel, 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.
- (9) Whether the noise is recurrent, intermittent, or constant.

Section 7.34.060 – Construction Noise

The City of Perris Municipal Code, Section 7.34.060, identifies the City's construction noise standards and permitted hours of construction activity. Pursuant to Section 7.34.060, 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. Further, Section 7.34.060 states that noise from construction activity shall not exceed 80 dBA L_{max} in residential zones of the City.

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP)

The *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* (MARB/IP ALUCP) includes the policies for determining the land use compatibility of the Project. The Project site is located approximately 1.2 miles south of the MARB/IPA, and the MARB/IP ALUCP, Map MA-1, indicates that the Project site is located within Compatibility Zones C1, the Primary Approach/Departure Zone. The MARP/IP ALUCP Table MA-1, Compatibility Zone Factors, indicates that this area is considered to have a moderate to high noise impact, and is mostly within the 60 dBA CNEL contour boundary. Single-event noise levels are potentially disruptive in this zone. In Zone C1, office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dBA. (Johnson Aviation, 2022)

4.12.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a Project would normally have a significant adverse environmental impact related to noise if it would:

- a. Result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- b. Result in the generation of excessive groundborne vibration or groundborne noise levels.
- c. For a project located within the vicinity of a private airship 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, expose people residing or working in the Project site to excessive noise levels.

4.12.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to airport noise. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. The PVCCSP EIR includes MMs for potential impacts to noise, which are listed below.

Airport Overlay Zone (Chapter 12.0 of PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP.

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

- **Noise Standard:** All building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate interior sound levels.
- **Notice of Airport in the Vicinity:** Prior to approval of new development projects, all applicants shall prepare an aerial photograph identifying the location of the March ARB/IP in relationship to the project site, and a Notice of Airport in the Vicinity. Because the entire PVCCSP lies within the MARB Airport Influence Area (AIA), notice must be provided to all potential purchasers or tenants (refer to mitigation measure MM Haz 4 in Section 4.9, Hazards and Hazardous Materials, of this EIR).

The following mitigation measures from the PVCCSP EIR for noise impacts are incorporated as part of the Project and are assumed in the analysis presented in this subsection.

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

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

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

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

Noise level increases at nearby receiver locations resulting from the Project are evaluated based on the PVCCSP EIR thresholds of significance described below at nearby sensitive receiver locations. Further, CEQA requires that consideration be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant.

According to the PVCCSP EIR, there is no official “industry standard” of determining significance of noise impacts. However, typically, a jurisdiction will identify either 3 dBA or 5 dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The PVCCSP EIR indicates that a 5 dBA noise level increase is considered discernable to most people in an exterior environment when the existing noise levels are below 60 dBA. Further, it identifies a 3 dBA increase threshold when the existing ambient noise levels already exceed 60 dBA. In addition, according to the PVCCSP EIR, an increase of 5 dBA or more above without Project noise levels is considered a significant impact at all other sensitive land uses. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

Even though Section 7.34.060 of the Municipal Code limits the use of the 80 dBA L_{max} standard to residential properties, the same 80 dBA L_{max} exterior noise level standard has been used to assess the potential construction noise level impacts at the nearby Val Verde Unified School District and Riverside Office of Education Facilities.

Even though Section 7.34.040 of the Municipal Code limits the use of the 80 dBA L_{max} standard to affected residential properties, the same 80 dBA L_{max} exterior noise level standard has been used to assess the potential operational noise level impacts at the Val Verde Unified School District and Riverside County Office of Education Facilities south of the Project site.

Noise impacts shall be considered significant if any of the conditions shown in Table 4.12-4, Noise and Vibration Significance Criteria Summary, occur as a direct result of the proposed development.

Table 4.12-4 Noise and Vibration Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	if resulting noise level is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if resulting noise level is > 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive ³	At residential land use ^{2, 6}	80 dBA L _{max}	60 dBA L _{max}
		Within 160 Feet of noise-sensitive use ³	60 dBA CNEL (exterior)	
		if resulting noise level is < 60 dBA L _{eq} ¹	≥ 5 dBA L _{eq} Project increase	
		if resulting noise level is > 60 dBA L _{eq} ¹	≥ 3 dBA L _{eq} Project increase	
Construction	Noise-Sensitive	At residential land use ^{4, 6}	80 dBA L _{max}	
		Vibration Level Threshold ⁵	0.5 PPV (in/sec)	

¹ PVCCSP EIR, Page 4.9-20.

² City of Perris Municipal Code, Section 7.34.040 (Appendix 3.1 of Appendix M).

³ City of Perris General Plan Noise Element, Implementation Measure V.A.1.

⁴ City of Perris Municipal Code, Section 7.34.060 (Appendix 3.1 of Appendix M).

⁵ PVCCSP EIR, Page 4.9-27.

⁶ Even though the Municipal Code limits the use of the 80 dBA L_{max} standard to affected residential properties, the same 80 dBA L_{max} exterior noise level standard has been used to assess the potential noise level impacts at the Val Verde Unified School District and Riverside County Office of Education Facilities.

"Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

Source: (Urban Crossroads, 2022, Table 4-1)

Impact Analysis

Threshold a Would the project result in the 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?

Consistent with the analysis presented in the PVCCSP EIR, the Project has the potential to result in a substantial temporary or permanent increase in ambient noise levels during construction of the Project, during long-term site operations, and due to Project-related traffic. Each is discussed below.

Construction-Related Noise Impacts

The PVCCSP EIR concludes that construction-generated noise resulting from implementation of the PVCCSP and its subsequent implementing development and infrastructure projects could result in potentially significant impacts, but concluded that compliance with the day and hour limits of the Municipal Code (Noise Ordinance) and incorporation of PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 would reduce impacts to less than significant levels. The PVCCSP EIR further concludes that the transport of workers and equipment to and from the Project site would incrementally increase noise on access roads leading to the site. Although there would be relatively high intermittent noise from passing vehicles, the noise increase would be minor when averaged over longer periods of time. Therefore, short-term construction noise associated with worker commutes and equipment transport would be less than significant.

Noise generated by the Project construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when operating at the Project site boundaries closest the nearest receiver locations can reach high levels. The number and mix of construction equipment are expected to occur in stages as described in Section 3.6.3, Construction Activities, of this EIR. Further, the Project does not require pile driving. Figure 4.12-3, Typical Construction Noise Source Locations, shows the construction noise source activity including the site adjacent roadway improvements in relation to the nearest sensitive receiver locations. In addition, to support the proposed development, a new off-site gas line would be installed on Ramona Expressway east to Brennan Avenue. The underground utilities would be installed within the existing public right-of-way (ROW) with construction activities moving linearly along a proposed alignment. It is expected that the off-site construction activities would not take place at one location for the entire duration of construction. Construction noise from this off-site work would, therefore, be relatively short term and the noise levels would be reduced as construction work moves linearly along the existing public ROW and farther from sensitive uses.

Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA L_{max} when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 85 dBA L_{max} measured at 50 feet from the noise source to the receiver would be reduced to 79 dBA L_{max} at 100 feet from the source to the receiver, and would be further reduced to 73 dBA L_{max} at 200 feet from the source to the receiver.

The construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. The RCNM equipment database provides a comprehensive list of the noise generating characteristics for specific types of construction equipment including reference L_{max} noise levels measured at 50 feet. Table 10-1 of Appendix M provides a summary of the construction reference noise levels. Using the reference RCNM L_{max} construction equipment noise levels, and the CadnaA noise prediction model, calculations of the Project construction noise level impacts with multiple pieces of equipment operating simultaneously at the nearest receiver locations were completed. As shown on Table 4.12-5, Unmitigated Construction Equipment Noise Level Summary, the construction noise levels are expected to range from 62.2 to 84.3 dBA L_{max} at the nearby receiver locations.

Table 4.12-5 Unmitigated Construction Equipment Noise Level Summary

Receiver Location ¹	Highest Construction Noise Levels (dBA L_{max})						Highest Levels ²
	Site Preparation	Grading	Building Construction	Arch. Coating	Paving	Landscaping	
R1	72.5	75.5	75.5	68.5	75.5	75.5	75.5
R2	71.4	74.4	74.4	67.4	74.4	74.4	74.4
R3	80.5	83.5	83.5	76.5	83.5	83.5	83.5
R4	81.3	84.3	84.3	77.3	84.3	84.3	84.3
R5	66.2	69.2	69.2	62.2	69.2	69.2	69.2

¹ Noise receiver locations are shown on Figure 4.10-3.

² Construction noise level calculations based on distance from the construction activity area to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1 of the Noise Analysis included in Appendix M.

Source: (Urban Crossroads, 2022, Table 10-2)

To demonstrate compliance with local noise regulations, the Project-only construction noise levels are evaluated against exterior noise level thresholds established by Section 7.34.060 of City of Perris Municipal Code at the adjacent school property line. Noise levels generated by heavy construction equipment are expected to range from approximately 69.2 dBA to in excess of 80 dBA L_{max} when measured at 50 feet as shown in Table 4.12-6, Unmitigated Construction Noise Level Compliance. As shown, the highest unmitigated construction noise levels are expected to occur at receiver locations R3 and R4, which represent the school uses south of the Project site, and would exceed 80 dBA L_{max} , which is the noise standard being applied to these sensitive uses for construction activity. Therefore, the unmitigated noise impact due to Project construction activities is considered potentially significant and mitigation is required. The estimated construction noise levels at the noise sensitive receiver locations R1, R2 and R5 would satisfy the 80 dBA L_{max} construction noise level standard.

Table 4.12-6 Unmitigated Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L_{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	75.5	80	No
R2	74.4	80	No
R3	83.5	80	Yes
R4	84.3	80	Yes
R5	69.2	80	No

¹ Noise receiver locations are shown on Figure 4.12-3

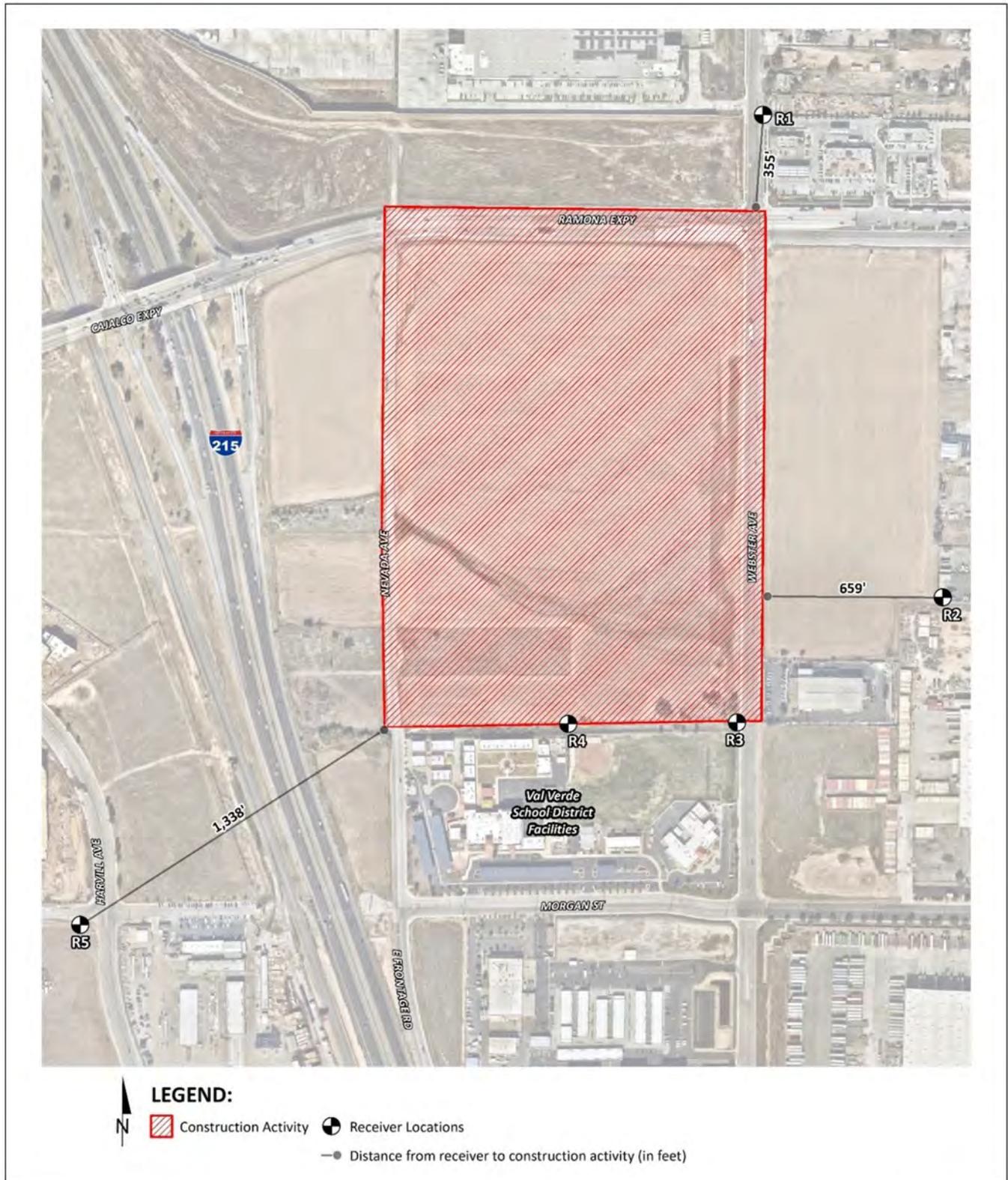
² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2 of the Noise Analysis included Appendix M.

³ Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5 of the Noise Analysis included in Appendix M).

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

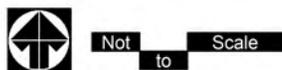
Source: (Urban Crossroads, 2022, Table 10-3)

The Project would incorporate Project-level mitigation measure MM 12-1, which requires a minimum 8-foot-high noise barrier at the southern Project site boundary to be installed during the course of construction (refer to Figure 4.12-4, Construction Noise Mitigation Measures). A permanent 8-foot-high screenwall on the southern Project site boundary would also satisfy this requirement provided the noise barrier is installed prior to use of any heavy construction equipment or grading activities. However, if the planned 8-foot-high screenwall is not installed prior to grading permit approval, an 8-foot-high temporary construction noise barrier shall be provided. Table 10-4 of the Noise Analysis included in Appendix M of this EIR depicts the mitigated construction noise levels at the receiver locations. As shown in Table 4.12-7, Mitigated Construction Noise Level Compliance, with the implementation of Project-level mitigation measure MM 12-1, the highest construction-related noise levels at the receiver locations would range from 68.4 to 78.1 dBA L_{eq} , which would satisfy the City’s construction noise level standard at all five receiver locations. Thus, construction-related noise impacts would be mitigated to less than significant levels at Receivers R3 and R4 (school uses south of the Project site).

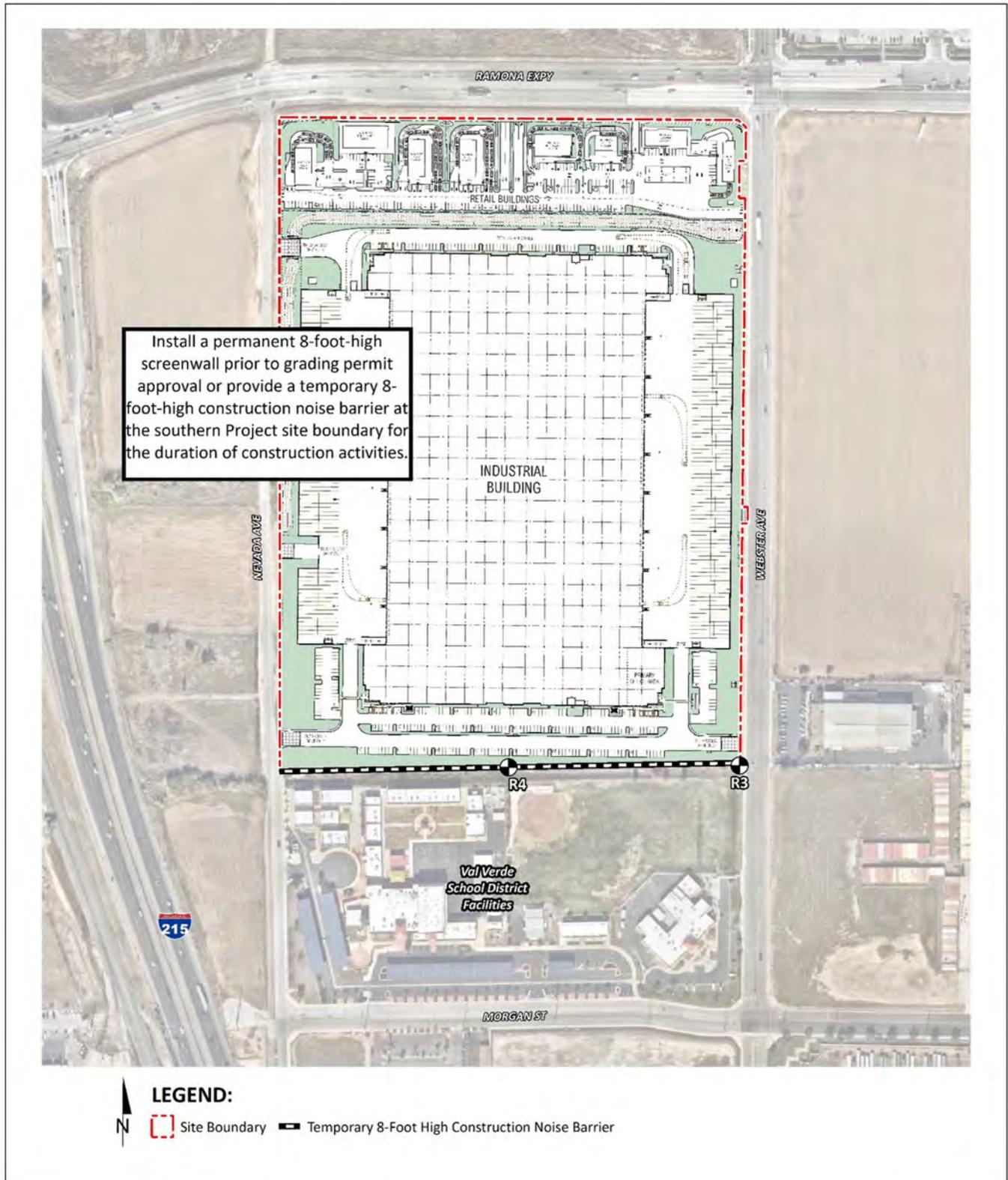


Source(s): Urban Crossroads (07-08-2022)

Figure 4.12-3

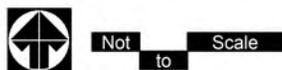


Typical Construction Noise Source Locations



Source(s): Urban Crossroads (07-08-2022)

Figure 4.12-4



Construction Noise Mitigation Measures

Table 4.12-7 Mitigated Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	75.5	80	No
R2	74.4	80	No
R3	78.1	80	No
R4	77.6	80	No
R5	68.4	80	No

¹ Noise receiver locations are shown on Figure 4.12-3.

² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-4 of the Noise Analysis included in Appendix M.

³ Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5 of the Noise Analysis included in Appendix M).

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Source: (Urban Crossroads, 2022, Table 10-5)

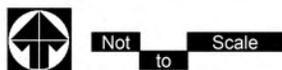
Additionally, PVCCSP EIR mitigation measures MM Noise 1 (properly operating and maintained mufflers and placement of equipment away from sensitive receptors), MM Noise 2 (placement of stationary construction equipment, stockpiling and vehicle staging areas a minimum of 446 feet away from the closest sensitive receptor), MM Noise 3 (no combustion-powered equipment operating within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier), and MM Noise 4 (limitations for haul trucks), presented previously would be incorporated into the Project and would further reduce construction-related noise levels.

The Project’s construction activities would include nighttime concrete pouring activities. Nighttime concrete pouring activities are often used to support reduced concrete truck transit times and lower air temperatures than during the daytime hours. The concrete pouring activities are generally limited to the actual building area as shown on Figure 4.12-5, Nighttime Concrete Pour Construction Activity. Since night concrete pours would take place outside the permitted City of Perris Municipal Code Section 7.34.060 hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (except for Columbus Day and Washington’s birthday), the Project Applicant would be required to obtain authorization for nighttime work from the City of Perris. As shown in Table 4.12-8, Nighttime Concrete Pour Noise Level Compliance, with the implementation of the 8-foot solid noise barrier along the southern Project site boundary, as required by Project-level mitigation measure MM 12-1, the Project’s concrete pouring activity noise levels would range between 58.0 and 64.8 dBA L_{eq} at the parcel boundary of adjacent uses. Therefore, the Project’s nighttime concrete pouring activity noise impacts would be less than significant with mitigation.



Source(s): Urban Crossroads (07-08-2022)

Figure 4.12-5



Nighttime Concrete Pour Construction Activity

Table 4.12-8 Nighttime Concrete Pour Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	69.0	80	No
R2	69.5	80	No
R3	67.8	_ ⁵	No
R4	70.0	_ ⁵	No
R5	64.1	80	No

¹ Noise receiver locations are shown on Figure 4.12-3.

² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-4 of the Noise Analysis included Appendix M.

³ Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5 of the Noise Analysis included Appendix M).

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

⁵ Receiver locations R3 and R4 represent the Val Verde Regional Learning Center and Val Verde High School respectively and do not include any noise sensitive nighttime receivers.

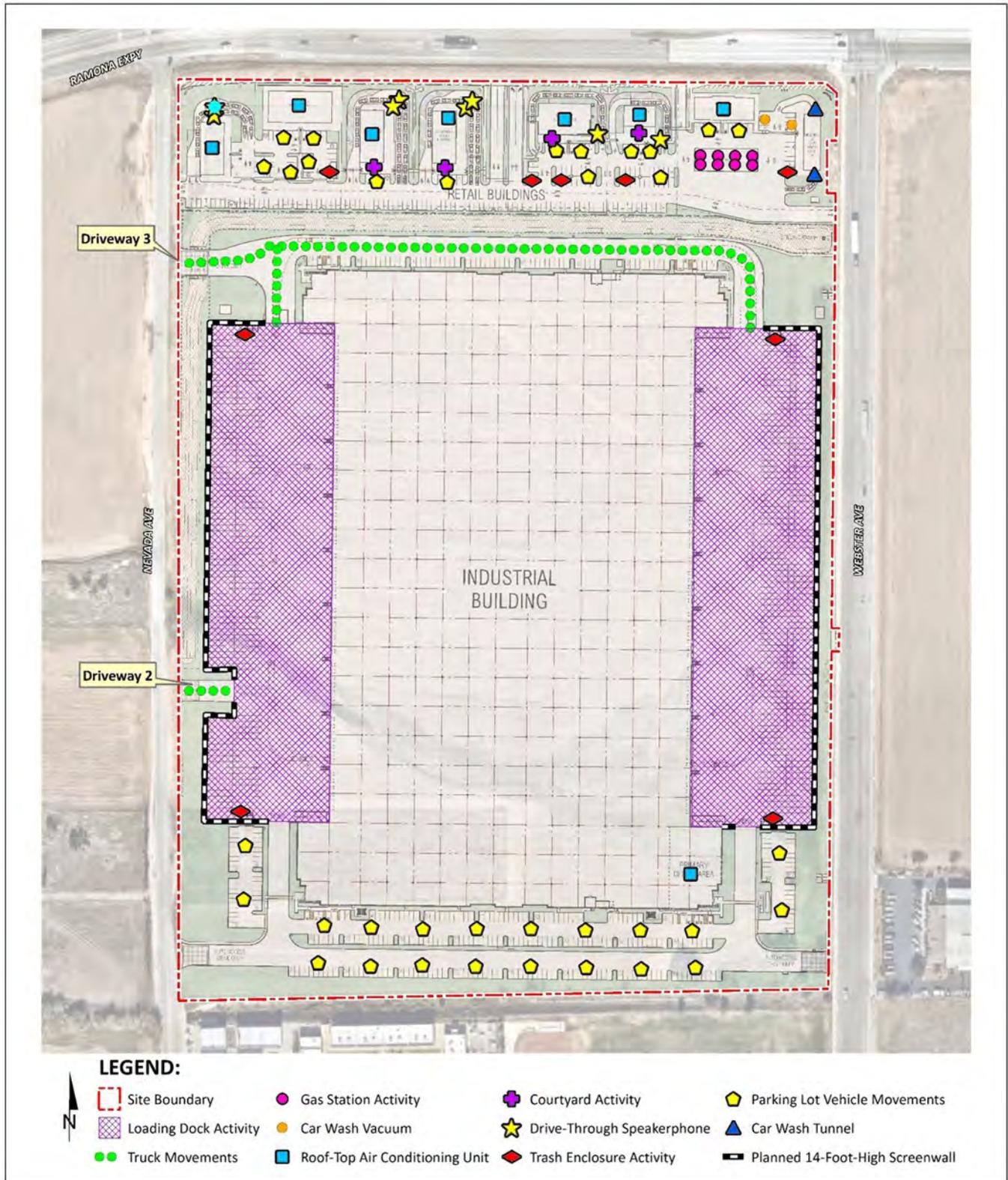
Source: (Urban Crossroads, 2022, Table 10-6)

Operational-Related Noise Impacts

Project Operational Noise Levels

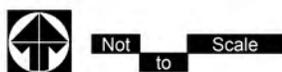
To present the potential worst-case operational noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. With respect to the industrial component of the Project, consistent with similar warehouse and light industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. Including the proposed commercial uses, the onsite Project-related noise sources are expected to include loading dock activity, truck movements, roof-top air conditioning units, courtyard activity, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements, car wash tunnel, car wash vacuum, and gas station activity, which are further described in Section 9.2 of Appendix M of this EIR. Figure 4.12-6, Operational Noise Source Locations, identifies the noise source locations used to assess the operational noise levels. The operational noise analysis includes the planned 14-foot-high screen wall on the east and west perimeter of the loading dock areas for the industrial building. The screen wall locations are designed for screening, privacy, noise control, and security with berms on the street side.

To fully describe the exterior operational noise levels from the Project, and as described in the Noise Analysis included in Appendix M, a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program was developed. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Appendix 9.1 of the Noise Analysis included in Appendix M includes the detailed noise dBA L_{max} model inputs including the planned 14-foot-high screen wall used to estimate the Project operational noise levels.



Source(s): Urban Crossroads (07-08-2022)

Figure 4.12-6



Operational Noise Source Locations

The Project’s operational noise levels were estimated based on reference noise level measurements of similar operational activities associated with these noise sources. The reference noise level measurements collected by Urban Crossroads from existing similar operational noise sources are shown on Table 9-1 of the Noise Analysis included in Appendix M. Refer to Section 9.2 of Appendix M for a discussion of the reference noise level measurements and inputs.

Using the reference noise levels to represent the proposed industrial warehouse and commercial use operations, operational source noise levels that are expected to be generated within the Project site and the Project-related noise level increases that would be experienced at each of the receiver locations were calculated. Table 4.12-9, Daytime Project Operational Noise Levels, shows the Project operational noise levels during the daytime hours of 7:01 a.m. to 10:00 p.m., and Table 4.12-10, Nighttime Project Operational Noise Levels, shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:00 a.m. As shown in these tables, the Project’s daytime hourly noise levels are anticipated to range between 52.8 and 62.6 dBA L_{max} and the Project’s nighttime hourly noise levels are anticipated to range between 51.7 to 61.6 dBA L_{max}. The differences between the daytime and nighttime noise levels are related to the duration of noise activity (refer to Table 9-1 of the Noise Analysis included in Appendix M).

Table 4.12-9 Daytime Project Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA L _{max})				
	R1	R2	R3	R4	R5
Loading Dock Activity	55.1	54.5	62.3	42.6	52.6
Truck Movements	36.8	23.8	25.3	17.8	27.8
Roof-Top Air Conditioning Units	35.6	25.2	31.9	28.0	23.6
Courtyard Activity	27.5	26.7	20.6	16.0	24.1
Drive-Through Speakerphone	31.0	15.3	9.7	5.0	9.2
Trash Enclosure Activity	38.8	28.7	31.7	20.3	24.7
Parking Lot Vehicle Movements	36.0	33.6	50.1	59.0	36.2
Car Wash Tunnel	55.3	43.0	44.6	28.3	30.7
Car Wash Vacuum	32.4	16.8	18.7	2.7	9.7
Gas Station Activity	31.2	24.4	22.3	7.1	12.7
Total (All Noise Sources)	58.4	54.9	62.6	59.1	52.8

¹ See Figure 4.12-6 for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of the Noise Analysis included in Appendix M.

Source: (Urban Crossroads, 2022, Table 9-3)

Table 4.12-10 Nighttime Project Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA L _{max})				
	R1	R2	R3	R4	R5
Loading Dock Activity	54.2	53.5	61.3	41.6	51.6
Truck Movements	21.2	8.1	9.7	2.2	12.2
Roof-Top Air Conditioning Units	33.1	22.8	29.5	25.6	21.2
Courtyard Activity	23.5	22.7	16.6	12.0	20.1
Drive-Through Speakerphone	27.0	11.3	5.7	1.1	5.3
Trash Enclosure Activity	37.9	27.7	30.8	19.3	23.8
Parking Lot Vehicle Movements	35.0	32.6	49.1	58.1	35.3
Car Wash Tunnel	51.3	39.0	40.6	24.3	26.8
Car Wash Vacuum	28.5	12.8	14.7	0.0	5.7
Gas Station Activity	30.2	23.4	21.3	6.1	11.7
Total (All Noise Sources)	56.1	53.7	61.6	58.2	51.7

¹ See Figure 4.12-6 for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1 of the Noise Analysis included in Appendix M.

Source: (Urban Crossroads, 2022, Table 9-4)

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Perris L_{max} exterior noise level standards at the receiver locations. Table 4.12-11, Operational Noise Level Compliance, shows the operational noise levels associated with the Project would satisfy the City of Perris operational noise level standards at the nearest receiver locations. Therefore, the operational noise impacts are considered less than significant.

Table 4.12-11 Operational Noise Level Compliance (L_{max})

Receiver Location ¹	Land Use	Project Operational Noise Levels (dBA L _{max}) ²		Exterior Noise Level Standards (dBA L _{max}) ³		Noise Level Standards Exceeded? ⁴	
		Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	Residential	58.4	56.1	80	60	No	No
R2	Residential	54.9	53.7	80	60	No	No
R3	School	62.6	61.6	80	- ⁵	No	- ⁵
R4	School	59.1	58.2	80	- ⁵	No	- ⁵
R5	Residential	52.8	51.7	80	60	No	No

¹ See Figure 4.12-3 for the receiver locations.

² Proposed Project operational noise levels as shown on 0 and Table 4.12-10.

³ Exterior noise level standard as shown on Table 3-1 of Appendix M.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

⁵ Receiver locations R3 and R4 represent the Val Verde Regional Learning Center and Val Verde High School respectively and do not include any noise sensitive nighttime receivers.

"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Source: (Urban Crossroads, 2022, Table 9-5)

Consistent with the City of Perris General Plan Noise Element, Implementation Measure V.A.1, Project operational noise levels at nearby sensitive receiver locations cannot exceed 60 dBA CNEL. The CNEL metric is typically used to describe 24-hour transportation-related noise levels; however, the City of Perris

General Plan Noise Element requires new industrial and commercial land use such as the Project to demonstrate compliance at any noise-sensitive land use within 160 feet of the Project site. Table 4.12-12, Operational Noise Level Compliance, includes the evening and nighttime adjustments made to the operational noise levels during the applicable hours to convert the worst-case hourly operational noise levels (Leq) to 24-hour CNELs. Table 4.12-12 indicates that the 24-hour noise levels associated with the Project at the nearby receiver locations are expected to range from 50.2 to 56.1 dBA CNEL. Since CNEL noise criteria is used to describe the noise sensitive time periods during the evening and night hours when noise can become more intrusive, the CNEL calculations are limited to the noise sensitive residential receiver locations R1, R2 and R5. Receiver locations R3 and R4 represent the school uses south of the Project site and do not include noise sensitive nighttime receivers. The Project-related operational noise levels shown on Table 4.12-12 would satisfy the City of Perris 60 dBA CNEL exterior noise level standards at the nearby sensitive receiver locations, resulting in a less than significant impact.

Table 4.12-12 Operational Noise Level Compliance (CNEL)

Receiver Location ¹	Land Use	Project Operational Noise Levels ²			Exterior Noise Level Standards (CNEL) ³	Noise Level Standards Exceeded? ⁴
		Daytime (dBA Leq)	Nighttime (dBA Leq)	24-Hour (CNEL)		
R1	Residential	52.2	49.4	56.1	60	No
R2	Residential	47.0	45.8	52.2	60	No
R3	School	54.9	_ ⁵	_ ⁵	_ ⁵	No
R4	School	55.5	_ ⁵	_ ⁵	_ ⁵	No
R5	Residential	44.8	43.8	50.2	60	No

¹ See Figure 4.12-3 for the receiver locations.

² Proposed Project operational noise level calculations are included in Appendix 9.2 of the Noise Analysis included Appendix M.

³ City of Perris General Plan Noise Element Implementation Measure V.A.1

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

⁵ Receiver locations R3 and R4 represent the Val Verde Regional Learning Center and Val Verde High School respectively and do not include any noise sensitive nighttime receivers.

"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Source: (Urban Crossroads, 2022, Table 9-6)

Project Operational Noise Increases

To describe Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Refer to Section 9.6 of the Noise Analysis included in Appendix M for a description of the methodology used to calculate Project-related noise level contributions. Noise levels that would be experienced at receiver locations when Project-source noise was added to the ambient daytime and nighttime conditions are presented on Table 4.12-13, Project Daytime Noise Level Contributions, and Table 4.12-14, Project Nighttime Noise Level Contributions (dBA Leq). The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. As indicated on Table 4.12-13 and Table 4.12-14, the Project would contribute a daytime operational noise level increase ranging from 0.1 to 2.1 dBA Leq and a nighttime operational noise level increase ranging from 0.1 to 0.9 dBA Leq at the receiver locations. The Project would not exceed the significance criteria of 5 dBA when the without Project noise levels are below 60 dBA CNEL or 3 dBA when the without Project noise levels exceed 60 dBA CNEL; thus, the noise level increases at the sensitive receiver locations would be less than significant.

Traffic-Related Noise Impacts

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model FHWA-RD-77-108, as further described in the Noise Analysis included in Appendix M of this EIR. Table 6-1 of Appendix M present the roadway parameters used to assess the Project’s off-site transportation noise impacts. The estimated Project trip generation is presented in Section 4.13, Transportation, of this EIR. To quantify the off-site noise levels, the Project-generated truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project-generated truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix. The estimated vehicle mix with the Project is presented in Table 6-5 of the Noise Analysis included Appendix M.

Table 4.12-13 Project Daytime Noise Level Contributions (dBA L_{EQ})

Receiver Location ¹	Land Use	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	Residential	52.2	L1	63.0	63.3	0.3	3	No
R2	Residential	47.0	L2	63.0	63.1	0.1	3	No
R3	School	54.9	L2	63.0	63.6	0.6	3	No
R4	School	55.5	L3	57.6	59.7	2.1	5	No
R5	Residential	44.8	L4	52.9	53.5	0.6	5	No

¹ See Figure 4.12-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 4.12-12.

³ Reference noise level measurement locations as shown on Figure 4.12-1.

⁴ Observed daytime ambient noise levels as shown on Table 4.12-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4.12-4.

Source: (Urban Crossroads, 2022, Table 9-7)

Table 4.12-14 Project Nighttime Noise Level Contributions (dBA L_{EQ})

Receiver Location ¹	Land Use	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	Residential	49.4	L1	58.8	59.3	0.5	5	No
R2	Residential	45.8	L2	61.3	61.4	0.1	3	No
R3	School	-. ⁸	L2	61.3	-. ⁸	-. ⁸	-. ⁸	-. ⁸
R4	School	-. ⁸	L3	57.2	-. ⁸	-. ⁸	-. ⁸	-. ⁸
R5	Residential	43.8	L4	50.3	51.2	0.9	5	No

¹ See Figure 4.12-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 4.12-12.

³ Reference noise level measurement locations as shown on Figure 4.12-1.

⁴ Observed daytime ambient noise levels as shown on Table 4.12-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 4.12-4.

⁸ Receiver locations R3 and R4 represent the Val Verde Regional Learning Center and Val Verde High School respectively and do not include any noise sensitive nighttime receivers.

Source: (Urban Crossroads, 2022, Table 9-8)

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources in the noise analysis study area.

Table 7-1 of the Noise Analysis included in Appendix M shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 66.2 to 78.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 of the Noise Analysis shows the Existing with Project conditions would range from 66.5 to 78.1 dBA CNEL. Table 4.12-15, Existing Conditions with Project Traffic Noise Impacts, shows that the Project off-site traffic noise level impacts would range from 0.0 to 2.6 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.12-4, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels under Existing Plus Project conditions.

Table 4.12-15 Existing Conditions with Project Traffic Noise Impacts

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Nevada Rd.	n/o Morgan St.	Sensitive	73.5	76.1	2.6	3	No
2	Webster Av.	n/o Ramona Expy.	Sensitive	70.6	70.6	0.0	3	No
3	Webster Av.	n/o Morgan St.	Sensitive	68.0	68.1	0.1	3	No
4	Indian Av.	s/o Morgan St.	Non-Sensitive	73.1	73.1	0.0	3	No
5	Indian Av.	n/o Ramona Expy.	Sensitive	73.0	73.1	0.1	3	No
6	Perris Blvd.	n/o Ramona Expy.	Non-Sensitive	76.4	76.4	0.0	3	No
7	Perris Blvd.	s/o Ramona Expy.	Non-Sensitive	76.2	76.2	0.0	3	No
8	Perris Blvd.	s/o Morgan St.	Non-Sensitive	76.2	76.2	0.0	3	No
9	Ramona Expy.	w/o Nevada Rd.	Non-Sensitive	78.0	78.1	0.1	3	No
10	Ramona Expy.	e/o Webster Av.	Non-Sensitive	77.0	77.1	0.1	3	No
11	Ramona Expy.	e/o Indian Av.	Non-Sensitive	76.8	76.9	0.1	3	No
12	Ramona Expy.	e/o Perris Blvd.	Sensitive	76.4	76.5	0.1	3	No
13	Morgan St.	e/o Nevada Rd.	Sensitive	66.2	66.5	0.3	3	No
14	Morgan St.	e/o Webster Av.	Non-Sensitive	69.7	69.9	0.2	5	No
15	Morgan St.	e/o Indian Av.	Non-Sensitive	66.7	66.9	0.2	5	No

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4.12-4)?

Source: (Urban Crossroads, 2022, Table 7-7)

Additional Project-Level Mitigation Measures

No additional mitigation measures are required during Project operation.

In addition to PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4, the following Project-level mitigation measure addresses construction-related noise impacts to the school uses south of the Project site.

MM 12-1 Prior to the start of grading activities the Project contractor shall install a 8-foot-high noise barrier (temporary or permanent) at the southern Project site boundary for the duration of construction activities. The limits of the noise barrier are shown on Figure 4.12-4, Construction Noise Mitigation Measures. The noise control barrier shall include the following:

- The noise control barriers must present a solid face from top to bottom.
- The noise barriers shall be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The temporary noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source:
 - An acoustical blanket (e.g., vinyl acoustic curtains, quilted blankets, or equivalent) attached to the construction site perimeter fence or equivalent temporary fence posts.
- The permanent noise barrier shall be constructed using one of the following materials with no decorative cutouts or line-of-sight openings between shielded areas and the noise source:
 - Masonry block;
 - Glass (1/4-inch-thick), or other transparent material with sufficient weight per square foot;
 - Earthen berm;
 - Any combination of these construction materials.

Level of Significance After Mitigation

Construction-related noise impacts would be reduced to less than significant levels.

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

Construction-related Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. Construction vibration is generally associated with pile driving and rock blasting. However, no pile driving or rock blasting activities are planned for the Project. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground vibration levels associated with various types of construction equipment are summarized on Table 10-7 of the Noise Analysis included in Appendix M.

Using the vibration source level of construction equipment and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration building damage impacts.

Table 4.12-16, Construction Equipment Vibration Levels, presents the expected Project related vibration levels at the nearby building structure locations. At distances ranging from 10 to 1,338 feet from the Project construction boundary to the receiver building locations, construction vibration velocity levels are estimated to be between 0.000 and 0.352 PPV (in/sec). Based on maximum acceptable vibration threshold identified in the PVCCSP EIR of 0.5 PPV (in/sec), the typical Project construction vibration levels would satisfy the building damage thresholds at all receiver building locations. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project site. In addition, the typical construction vibration levels are unlikely to be sustained during the entire construction period but would occur rather only during the times that heavy construction equipment is operating.

Table 4.12-16 Construction Equipment Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³					Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	355'	0.000	0.001	0.001	0.002	0.002	0.5	No
R2	659'	0.000	0.000	0.001	0.001	0.001	0.5	No
R3	10'	0.012	0.138	0.300	0.352	0.352	0.5	No
R4	10'	0.012	0.138	0.300	0.352	0.352	0.5	No
R5	1,338'	0.000	0.000	0.000	0.000	0.000	0.5	No

¹ Receiver locations are shown on Figure 4.12-3.

² Distance from Project construction boundary to the receiver building structure.

³ Based on the Vibration Source Levels of Construction Equipment (Table 10-7 of Noise Analysis included in Appendix M).

⁴ PVCCSP EIR (page 4.9-27).

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

Source: (Urban Crossroads, 2022, Table 10-8)

Operational-Related Vibration Impacts

Under long-term conditions, the operational activities of the Project would not include or require equipment or facilities that would result in perceptible ground-borne vibration. Trucks would travel to and from the Project site on surrounding roadways; however, vibration and groundborne noise levels for heavy trucks operating at the posted speed limits on smooth, paved, surfaces as is expected on the Project site and surrounding roadways – typically approach 0.004 in/sec PPV, which is substantially lower than the applicable significance threshold (0.5 in/sec PPV). Accordingly, Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project-generated vibration impacts during construction and operation would be less than significant.

Threshold 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 site to excessive noise levels?

There are no private airport facilities within the Project vicinity. MARB/IPA is located approximately 1.2 miles north of the Project site. As previously discussed, the MARB/IP ALUCP, Map MA-1, indicates that the Project site is located within Compatibility Zones C-1 and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate to high noise impact, and is mostly within the 60 dBA CNEL contour boundary.

Federal and state regulations set 65 dB as the normally acceptable limit for aircraft noise, especially in urban areas. As shown in Figure 5 of the Airport Land Use Compatibility Analysis included in Appendix K of this EIR, the Project site is outside the 60 dB CNEL contour¹. This indicates that there are no anticipated significant noise impacts to the Project, especially since the Property would be used for retail and industrial purposes. Current and projected nighttime activity by large aircraft at MARB/IPA may warrant consideration for a greater degree of sound attenuation for the interiors of buildings because single-event noise levels from aircraft operations can be particularly intrusive at night. The maximum aircraft-related, interior noise level considered acceptable for office uses is 45 dB CNEL. An acoustical study is required for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard. An acoustical study for airport related noise is not required for the Project because the Project site is outside the 60 dB CNEL contour. Therefore, the Project would not expose people residing or working in the Project site to excessive noise levels, and potential impacts related to airport noise would be less than significant. (Johnson Aviation, 2022)

Further, OPR guidelines indicate that commercial uses are considered normally acceptable with exterior noise levels of up to 65 dBA CNEL and industrial uses, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. Notwithstanding this conclusion, as required by the PVCCSP, notice would be provided to potential purchasers or tenants that the Project is within the MARP/IPA AIA (refer to mitigation measure MM Haz 4 in Section 4.9, Hazards and Hazardous Materials, of this EIR).

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

¹ The noise contours presented in the MARB/IPA ALUCP are based on total future annual aircraft operations of 75,104 as presented in the *Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (2010) and the *Environmental Impact Report for March Inland Port General Aviation Facilities Development* (2012).

4.12.5 CUMULATIVE IMPACTS

Section 4.7.6, Cumulative Impacts, of the PVCCSP Final EIR discusses cumulative noise impacts in the PVCCSP area. The PVCCSP EIR determined that the noise impact of construction of development and infrastructure projects in the PVCCSP area would not be cumulatively considerable or significant, but off-site impacts due to traffic from buildout of allowed uses under the PVCCSP would exceed significance thresholds along roadway segments adjacent to sensitive receptors resulting in a substantial increase in the ambient noise environment. Therefore, the potential cumulative noise impacts would be significant, and the cumulative contribution of PVCCSP-generated traffic would be considerable.

As discussed under the analysis of Threshold “a”, Project construction-related noise impacts would be less than significant with implementation of PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 and Project-level mitigation measure MM 12-1. As it is unlikely that any other cumulative developments would be under construction in proximity to the Project concurrent with Project construction, cumulatively-considerable construction-related noise impacts would be less than significant. Additionally, the analysis of operational-related noise level contributions, which are presented in Table 4.12-13 and Table 4.12-14, demonstrates that Project-related operational noise would not result in a cumulative increase in noise levels that exceeds the City’s thresholds of significance.

With respect to off-site traffic noise levels, Table 7-3 of the Noise Analysis presents the Existing Plus Ambient Growth Plus Cumulative Projects (2024) without Project conditions CNEL noise levels. The Existing Plus Ambient Growth Plus Cumulative Projects (2024) without Project exterior noise levels are expected to range from 66.5 to 79.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 of the Noise Analysis shows the Existing Plus Ambient Growth Plus Cumulative Projects (2024) with Project conditions would range from 66.7 to 79.9 dBA CNEL. Table 7-8 of the Noise Analysis shows that the Project off-site traffic noise level increases would range from 0.0 to 2.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.12-4, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels. Table 7-5 of the Noise Analysis presents the Horizon Year (2045) without Project conditions CNEL noise levels. The Horizon Year (2045) without Project exterior noise levels are expected to range from 68.1 to 79.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 of the Noise Analysis shows the Horizon Year (2045) with Project conditions would range from 68.3 to 80.0 dBA CNEL. Table 7-9 of the Noise Analysis shows that the Project off-site traffic noise level increases would range from 0.0 to 1.8 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4.12-4, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels. Therefore, the Project would not result in a cumulative impact related to traffic noise increases.

The analysis presented under Threshold “b” demonstrates that Project-related vibration impacts would be less than significant during Project construction and operation. As it is unlikely that other sources of vibration would occur concurrent with Project construction activities, impacts would be less-than-cumulatively considerable. For long-term operation, vibration from truck traffic is rarely perceptible beyond the roadway right-of-way, and vibration impacts would therefore be less than cumulatively considerable.

The Project would not be exposed to airport-related noise levels more than 60 dBA. Additionally, there are no components of the Project that would cause or contribute to increased aircraft activity in the local area. Thus, Project impacts due to airport-related noise would be less than cumulatively considerable.

4.12.6 REFERENCES

Johnson Aviation, Inc., 2022. *Ramona Gateway Project – Airport Land Use Compatibility*. September 6, 2022. Included in Appendix K of this EIR.

Urban Crossroads, 2022. *Ramona Gateway Noise Impact Analysis, City of Perris*. October 18, 2022. Included in Appendix M of this EIR.

4.13 TRANSPORTATION

This section assesses transportation impacts resulting from implementation of the Project. In accordance with Senate Bill (SB) 743, further discussed under 4.13.2 Existing Policies and Regulations, below, the California Natural Resources Agency (CNRA) adopted changes to the California Environmental Quality Act (CEQA) Guidelines in December 2018, which identify that vehicle miles traveled (VMT) is the appropriate metric to evaluate a project's transportation impacts. As of December 2018, when the revised State CEQA Guidelines were adopted, automobile delay, as measured by "level of service" (LOS) and other similar metrics, no longer constitutes a significant environmental effect under CEQA. Lead agencies in California must begin using VMT to evaluate project transportation impacts no later than starting on July 1, 2020. The City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA*, which includes guidance for conducting the required VMT analysis, on June 9, 2020. The required *Ramona Gateway Commerce Center Vehicle Miles Traveled (VMT) Analysis* (VMT Analysis) has been prepared by Urban Crossroads (May 24, 2022) (Urban Crossroads, 2022a) and is included in Appendix N1 of this EIR.

Notwithstanding the current method of analysis for CEQA purposes, the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR) mitigation measure MM Trans 7 requires a project-level traffic impact study be prepared for individual development projects in the PVCCSP planning area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. The City-required *Ramona Gateway Commerce Center Traffic Analysis, City of Perris* (Traffic Analysis) (Urban Crossroads, 2022b), has been prepared by Urban Crossroads for informational purposes and to comply with PVCCSP EIR MM Trans 7. The Traffic Analysis is included in Appendix N2 of this EIR. Information from the Project-level traffic analysis is also used as the basis for addressing other Project impacts (e.g., air quality and health risk, greenhouse gas emissions, noise, etc.), as discussed in the respective sections of this EIR.

In response to the Notice of Preparation (NOP), a comment was received from the Center for Community Action and Environmental Justice (CCA EJ) suggesting that trucks should use the Ramona Expressway interchange, enter the industrial site going southbound on Webster Avenue and then exit the site going northbound on Nevada Avenue. As discussed in this section and in Section 6.0, Alternatives, Ramona Expressway is not a City-designated truck route, and the Project design with all truck ingress/egress on Nevada Avenue was established based on input from the City and the Val Verde Unified School District. The CCA EJ also recommends the alternate retail access site plan with one driveway along Ramona Expressway, and that the proposed Class I multipurpose trails be designed to ensure a functional and safe facility.

Additionally, as summarized in Section 2.3, Scope of this EIR, at the Draft EIR public scoping meeting on April 20, 2022, the City of Perris Planning Commission requested that the following issues be addressed: separation of truck and passenger vehicle access, and potential conflicts between trucks, vehicles and pedestrians; truck access routes and number of trucks passing the school facilities to the south of the Project site; and traffic operations along Ramona Expressway. It was also requested that the EIR provide an evaluation of transportation impacts resulting from the Project compared to impacts resulting from development of the Project site pursuant to the existing PVCCSP land use designations. This analysis is provided in Section 5.0, Alternatives, of this EIR.

4.13.1 EXISTING SETTING

Regional and Local Roadway Circulation System

As identified in the PVCCSP EIR, there are two primary transportation facilities located within the PVCCSP planning area: I-215 and Ramona Expressway (City of Perris, 2012). I-215, traversing north to south, is the only State highway located in the PVCCSP planning area and parallels its western boundary. I-215 is approximately 600 feet west of the Project site. Ramona Expressway is a City facility that traverses east to west through the PVCCSP planning area, and forms the northern border of the Project site. Figure 4.13-1, Existing Circulation System, depicts the existing circulation system (e.g., number of lanes, divided or undivided roadway, etc.).

Under existing conditions, regional access to the Project site is provided via I-215. Local access to the Project site is provided from Ramona Expressway, Nevada Avenue and Webster Avenue.

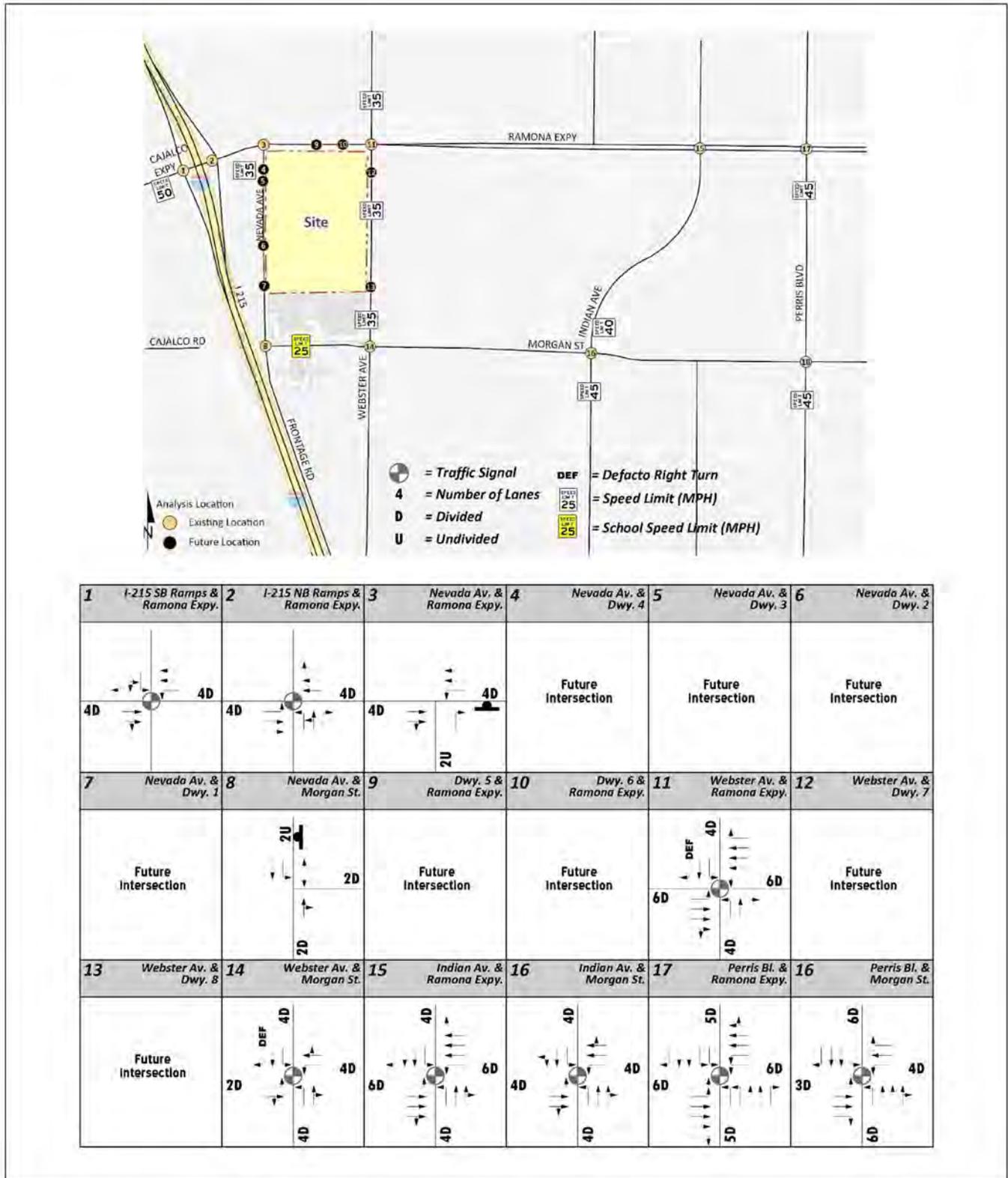
Truck Routes

The City of Perris adopted an updated truck route map on January 11, 2022. PVCCSP Amendment No. 12, which modified Figure 3.0-1, Circulation Plan, and Figure 3.0-3, Truck Route Plan, to reflect the revised truck route map and make associated text changes, was also adopted on January 11, 2022. The PVCCSP designated truck route map is shown on Figure 4.13-2, Perris Valley Commerce Center Specific Plan Truck Route Plan (City of Perris, 2022). As shown, Morgan Street, Indian Avenue, Rider Street, and Placentia Avenue are identified as designated truck routes. Ramona Expressway is not a designated truck route.

Transit Service

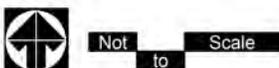
Transit service in the Project site is provided by the Riverside Transit Authority (RTA), a public transit agency serving the Riverside County region. As shown in Figure 4.13-3, Existing Transit Routes, RTA currently serves the Project site and surrounding areas via Route 41 and Route 19 (Alternative). These routes run along Ramona Expressway, Webster Avenue, Morgan Street, and Indian Avenue in close proximity to the Project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Specifically, as development increases in the surrounding area, it is likely that existing bus service would be maintained or increased to meet demands. Consistent with PVCCSP EIR mitigation measure MM Trans 4, the Project Applicant has coordinated with RTA with respect to the bus routes and bus stops. RTA requested a bus stop be provided as part of the Project west of the intersection of Ramona Expressway and Webster Avenue; the requested bus stop has been included.

The PVCCSP identified the Perris Valley Rail Line (PVL), which was planned as part of RCTC's Metrolink system. This passenger train is now in operation and runs from the Los Angeles Union Station to the Perris-South Station on A Street (near the Orange Empire Railway Museum). The PVL uses the tracks parallel and west of I-215, west of the Project site. Stops along the PVL include the Perris-Downtown Station and Moreno Valley/March Field Station.



Source(s): Urban Crossroads (05-20-2022)

Figure 4.13-1

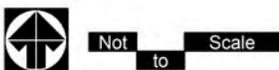


Existing Circulation System



Source(s): Perris Valley Commerce Center SPA 12 (February 2022)

Figure 4.13-2

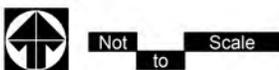


Perris Valley Commerce Center Specific Plan Truck Route Plan



Source(s): Perris Valley Commerce Center SPA 12 (February 2022)

Figure 4.13-3



Existing Transit Routes

Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, the City of Perris General Plan Circulation Element, PVCCSP, and Active Transportation Plan identify trails and bicycle facilities. The PVCCSP Trail System is shown on Figure 3.0-5 of the PVCCSP, which identifies a planned regional trail along the north side of Ramona Expressway, and planned Class II (on-street striped) bike lanes along Nevada Road (south of Ramona Expressway) and Morgan Street (east of Nevada Avenue). Adjacent to the Project site, the City of Perris Active Transportation Plan, discussed further in 4.13.2, Existing Policies and Regulations, below, recommends a Class IV Separated Bikeway along Ramona Expressway, a Class I Shared Use-Path along Nevada Avenue, and a Class II Bicycle Lane along Webster Avenue.

There are Class II bikeways currently located along Ramona Expressway. Figure 4.13-4, Existing Pedestrian Facilities, depicts the existing pedestrian facilities in the vicinity of the Project site. Adjacent to the Project site there is an existing sidewalk on the west side of Webster Avenue, which continues to the north and south. There is also a sidewalk along the east side of Nevada Avenue south of the Project site. There are sidewalks along the north side of Ramona Expressway east of Webster Avenue and at west of I-215. The signalized intersection of Ramona Expressway and Webster Avenue includes crosswalks approaches on the north, east and south sides of the intersection.

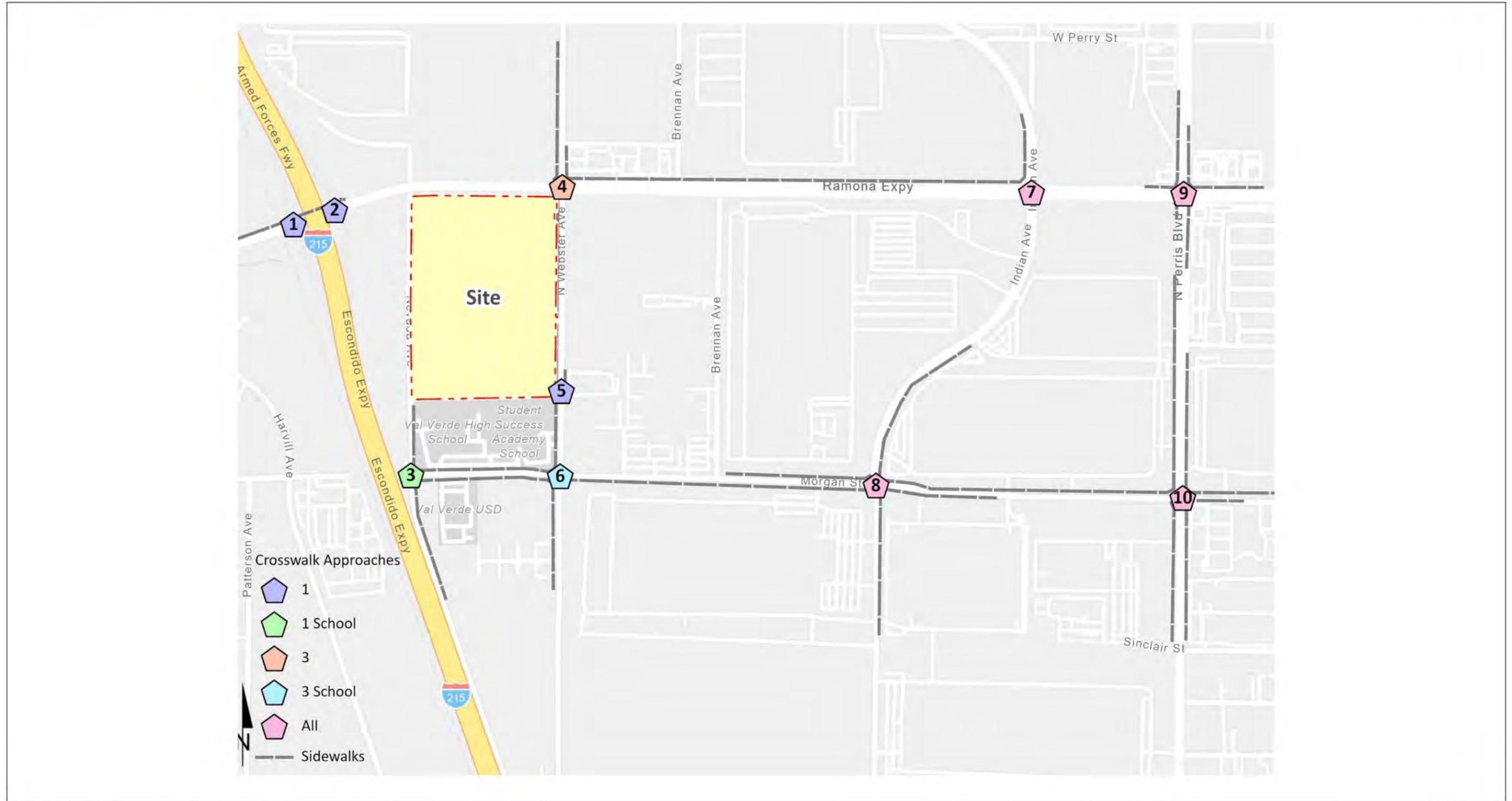
4.13.2 EXISTING POLICIES AND REGULATIONS

Section 4.10 of the PVCCSP EIR provides a discussion of “Related Regulations” relevant to development within the PVCCSP planning area, City of Perris General Plan, Fair Share Fee Programs, Guidelines Pertaining to Fire Department Access, and Design Considerations. Following is a summary of existing policies and regulations that are particularly relevant to the Project.

State of California

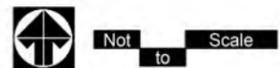
Senate Bill 743 and VMT-Based Analyses

Senate Bill 743, which was codified in Public Resources Code (PRC) Section 21099, requires changes to CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to PRC Section 21099, the criteria for determining the significance of transportation impacts must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” To that end, in developing the criteria, OPR proposed, and the CNRA certified and adopted changes to the State CEQA Guidelines in December 2018, which entailed changes to the thresholds of significance for the evaluation of impacts to transportation. The updated State CEQA Guidelines include the addition of State CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project’s transportation impacts based on project type and using automobile VMT as the metric. As identified in Section 15064.3(b)(4) of the State CEQA Guidelines, a lead agency has the discretion to choose the most appropriate methodology to evaluate a project’s VMT. As previously identified, the City of Perris adopted its guidelines for conducting VMT analysis in June 2020. Beginning July 1, 2020, the provisions of State CEQA Guidelines Section 15064.3 apply statewide. Pursuant to SB 743 and PRC Section 21099, the requirement for analyzing congestion impacts for CEQA purposes was eliminated in December 2018. Therefore, an analysis of congestion impacts, including analysis of impacts related to the LOS of the circulation system is not provided in this EIR.



Source(s): Urban Crossroads (05-20-2022)

Figure 4.13-4



Existing Pedestrian Facilities

Regional Plans

SCAG Regional Transportation Plan/Sustainable Communities Strategy

As further discussed in Section 4.10, Land Use and Planning, of this Draft EIR, the Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project area is within SCAG's regional authority. As discussed in Section 4.10 of this Draft EIR, on April 7, 2016, SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) to address the region's future needs for "mobility, economy, and sustainability" (SCAG, 2016). The 2016-2040 RTP/SCS combines the need for mobility with a "sustainable future" through a reduction in the amount of emissions produced from transportation sources. On September 4, 2020, SCAG's Regional Council adopted *Connect SoCal* (the 2020 - 2045 RTP/SCS) (SCAG, 2020). *Connect SoCal* is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. *Connect SoCal* also recognizes the opportunities and challenges that come with goods movement, and includes a focus on its rapidly changing nature.

As with the 2016-2040 RTP/SCS, *Connect SoCal* includes a Transportation System Goods Movement Technical Report. This report presents a broad overview of goods movement in Southern California by defining what the goods movement system is, including its most critical components; highlighting its importance and connections to the economy and local industrial sectors; summarizing international and domestic trade flows and their relations to the region; addressing environmental and air quality issues; articulating a regional vision and how it can be achieved; and illustrating the path to 2045 by promoting an effective set of regional strategies.

In April 2018, SCAG published *Industrial Warehousing in the SCAG Region* (SCAG, 2018). According to the document, the SCAG region is a vibrant hub for international and domestic trade because of its large transportation base and extensive multimodal transportation system. The SCAG region's freight transportation system includes warehouses and distribution centers; the Ports of Los Angeles, Long Beach, and Hueneme; airports; rail intermodal terminals; rail lines, and local streets, state highways and interstates. Together the system enables the movement of goods from source to market, facilitating uninterrupted global commerce. The region is home to approximately 34,000 warehouses with 1.17 billion square feet of warehouse building space, and undeveloped land that could accommodate an additional 338 million square feet of new warehouse building space. These regions attract robust logistics activities, and are a major reason why the region is a critical mode in the global supply chain.

Local and Regional Funding Mechanisms

Transportation improvements throughout Riverside County, including the City of Perris, are funded through a combination of direct project mitigation, fair share contributions, or through local and regional transportation mitigation fee programs. The Project site is located within the North Perris Road and Bridge Benefit District (NPRBBD), a transportation improvement funding district established by the City of Perris

in 2008 to ensure timely impact mitigation with significant local control. Other fee programs applicable to development in the City include the Transportation Uniform Mitigation Fee (TUMF) program and the City of Perris Development Impact Fee (DIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. Applicable programs are summarized below.

Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. TUMF is an ambitious regional program created to address cumulative impacts of growth throughout western Riverside County. Program guidelines are handled on an iterative basis. Exemptions, credits, reimbursements, and local administration are deferred to primary agencies. The City of Perris serves this function for the Project. Fees submitted to the City are passed on to the WRCOG as the ultimate program administrator. TUMF guidelines empower a local zone committee to prioritize and arbitrate certain projects. The Project site is located in the Central Zone. The zone has developed a 5-year capital improvement program to prioritize public construction of certain roads. TUMF is focused on improvements necessitated by regional growth. The City may grant to developers a credit against the specific components of fees for the dedication of land, or the construction of facilities identified in the list of improvements funded by each of these fee programs.

North Perris Road and Bridge Benefit District (NPRBBD)

The NPRBBD is comprised of approximately 3,500 acres of land located in the northern portion of the City of Perris and is consistent with the boundary of the PVCCSP. The Project site is within the boundaries of the NPRBBD. The purpose of the NPRBBD is to improve the efficiency of the financing of specific regional road and bridge improvements that are determined to provide benefit to the developing properties within the NPRBBD boundary. In addition, the NPRBBD includes additional improvements to supplement the TUMF and City of Perris Development Impact Fee (DIF) program network (discussed below). A significant portion of the fees collected through this mechanism are earmarked for use within the boundary sufficient to fully fund the included improvements. The balance of TUMF is transmitted to WRCOG for use in addressing cumulative impacts elsewhere within western Riverside County. The City treats the DIF component collected within the NPRBBD in a similar way to ensure the local circulation network outside the program boundaries is adequately addressed. NPRBBD fees are paid as a one-time fee payment to the City prior to the issuance of a building permit, and include the TUMF and City DIF fees.

City of Perris Development Impact Fee (DIF) Program

In 1991 the City of Perris created a DIF program to impose and collect fees from new residential, commercial and industrial development for the purpose of funding roadways and intersections necessary to accommodate City growth as identified in the City's General Plan Circulation Element. This DIF program has been successfully implemented by the City since 1991 and was updated in 2014. The City updated the DIF program to add new roadway segments and intersections necessary to accommodate future growth and to ensure that the identified street improvements would operate at or above the City's LOS performance threshold. The City's DIF program includes facilities that are not part of, or which may exceed improvements identified and covered by the TUMF program. As a result, the pairing of the

regional and local fee programs provides a more comprehensive funding and implementation plan to ensure an adequate and interconnected transportation system. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

Similar to the TUMF Program, after the City's DIF fees are collected through the NPRBBD, they are placed in a separate interest-bearing account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs, which are overseen by the City's Public Works Department. Periodic traffic counts, review of traffic accidents, and a review of traffic trends throughout the City are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the LOS performance standards adopted by the City. In this way, the improvements are constructed before the LOS falls below the City's LOS performance thresholds. The City's DIF program establishes a timeline to fund, design, and build the improvements. Under the DIF program, as a result of the City's continual monitoring of the local circulation system, the City ensures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

Fair Share Contribution

Circulation improvements required to be implemented as part of the Project may include a combination of fee payments to established programs (e.g., TUMF, NPRBBD, and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements, or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program, where appropriate (to be determined at the City's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, for improvements not funded through payment of the NPRBBD, the approving jurisdiction may elect to collect a fair share contribution or to require the development to construct improvements. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

City of Perris General Plan Policies

The purpose of the Circulation Element of the General Plan is to provide for a safe, convenient and efficient transportation system for the City. In order 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. The Circulation, Conservation, and Open Space elements of the City's General Plan identify goals and policies related to vehicular and non-vehicular transportation and circulation. The goals and policies applicable to the Project and a discussion of the Project's consistency is provided under the discussion of Threshold "a" below.

City of Perris Active Transportation Plan

The City adopted its Active Transportation Plan (ATP) in December 2020. The ATP represents a commitment by the City to walking and biking as part of a move away from the auto-centric, inequitable

approach, and toward a sustainable, multi-modal transportation system that serves all residents, regardless of age, ability, identity, or income. The Plan is guided by an equity framework, which prioritizes equity and the needs of vulnerable residents. The goals of the ATP are to: improve health and safety, improve access and comfort, enhance transportation affordability, and commit to maintain and expand the network. Based on community feedback and analysis of existing conditions, collisions, and demographic data, the ATP recommends an ambitious active transportation system and introduces a comprehensive collection of programs and policies. Collectively the policies, programs, projects, and recommendations in the ATP are intended to create an environment that enhances active transportation in Perris, and makes walking and biking a safe, healthy, and enjoyable means of transportation and recreation.

Relevant to the Project site, the ATP recommends a Class I Shared Use Path along Nevada Avenue, a Class II Bicycle Lane along Webster Avenue, and a Class IV Separated Bikeway and sidewalks/paths along Ramona Expressway.

4.13.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of State CEQA Guidelines, a project will normally have a significant adverse environmental impact on transportation if it will:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and
- d. Result in inadequate emergency access.

4.13.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

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

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

4.2 On-Site Standards and Guidelines

4.2.2 Site Layout for Commerce Zones

- **4.2.2.2 Vehicular Access and On-Site Circulation**

- **Establish Truck Routes.** Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3 in the PVCCSP) should avoid conflicts with established communities and be separated from passenger vehicles where possible.
- **Driveway Spaces.** Table 4.0-2, Driveway Spacing, identifies appropriate driveway spacing from various roadway types.
- **Minimize Vehicular Conflict.** Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible.
- **Access Points Easily Identifiable.** Entry drives should be easily identifiable through the use of enhanced landscaping and special pavements (accent colors, textures, and patterns). Landscaped medians should be provided on major project entrances. Signage should also be used to identify customer and service entrances. Driveways used exclusively for deliveries or loading activities are excluded.
- **Shared Access.** The City encourages shared driveway access whenever possible. Reciprocal ingress/egress access easements shall be provided for circulation and parking to facilitate ease of vehicular movement between properties and to limit the number of vehicular access points to adjoining streets.
- **Emergency Vehicle Access.** Design of primary drive aisles must allow for emergency vehicle access. Typically, this requirement is a minimum of 20 feet. However, applicants are encouraged to check with the City's Fire Marshall.
- **Visual Link to Building and Entry.** A well-designed entry should offer a visual link to the building and entry through the use of business signs, paving, and landscaping.
- **Primary Entry Drive/Location of Building.** The primary entry drive should be oriented toward the main entrance of the building.
- **Entry Median.** A landscaped center median shall be provided at the primary entrance for sites requiring 100 or more parking spaces.
- **Landscape Parkways/Sides of Entry.** Landscaped parkways shall border both sides of all entry drives to create a sense of arrival.
- **Dual Axle Entrances.** Entrances used primarily or solely by dual axle vehicles shall provide a minimum 50-foot radius curb returns.
- **Avoid Back-up onto Public Streets.** To avoid back-up onto public streets, entry drive approaches shall avoid conflict points such as parking stalls, internal drive aisles, or pedestrian crossings. Final determination of the driveway approach length shall be determined by the Planning Manager and the City Engineer after consideration of the project site design.
- **Minimize Interactions.** Minimize interactions between trucks, cars and pedestrians by having separate circulation. The placement of loading areas and dock facilities should minimize the interaction between trucks and visitor/customer automobiles. Access to loading and delivery areas should be separated from parking areas to the greatest extent feasible.

- **Consideration of Large Truck Maneuverability.** The design and location of loading facilities should take into consideration the specific dimensions required for the maneuvering of large trucks and trailers into and out of loading positions at docks or in stalls and driveways.
- **4.2.2.3 Pedestrian Access and On-Site Circulation**
 - **Avoid Conflicts Between Pedestrian and Vehicular Circulation.** Provide a system of pedestrian walkways that avoids conflicts with vehicle circulation through the utilization of separated pathways for direct pedestrian access from public rights-of-way and parking areas to building entries and throughout the site with internal pedestrian linkages.
 - **Adequate Vehicle Spacing for Drive-Through Service.** Businesses with drive-through service shall provide adequate stacking to accommodate eight vehicles in the drive-through lane from the prior to each pick-up window to avoid conflict with on-site circulation.
 - **Primary Walkway.** Primary walkways should be five feet wide at a minimum and conform to [Americans with Disabilities Act (ADA)]/Title 24 standards for surfacing, slope, and other requirements.
 - **Pedestrian Linkages to Public Realm.** A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).
- **4.2.2.4 Parking and Loading**
 - **Avoid Long Continuous Drive Aisles.** Large parking lots should avoid long, continuous drive aisles to limit the opportunity for high-speed vehicular travel. Where long drive aisles best serve a site, they should utilize curves and stop signs or textured pavement at strategic locations in place of speed bumps.
 - **Bicycle Racks.** Facilities with 200 or more required parking spaces shall provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces shall provide bicycle parking to accommodate no less than 15 locking bicycles. Bicycle parking shall be located near main entrances of buildings, adjacent to landscape areas.

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

5.2 Off-Site Vehicular Circulation

5.2.1 *Roadway Standards and Guidelines*

- **Roadway Design Requirements.** All intersection spacing and/or access openings shall be in compliance with Table 5.0-1 (in the PVCCSP), or as otherwise approved by the City Engineer.
- **Cross-Sections.** All Specific Plan roads shall be constructed per the standard cross-sections shown in Figure 5.0-1 (in the PVCCSP).
- **Lane Requirements/Expanded Intersections.** All Specific Plan roads shall be constructed per the lane requirements outlined in Table 5.0-2 (in the PVCCSP) and provide expanded

intersections as depicted in Figures 5.0-2a to Figure 5.0-2d (in the PVCCSP). Any roadway with classification of a Secondary Arterial and greater that intersects with an Expressway, Arterial, Secondary Arterial or Collector, shall provide additional turn lanes as outlined in Table 5.0-2 (in the PVCCSP).

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

5.2.2 Truck Route Standards and Guidelines

- **Establish Truck Routes.** Routes in which large trucks will travel will be established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City. Refer to Figure 3.0-3 (in the PVCCSP) for City established truck routes.
- **Large Turning Radius.** A 35-foot turning radius shall be provided at intersections along truck route. A minimum 40-foot turning radius shall be required for driveways with 50 feet being the preferred driveway turning radius.
- **Increased Stacking.** Typical stacking distance at turn pockets is 200 feet. Increased stacking distance in turn pockets along the truck routes shall be provided as deemed necessary by the City and City Engineer.
- **Acceleration/Deceleration Lanes.** Acceleration, deceleration, as well as right-turn lanes may be required to prevent traffic congestion at truck entrances and exits.
- **Mitigation Measures.** Each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer.

5.2.3 Bus Standards and Guidelines

- **Projects Along Identified Routes.** Projects located along existing and/or future bus routes are encouraged to coordinate with RTA early in the process to determine transit requirements such as location, bus turnouts and seating and shelters.
- **Additional Public Right-of-Way.** Additional public right-of-way may be required to accommodate the bus turnout and the minimum sidewalk requirement.

- **Bus Stops at Commercial Centers.** Bus stops should be provided at large commercial centers located along existing and future bus routes. Bus stops should be designed to allow convenient access by transit which includes a covered shelter, trash receptacle and safety lighting in accordance with the City's selected standard for the area. Early coordination with RTA is encouraged to determine if additional right-of-way is required to accommodate bus stops.

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

7.2 Commercial Development Standards and Guidelines

7.2.1 *Commercial Site Layout*

- **Vehicular Access and On-site Circulation.** Businesses with drive-thru service(s) shall provide adequate stacking to accommodate eight vehicles prior to each pick-up window to avoid conflict with on-site circulation.
- **Internal Pedestrian Walkways.** Internal walkway should provide connection between building entries, plazas, and courtyards within the project and be covered when possible.

Industrial Design Standards and Guidelines (from Chapter 8.0 of the PVCCSP)

8.2 Industrial Development Standards and Guidelines

7.2.1 *Industrial Site Layout*

- **Vehicular/Truck Access and On-site Circulation.** Truck driveways should be separated from passenger traffic to the greatest extent possible and provide for 50-foot turning radii.
- **Interior Drive Aisles for Trucks.** Truck drive aisles shall be a minimum of 40-feet wide.

The PVCCSP EIR includes mitigation measures relevant to the analysis of potential transportation impacts. These are restated below, incorporated as part of the Project, and assumed in the analysis presented in this section. These mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Project. It should be noted that although no longer required for purposes of CEQA, PVCCSP EIR mitigation measure MM Trans 7 requires project-level traffic impact studies to be prepared for individual development projects in the PVCCSP planning area. The City of Perris continues to require the Project-level traffic analysis to inform the development of conditions of approval for individual projects implementing the PVCCSP. This requirement has been met through the preparation of the Project-specific TIA included in Appendix N2 of this EIR.

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

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

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

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

The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries. The RTA indicated that a bus stop should be provided as part of the Project near the southwest corner of Ramona Expressway and Webster Avenue, and the Project has incorporated the bus stop, as requested. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.

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

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

Project Design Features

As required by PVCCSP EIR mitigation measure MM Trans 1, the site-adjacent roadway and access improvements as well as the access recommendations for each driveway that were recommended in the TIA have been incorporated into the Project (refer to the discussion provided in Section 3.0, Project Description, of this EIR). These improvements are identified below as Project design features (PDFs). They are included in this section to ensure that they are implemented and tracked through the Project's Mitigation Monitoring and Reporting Program. Additionally, as required by PVCCSP EIR mitigation measure MM Trans 8, required improvements shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD.

Roadway Improvements

PDF 13-1 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall be improved consistent with the PVCCSP and the City of Perris General Plan’s Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval for the Project and applicable City of Perris standards.

- Construct Ramona Expressway at its ultimate half-section width (92-foot right-of-way) as an Expressway (184-foot right-of-way) between Nevada Avenue and Webster Avenue. Project improvements along Ramona Expressway shall include landscaping and an 8-foot Class I multipurpose trail in conjunction with a 12-foot acceleration/deceleration lane plus 10-foot shoulder. Improvements along Ramona Expressway shall also include the construction of raised median and would ultimately accommodate three travel lanes in the eastbound direction with auxiliary acceleration and deceleration lanes along the Project’s frontage. Frontage improvements shall also include an approximately 6- to 7-foot landscaped areas on either side of an 8-foot meandering Class I multipurpose trail along with 2-feet on either side of decomposed granite as a buffer between the landscaping and trail. The improvements along Ramona Expressway shall include a third westbound through lane between Nevada Avenue and Webster Avenue; the lane configuration shall transition back to two lanes before reaching Nevada Avenue.
- Construct Nevada Avenue at its ultimate half-section width (33-foot right-of-way) as a Collector (66-foot right-of-way) between Ramona Expressway and the southern Project boundary. Project improvements along Nevada Avenue shall include accommodating a two-way left turn lane, landscaping, and an 8-foot Class I multipurpose trail adjacent to the Project. The half-section improvement along the Project’s frontage includes an additional 5-foot easement to accommodate 3-feet of the proposed Class I multipurpose trail and 2-feet of decomposed granite. Lastly, frontage improvements along Nevada Avenue shall include 4-feet of landscaping between the traveled way and the Class I multipurpose trail in conjunction with 2-feet of decomposed granite on either side of the Class I multipurpose trail.
- Webster Avenue is currently constructed to its ultimate half-section width as a Secondary Arterial (94-foot right-of-way) between Ramona Expressway and the southern Project boundary. The Project shall install landscaping and an 8-foot Class I multipurpose trail adjacent to the Project. Frontage improvements along Webster Avenue shall include 4-feet of landscaping between the travel way and the Class I multipurpose trail in conjunction with 2-feet of decomposed granite on either side of the Class I multipurpose trail.

Site Access Improvements

PDF 13-2 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site adjacent access improvements outlined below and depicted on Figure 3-6, Site Access Improvements, consistent with the PVCCSP and the City of Perris General Plan’s

Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval for the Project and applicable City of Perris standards

- **Nevada Avenue & Ramona Expressway** – Install a traffic signal and accommodate crosswalks on all applicable approaches in conjunction with Americans with Disabilities Act (ADA) compliant ramps to connect the surrounding pedestrian facilities with those to be implemented by the Project (Class I multipurpose trail). Project to construct the intersection with the following geometrics:
 - Northbound Approach: Construct a left turn lane with a minimum of 100-feet of storage.
- **Nevada Avenue & Driveway 1** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics:
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane.
 - Westbound Approach (Project Driveway 1): One shared right-left turn lane.
- **Nevada Avenue & Driveway 2** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics:
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left turn lane with a minimum of 50-feet of storage and one through lane.
 - Westbound Approach (Project Driveway 2): One shared right-left turn lane.
- **Nevada Avenue & Driveway 3** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics:
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane.
 - Westbound Approach (Project Driveway 3): One shared right-left turn lane.
- **Nevada Avenue & Driveway 4** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the westbound approach, and construct the intersection with the following geometrics:
 - Northbound Approach: One shared through-right turn lane.
 - Southbound Approach: One left turn lane (storage to be accommodated within the painted median) and one through lane.
 - Westbound Approach (Project Driveway 4): One shared right-left turn lane.

- **Driveway 5 & Ramona Expressway** – Install a traffic signal and construct the intersection with the following geometrics:
 - Northbound Approach (Driveway 5): One left turn lane and one right turn lane.
 - Eastbound Approach: Three through lanes and a right turn deceleration lane with a minimum of 250-feet of storage.
 - Westbound Approach: One left turn lane with a minimum of 300-feet of storage and three through lanes.

Project to also accommodate crosswalks on all applicable approaches in conjunction with Americans with Disabilities Act (ADA) compliant ramps to connect the surrounding pedestrian facilities with those to be implemented by the Project (Class I multipurpose trail).
- **Driveway 6 & Ramona Expressway** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the northbound approach, and construct the intersection with the following geometrics:
 - Eastbound Approach: Three through lanes and a shared through-right turn lane.
 - Westbound Approach: Three through lanes.
- **Webster Avenue & Ramona Expressway** – Maintain the existing traffic control and modify the intersection with the following geometrics:
 - Northbound Approach: Increase the storage to accommodate 250-feet for the northbound left turn lane.
 - Eastbound Approach: Construct a 2nd left turn lane and accommodate a minimum of 215-feet of storage and a trap right turn lane.
 - Westbound Approach: Modify the left turn storage to accommodate 400-feet.
 - Maintain the existing crosswalks (no crosswalk across the west leg).
- **Webster Avenue & Driveway 7** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the eastbound approach, and construct the intersection with the following geometrics:
 - Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes.
 - Southbound Approach: One through lane and a shared through-right turn lane.
 - Eastbound Approach (Driveway 7): One shared left-right turn lane.
- **Webster Avenue & Driveway 8** – Install a stop control (stop sign), painted stop bar, and signage identifying potential pedestrian/bicycle crossing on the eastbound approach, and construct the intersection with the following geometrics:
 - Northbound Approach: One left turn lane (storage to be accommodated within the painted median) and two through lanes.
 - Southbound Approach: One through lane and a shared through-right turn lane.

- Eastbound Approach (Driveway 8): One shared left-right turn lane.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project site. Sight distance at each Project access point shall be reviewed with respect to City of Perris and PVCCSP sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

Transit Improvements

PDF 13-3 The Project Applicant shall provide an ADA compliant bus turnout on the south side of Ramona Expressway just west of the intersection Webster Avenue. The bus turnout shall adhere to the Riverside Transit Agency Bus Stop Design Guidelines.

Truck Access and Circulation

PDF 13-4 Prior to the issuance of occupancy permits for the industrial use, the Project Applicant shall construct the truck access roadway improvements at the following driveways to provide the necessary curb radii to accommodate a truck with a 67-foot wheelbase (WB-67).

- Nevada Avenue and Driveway 2 shall be 50-feet wide and shall have a 35-foot curb radius on the northeast and southeast corners.
- Nevada Avenue and Driveway 3 shall be 50-feet wide and shall have a 35-foot curb radius.

Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development and is based upon the specific land uses planned for a given project. Trip generation rates for the proposed uses are shown in Table 4.13-1 and Table 4.13-2 shows the actual trip generation summary for the Project illustrating daily and peak hour trip generation estimates based on the ITE Trip Generation Manual, 11th Edition. Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (i.e., large 2-axles, 3-axles, 4 or more axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in County’s Guidelines. Table 4.13-3 identifies the trip generation with PCE factors applied. Additional information regarding the breakdown of trips by vehicle mix is provided in the TIA included in Appendix N2 of this EIR (Urban Crossroads, 2022b).

Table 4.13-1 Trip Generation Rates (Actual Vehicles)

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicle Trip Generation Rates									
High-Cube Fulfillment Center Warehouse ³	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Cold Storage Warehouse ⁴	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.370
2-Axle Trucks			0.003	0.007	0.010	0.005	0.005	0.010	0.260
3-Axle Trucks			0.001	0.002	0.003	0.002	0.001	0.003	0.083
4+Axle Trucks			0.005	0.011	0.016	0.008	0.008	0.016	0.407
Fast Food without Drive Thru	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast Food with Drive Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Coffee/Donut Shop with Drive Thru	TSF	937	43.80	42.08	85.88	19.50	19.50	38.99	533.57
Automated Car Wash ⁵	TUN	948	N/A	N/A	N/A	38.75	38.75	77.50	775.00
Gas Station/Convenience Market (4,000-5,500 SF)	VFP	945	13.52	13.52	27.04	11.38	11.38	22.76	257.13
Passenger Car Equivalent (PCE) Trip Generation Rates									
High-Cube Fulfillment Center Warehouse ³	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.012	0.004	0.016	0.006	0.016	0.022	0.324
5+Axle Trucks (PCE = 3.0)			0.025	0.008	0.033	0.008	0.022	0.030	0.651
High-Cube Cold Storage Warehouse ⁴	TSF	157	0.085	0.025	0.110	0.034	0.086	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.065	0.090	1.370
2-Axle Trucks (PCE = 1.5)			0.005	0.011	0.016	0.008	0.008	0.016	0.390
3-Axle Trucks (PCE = 2.0)			0.002	0.005	0.007	0.004	0.003	0.007	0.165
4+Axle Trucks (PCE = 3.0)			0.015	0.034	0.049	0.024	0.025	0.049	1.222

¹ Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet; TUN = Tunnel; VFP = Vehicle Fueling Position

³ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: High Cube Warehouse Vehicle Trip Generation Analysis, October 2016, ITE.

⁴ Truck Mix Source: ITE Trip Generation Manual (2021).

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁵ Daily trip generation rate not readily available in the ITE Trip Generation Manual. As such, the daily rate is assumed as 10 times the PM rate.

Source: (Urban Crossroads, 2022b, Table 4-1)

Table 4.13-2 Project Trip Generation Summary (Actual Vehicles)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Fulfillment Center Warehouse (95%)	902.713 TSF							
Passenger Cars:		72	21	93	36	94	130	1,580
2-4 axle Trucks:		6	2	8	3	7	10	146
5+-axle Trucks:		8	2	10	3	6	9	196
Total Truck:		14	4	18	6	13	19	342
Fulfillment Center Warehouse (Actual Vehicles)		86	25	111	42	107	149	1,922
High-Cube Cold Storage Warehouse (5%)	47.511 TSF							
Passenger Cars:		3	1	4	1	3	4	66
2-axle Trucks:		0	0	0	0	0	0	12
3-axle Trucks:		0	0	0	0	0	0	4
4+-axle Trucks:		0	1	1	0	0	0	20
Total Truck:		0	1	1	0	0	0	36
High-Cube Cold Storage Warehouse (Actual Vehicles)		3	2	5	1	3	4	102
<i>Industrial Total Passenger Cars</i>		75	22	97	37	97	134	1,646
<i>Industrial Total Trucks</i>		14	5	19	6	13	19	378
Industrial Component Total (Actual Vehicles)		89	27	116	43	110	153	2,024
Fast Food with Drive Thru	16.500 TSF	375	361	736	283	262	545	7,714
<i>Internal Capture²</i>		-10	-16	-26	-63	-36	-99	-1,072
<i>Pass-By (49% AM; 50% PM/Daily)³</i>		-169	-169	-338	-110	-110	-220	-3,322
Fast Food without Drive Thru	10.200 TSF	255	185	440	169	169	339	4,596
<i>Internal Capture²</i>		-6	-9	-15	-38	-22	-59	-588
<i>Pass-By (49% AM; 50% PM/Daily)³</i>		-86	-86	-172	-66	-66	-132	-2,004
Coffee/Donut Shop with Drive Thru	2.400 TSF	105	101	206	47	47	94	1,282
<i>Internal Capture²</i>		-2	-3	-4	-10	-6	-17	-166
<i>Pass-By (89% AM/PM/Daily)³</i>		-88	-88	-176	-32	-32	-64	-994
Restaurant Total:		376	276	652	180	206	386	5,446
Automated Car Wash	1 TUN	0	0	0	39	39	78	776
<i>Internal Capture²</i>		0	0	0	-10	-18	-28	-354
Convenience Market/Gas Station	16 VFP	216	216	433	182	182	364	4,116
<i>Internal Capture²</i>		-28	-17	-45	-54	-93	-147	-2,112
<i>Pass-By (76% AM/PM/Daily)³</i>		-143	-143	-286	-67	-67	-134	-1,524
Retail Total:		45	56	101	90	43	133	902
Commercial Retail Component Total		421	332	753	270	248	518	6,348
Project Total Passenger Cars		496	354	850	307	345	652	7,994
Project Total Trucks (Actual Vehicles)		14	5	19	6	13	19	378
Project Total (Actual Vehicles)		510	359	869	313	358	671	8,372

¹ TSF = Thousand Square Feet; TUN = Tunnel; VFP = Vehicle Fueling Position

² Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

³ Source: ITE *Trip Generation Handbook*, 3rd Edition, 2017.

Source: (Urban Crossroads, 2022b, Table 4-2)

Table 4.13-3 Project Trip Generation Summary (PCE)

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Fulfillment Center Warehouse (95%)	902.713 TSF							
Passenger Cars:		72	21	93	36	94	130	1,580
2-4 axle Trucks:		11	3	14	6	14	20	292
5+-axle Trucks:		23	7	30	8	19	27	588
Total Truck:		34	10	44	14	33	47	880
Fulfillment Center Warehouse (PCE)		106	31	137	50	127	177	2,460
High-Cube Cold Storage Warehouse (5%)	47.511 TSF							
Passenger Cars:		3	1	4	1	3	4	66
2-axle Trucks:		0	1	1	0	0	0	20
3-axle Trucks:		0	0	0	0	0	0	8
4+-axle Trucks:		1	2	3	1	1	2	58
Total Truck:		1	3	4	1	1	2	86
High-Cube Cold Storage Warehouse (PCE)		4	4	8	2	4	6	152
<i>Industrial Total Passenger Cars</i>		75	22	97	37	97	134	1,646
<i>Industrial Total Trucks</i>		35	13	48	15	34	49	966
Industrial Component Total (PCE)		110	35	145	52	131	183	2,612
Fast Food with Drive Thru	16.500 TSF	375	361	736	283	262	545	7,714
<i>Internal Capture</i> ²		-10	-16	-26	-63	-36	-99	-1,072
<i>Pass-By (49% AM; 50% PM/Daily)</i> ³		-169	-169	-338	-110	-110	-220	-3,322
Fast Food without Drive Thru	10.200 TSF	255	185	440	169	169	339	4,596
<i>Internal Capture</i> ²		-6	-9	-15	-38	-22	-59	-588
<i>Pass-By (49% AM; 50% PM/Daily)</i> ³		-86	-86	-172	-66	-66	-132	-2,004
Coffee/Donut Shop with Drive Thru	2.400 TSF	105	101	206	47	47	94	1,282
<i>Internal Capture</i> ²		-2	-3	-4	-10	-6	-17	-166
<i>Pass-By (89% AM/PM/Daily)</i> ³		-88	-88	-176	-32	-32	-64	-994
Restaurant Total:		376	276	652	180	206	386	5,446
Automated Car Wash	1 TUN	0	0	0	39	39	78	776
<i>Internal Capture</i> ²		0	0	0	-10	-18	-28	-354
Convenience Market/Gas Station	16 VFP	216	216	433	182	182	364	4,116
<i>Internal Capture</i> ²		-28	-17	-45	-54	-93	-147	-2,112
<i>Pass-By (76% AM/PM/Daily)</i> ³		-143	-143	-286	-67	-67	-134	-1,524
Retail Total:		45	56	101	90	43	133	902
Commercial Retail Component Total		421	332	753	270	248	518	6,348
Project Total Passenger Cars		496	354	850	307	345	652	7,994
Project Total Trucks (PCE)		35	13	48	15	34	49	966
Project Total (PCE)		531	367	898	322	379	701	8,960

¹ TSF = Thousand Square Feet; TUN = Tunnel; VFP = Vehicle Fueling Position

² Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool.

³ Source: ITE *Trip Generation Handbook*, 3rd Edition, 2017.

Source: (Urban Crossroads, 2022b, Table 4-3)

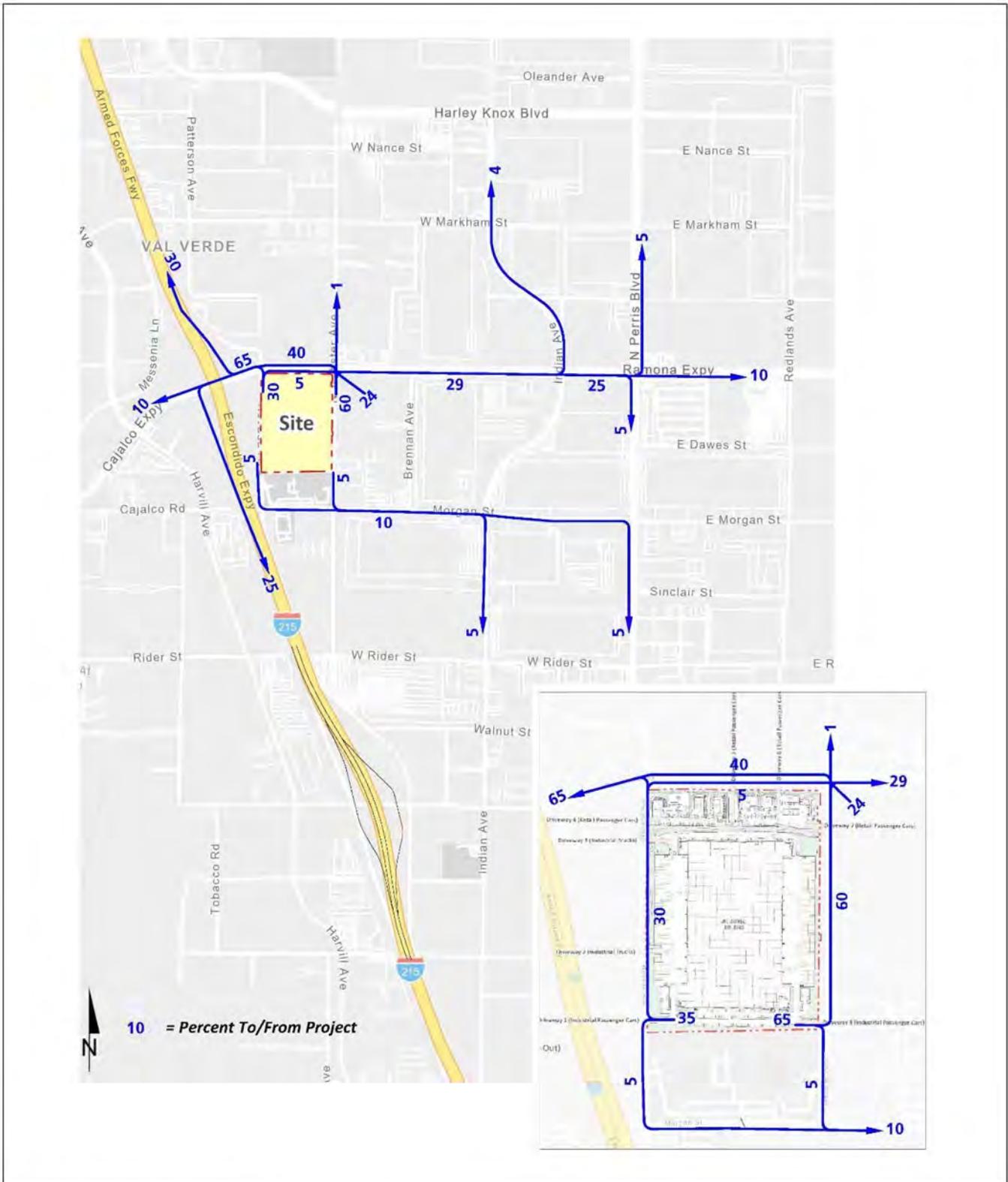
As the Project is proposed to include commercial retail, restaurant, and gas station uses, pass-by percentages have been obtained from the ITE Trip Generation Handbook (11th Edition, 2021). Pass-by trips are associated with existing traffic on the roadway network that might visit a use on site on their way to their primary destination. Patrons of the uses may also visit other uses on site, including the restaurants and retail uses, without leaving the site thereby also accounting for internal trip reductions. Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on site and can be made either by walking or using internal roadways without using external streets. An internal capture reduction was applied to recognize the interactions that would occur between the various complementary on-site land uses. The internal capture is based on the National Cooperative Highway Research Program's (NCHRP Report 684) internal capture trip capture estimation tool.

As shown in Table 4.13-2, the Project is anticipated to generate 8,372 two-way trip-ends per day with 869 AM peak hour trips and 671 PM peak hour trips (actual vehicles). As shown in Table 4.13-3, the Project is anticipated to generate 8,960 two-way PCE trip-ends per day with 898 PCE AM peak hour trips and 701 PCE PM peak hour trips. The traffic reducing potential of public transit, walking, or bicycling have not been considered in the trip generation estimates. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes of both the industrial and retail components (employee trips only as well as retail patrons).

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for both passenger cars and truck traffic and are consistent with other similar projects that have been reviewed and approved by the City of Perris. The truck trip distribution patterns have been developed based on the anticipated travel patterns for the warehousing trucks. The Project trip distribution patterns for both passenger cars and trucks were developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. It should be noted that the passenger car trip distribution patterns assume the I-215 and Placentia Avenue interchange is in place (anticipated completion of the interchange is 2022).

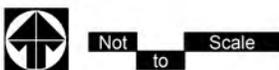
The Project industrial passenger car trip distribution pattern is depicted on Figure 4.13-5, and the Project industrial truck trip distribution pattern is graphically depicted on Figure 4.13-6. Driveway 2 and Driveway 3 are only to be utilized by trucks. The parking shown along the north side of the industrial building is intended to be utilized by maintenance and service vehicles (not by employees). The parking area shown along the south side of the industrial building is intended to be utilized by employee passenger vehicles only. The City of Perris does not permit truck traffic on Ramona Expressway; therefore, all Project-related trucks are anticipated to utilize the Placentia Avenue interchange to access I-215 via Nevada Street. Finally, the Project retail trip distribution pattern is graphically depicted on Figure 4.13-7 for the preferred Project access and each access alternative.

The assignment of traffic from the Project site to the adjoining roadway system is based on Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project.

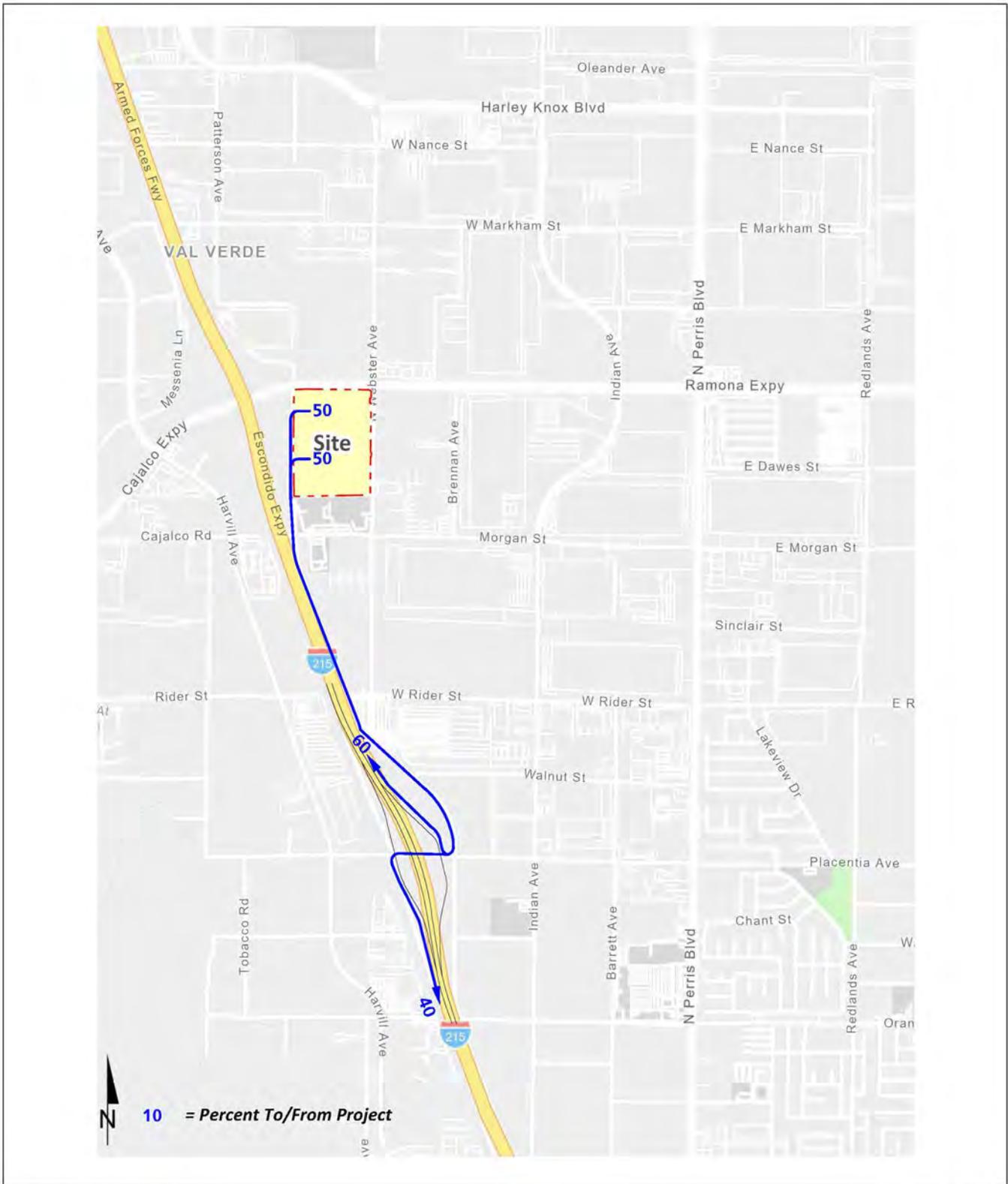


Source(s): Urban Crossroads (05-20-2022)

Figure 4.13-5

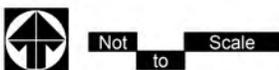


Project (Industrial Passenger Car) Trip Distribution



Source(s): Urban Crossroads (05-20-2022)

Figure 4.13-6

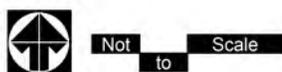


Project (Industrial Truck) Trip Distribution



Source(s): Urban Crossroads (05-20-2022)

Figure 4.13-7



Project (Retail) Trip Distribution

Impact Analysis

Threshold a Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Regional

SCAG Connect SoCal

SCAG’s Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. Table 4.11-1, SCAG Connect SoCal Consistency Analysis, in Section 4.11, Land Use and Planning, of this EIR, addresses the Project’s consistency with Connect SoCal. As demonstrated through this analysis, implementation of the Project would be consistent with the goals and policies of SCAG’s regional planning program, including the goals related to vehicular and non-vehicular circulation, and goods movement.

- Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.
- Goal 4: Increase person and goods movement and travel choices within the transportation system.
- Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

City of Perris

General Plan Circulation Element

As previously identified, the purpose of the Circulation Element of the General Plan is to provide for a safe, convenient and efficient transportation system for the City. Table 4.13-4, City of Perris General Plan Consistency Analysis – Transportation Policies, provides an analysis of the Project’s consistency with applicable Circulation Element policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The State’s general rule for a General Plan consistency determination is that “an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment” (OPR, 2017). As identified, the Project does not conflict with any policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Table 4.13-4 City of Perris General Plan Consistency Analysis – Transportation Policies

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
Circulation Element	
Policy I.A. Design and develop the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the designated Transportation System, Exhibit 4.2, Future Roadway Network (refer to City of Perris General Plan).	No Conflict. Although not required to determine whether the Project would have a significant transportation impact pursuant to CEQA, a traffic analysis was prepared for the Project and was used to determine the improvements that are required to be constructed to implement the PVCCSP’s Circulation Plan, consistent with the City’s General Plan for

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	<p>the Future Roadway Network. As described in Section 3.0 of this EIR, and in PDF 13-1 and PDF 13-2, the Project would include roadway and access improvements, including driveways into the Project site, to accommodate Project circulation needs. Specifically, improvements would be made along Ramona Expressway, Webster Avenue and Nevada Avenue, consistent with PVCCSP and the City's General Plan Circulation Element. Traffic-control improvements would also be implemented as part of the Project. The roadway classifications for the roadways in the vicinity of the Project are based on the anticipated traffic volumes that would be generated by PVCCSP uses. Although the Project would involve an amendment to the PVCCSP land use designation for the Project site, as further discussed in Section 6.0, Alternatives, of this EIR, the Project would result in less traffic than that anticipated by the PVCCSP.</p>
<p>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.</p>	<p>No Conflict. Roadway improvements included as part of the Project would be constructed according to the standards of the City of Perris and would include Class I multipurpose trails along Ramona Expressway, Nevada Avenue and Webster Avenue. As previously identified, the Project site is located near existing transit routes, transportation corridors, and I-215, which provide the potential for service to park-and-ride facilities. It should be noted that in compliance with PVCCSP EIR mitigation measure MM Trans 4, the Project Applicant coordinated with RTA regarding provision of transit facilities in the vicinity of the Project. At the direction of RTA, a bus turnout would be constructed along Ramona Expressway just west of Webster Avenue (refer to PDF 13-3). This bus stop would serve the Project and surrounding uses.</p>
<p>Policy I.D. Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.</p> <p>Conservation Element Policy IX.A. Encourage land uses and new development that support alternatives to the single occupant vehicle.</p> <p>Open Space Element Policy II.A. All development will be accessible by a trail system.</p>	<p>No Conflict. In addition to the incorporation of a bus turnout into the Project design, the Project would include the construction of Class I multipurpose trails along Ramona Expressway, Nevada Avenue and Webster Avenue to encourage pedestrian and bicycle modes of travel. Public covered resting areas would also be provided along Ramona Expressway.</p>
<p>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.</p>	<p>No Conflict. The Project maintains the existing roadway network and provides roadway improvements for vehicular and non-vehicular modes of travel based on the demand determined by the traffic analysis prepared for the Project.</p>
<p>Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>No Conflict. The Project incorporates a transportation system that builds upon and improves the existing roadways in the area to support existing development and the Project. In addition to the construction of roadway improvements as required by the PVCCSP, the Project developer would pay applicable traffic mitigation fees (e.g., NPRBBD fees, which include the TUMF and City of Perris DIF, or fair share payments, that would fund additional traffic improvements to General Plan roadways in the area and would go toward the maintenance of roadway infrastructure in the area.</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>Policy IV.A. Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.</p>	<p>No Conflict. The Project would involve the construction of Class I multipurpose trails along Ramona Expressway, Nevada Avenue and Webster Avenue. The Project driveways would include accented concrete, stop signs, painted stop bars, and signage notifying drivers of potential pedestrians and bicyclists.</p>
<p>Policy V.A. Provide for safe movement of goods along the street and highway system.</p>	<p>No Conflict. The Project involves the development of a warehouse use with near-direct access to I-215, which would allow efficient access for inbound and outbound trucks. Additionally, the Project site is located approximately 1.2 miles southeast of March Inland Port (MIP) Airport, which is used primarily for the distribution of goods.</p> <p>As identified in PDF 13-1 and 13-2, the Project includes the installation of roadway and site access improvements. All roadway construction and improvements would be completed according to the standards and requirements set forth by the City of Perris and in coordination with the City Engineer to ensure that roadways are safe and efficient. Refer to the consistency analysis for Policy IV.A, which addresses safety.</p>
<p>Policy VII.A. Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.</p>	<p>No Conflict. This EIR has been prepared in accordance with the State CEQA Guidelines. Further, although not required to determine transportation impacts pursuant to CEQA, a traffic analysis has been prepared for the Project in accordance with the guidance provided by the City of Perris, the County of Riverside, and Caltrans. Through the required public review of the EIR, local, State, and federal agencies can comment on the Project and its consistency with the applicable standards and regulations. By considering the comments of these agencies in the EIR and throughout the development process, the Project would maintain consistency.</p>
<p>Policy VIII.A. Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.</p>	<p>No Conflict. As discussed under the analysis of Threshold “b,” Project-level mitigation measure MM 13-1 requires the implementation of a voluntary commute trip reduction (CTR) program that would discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, transit usage, walking and biking. The CTR program would provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. As further addressed in Section 4.3, Air Quality, of this EIR, the Project is also required to comply with South Coast Air Quality Management District (SCAQMD) Rule 2202, On-Road Vehicle Mitigation Options. Rule 2202 applies to employers with 250 or more employees, and the purpose of the Rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Rule 2202 requires annual registration with SCAQMD. The program established per Rule 2202 will include the individual trip reduction measures outlined in Project-level mitigation measure MM 13-1.</p>

Perris Valley Commerce Center Specific Plan and Active Transportation Plan

As identified previously, the PVCCSP includes various Standards and Guidelines for the provision of on-site and off-roadway improvements, vehicular and non-vehicular circulation, and site access. The PVCCSP Standards and Guidelines incorporate pedestrian paths and/or trails into roadway design and provide for trails to accommodate non-motorized forms of transportation throughout the PVCCSP planning area. Relevant to the Project site, the PVCCSP identifies Ramona Expressway, a designated Expressway, with a 6-foot meandering sidewalk on the south side of the roadway (adjacent to the Project site), and 5-foot sidewalks on both sides of Secondary Arterials (Webster Avenue) and Collectors (Nevada Avenue). Relevant to the Project site, the ATP recommends a Class I Shared Use Path along Nevada Avenue, a Class II Bicycle Lane along Webster Avenue, and a Class IV Separated Bikeway and sidewalks/paths along Ramona Expressway. Based on direction provided by the City during the project review process, the Project would include the construction of 8-foot Class I multipurpose trails along Ramona Expressway, Nevada Avenue, and Webster Avenue. These trails would allow direct pedestrian access and movement from the Project site to other areas within the PVCCSP area. Additionally, consistent with PVCCSP Standard and Guideline 4.2.2.3, the pedestrian pathways would extend onto the Project site, providing access to the proposed buildings and parking areas.

As required by PVCCSP EIR mitigation measure MM Trans 5, the Project would provide bicycle parking on site to accommodate those workers choosing to ride bicycles to and from work. Additionally, based on coordination with the RTA, a bus turnout would be provided on the south side of Ramona Expressway west of Webster Avenue to encourage use of transit by employees and visitors to the Project site.

In summary, the Project would not conflict with regional or local programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact is less than significant.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant.

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

As previously discussed, SB 743 changes the way transportation impacts are determined according to CEQA. Updates to the State CEQA Guidelines approved in December 2018 included the addition of State CEQA Guidelines Section 15064.3, of which Subdivision b establishes criteria for evaluating a project's transportation impacts based on project type and using automobile VMT as the metric. As a component of OPR's revisions to the State CEQA Guidelines, lead agencies are required to adopt VMT thresholds of significance by July 1, 2020. The City of Perris adopted its *Transportation Impact Analysis Guidelines for CEQA* (TIA Guidelines) in June 2020. All discretionary land use projects subject to CEQA must evaluate transportation impacts related to VMT as part of the environmental review process.

VMT Screening Assessment

The first step in evaluating a land use project's VMT impact is to perform an initial screening assessment utilizing the City of Perris VMT Scoping Form for Land Use Projects (hereinafter referred to as VMT Scoping Form). The VMT Scoping Form provides an easy to use tool for streamlining the VMT analysis process. Screening criteria can be used to determine whether a project would be expected to cause a less than significant impact without having to conduct a detailed study. The screening criteria adopted by the City of Perris are based on the recommendations from OPR and WRCOG for setting screening thresholds for land use projects, and include: a project that provides 100 percent affordable housing; a project within a transit priority area (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor");¹ local serving land uses; a project located in a low VMT area; and a project with net daily trips less than 500 ADT.

As required by the City's TIA Guidelines, initial screening assessments utilizing the City of Perris VMT Scoping Form were completed for the Project retail and industrial components and are included in Appendix N1 of this EIR. The results are summarized below.

Affordable Housing

The City Guidelines state, if a project consists of 100% affordable housing, then the presumption can be made that it will have a less than significant impact on VMT. The Project does not include any residential uses. Therefore, the affordable housing screening criteria is not met.

High Quality Transit Area (HQTA) Screening

Consistent with guidance identified in the City's TIA Guidelines, projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on the WRCOG Screening Tool results, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the HQTA screening criteria is not met.

¹ PRC § 21064.3 ("Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."). PRC § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Local-Serving Land Use

As identified in the City's TIA Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work. Local serving uses can also include community resources that may otherwise be located outside of the city or local area. By improving destination proximity, local serving uses lead to shortened trip lengths and reduced VMT. The City Guidelines provides a list of applicable local serving retail categories below 50,000 square feet. Included in the list is the Project's intended uses of restaurant, coffee/donut shop, and gas station with convenience store. The Project would involve the development of up to 32,715 sf of retail uses in 8 buildings with building area ranging from 2,400 sf to 7,200 sf. Therefore, the local-serving land use screening criteria is met for the Project's retail component only.

Low VMT Area Screening

The City's TIA Guidelines states, "Projects that locate in areas with low VMT, and that incorporate similar features (i.e., land use type, access to the circulation network, etc.), will tend to exhibit similarly low VMT." The City of Perris utilizes its own VMT scoping form to identify areas of low VMT. The scoping form uses the sub-regional Riverside County Transportation Analysis Model (RIVTAM) to measure VMT performance within individual traffic analysis zones (TAZ's) within the WRCOG region. The Project's physical location based on the WRCOG web-based screening tool is used to determine the TAZ in which the Project resides. The TAZ identification number is then selected within the scoping form. Finally, the VMT generated by the existing TAZ as compared to the City's impact threshold of "VMT per employee that is less than or equal to the Citywide average." The TAZ containing the proposed Project was selected and the scoping form identified VMT per employee. Based on the scoping form results, the Project site is located in TAZ 3767 and the VMT per employee is 12.02. Whereas the City of Perris citywide VMT average is 11.62. Therefore, the Project site is not located within a low VMT generating zone and the low VMT screening criteria is not met.

Net Daily Trips Les than 500 ADT

The City's TIA Guidelines identify projects that generate less than 500 ADT would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. As previously discussed, trips generated by the Project have been estimated based on trip generation rates collected by the ITE Trip Generation Manual, 11th Edition, 2021. The Project is anticipated to generate 8,372 daily vehicle trip-ends per day. Therefore, the Project's daily vehicle trips would exceed the 500 daily vehicle trip thresholds for this screening criteria.

In summary, based on the VMT screening assessment, the local-serving land use screening criteria is met for the Project's retail component, and these uses would have a less than significant VMT impact. However, the industrial component is not eligible for screening and further VMT analysis is required. The VMT analysis for the industrial component of the Project is provided below.

VMT Analysis

As noted in the City's TIA Guidelines, Projects that do not meet screening criteria and are above 2,500 daily vehicle trips are to utilize the City's scoping form to perform a VMT analysis and evaluate VMT mitigation that would be necessary to reduce the Project's VMT impact below the City's adopted

thresholds. The City’s scoping form contains base year data obtained from the RIVTAM base year 2012 traffic model. The RIVTAM base year traffic model was also used to derive the City’s impact thresholds. As previously discussed in the low area VMT screening criteria, the Project site resides in TAZ 3767 and the VMT per employee for TAZ 3767 is 12.02. The City of Perris citywide average is 11.62 VMT per employee. Therefore, the industrial component VMT impact is potentially significant. The scoping form results in a mitigation requirement of 3.33% reduction to adequately mitigate the VMT impacts of the Project’s TAZ to below the City’s impact threshold (refer to Table 4.13-5, Project VMT Per Employee Comparison).

Table 4.13-5 Project VMT Per Employee Comparison

	Baseline
City of Perris VMT per Employee	11.62
Project TAZ 3767 VMT per Employee	12.02
% Difference	3.33%
Potentially Significant?	Yes

Source: (Urban Crossroads, 2022a, Table 1)

Mitigation may be provided in the form transportation demand management (TDM) measures or participation in a VMT fee program, which is not yet available. Therefore, VMT reduction measures focused on reducing commute VMT and the anticipated reduction in VMT associated with these measures have been estimated based on the research contained in the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (2010), which thoroughly evaluates the effectiveness of TDM strategies available to individual land use projects. The City TIA Guidelines also provide a list of the transportation measures as identified by CAPCOA.

The Project would reduce its VMT impact through the implementation of a pedestrian network (CAPCOA Measure SDT-1), and a voluntary commute trip reduction program (CAPCOA Measure TRT-1), as further described below.

As identified in PDF 13-1, the Project includes the construction of connected Class I multipurpose trails along Ramona Expressway, Webster Avenue and Nevada Avenue. The Class I multipurpose trail improvements would provide a pedestrian access network to link areas of the Project site that would encourage people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. As shown on the conceptual site plan provided in Section 3.0, Project Description, of this EIR, the retail and industrial components of the Project would also include a pedestrian access network that internally links uses and connects to existing pedestrian facilities contiguous with the Project site, including along Nevada Avenue and Webster Avenue south of the Project site. The Project would minimize barriers to pedestrian access and interconnectivity. As noted by CAPCOA, this measure could potentially provide a maximum reduction in VMT of 2% (Urban Crossroads, 2022a).

Project-level mitigation measure MM 3-7 in Section 4.2, Air Quality, of this EIR, requires the implementation of a voluntary commute trip reduction (CTR) program that would involve various measures to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, transit usage, walking and biking. The CTR program would also provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. Related to this measure, the Air Quality Impact Analysis performed for the Project and summarized in Section 4.3, Air Quality, includes a Project-specific mitigation to reduce operational air

quality emissions from the Project. Project-level mitigation measure MM 3-7, in Section 4.3 states that the Project would comply with SCAQMD Rule 2202, On-Road Vehicle Mitigation Options. Rule 2202 applies to employers with 250 or more employees, and the purpose of the Rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Rule 2202 requires annual registration with SCAQMD. As identified in Project-level mitigation measure MM 3-7, the program established per Rule 2202 would include, but not be limited to the following individual trip reduction measures outlined in CAPCOA TRT-1:

- Carpooling encouragement
- Ride-matching assistance
- Preferential carpool parking
- Flexible work schedules for carpools
- Half-time transportation coordinator
- New employee orientation of trip reduction and alternative travel mode options
- Vanpool assistance
- Bicycle end-trip facilities (parking and lockers)

The anticipated reduction in VMT associated with this measure has been estimated based on the research contained in the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, 2010). The range of effectiveness in terms of commute VMT reduction is estimated to be between 1.0 – 6.2%. For projects located within a suburban context, CAPCOA identifies the potential maximum percent reduction in commute VMT to be 5.4%. (Urban Crossroads, 2022a)

The effectiveness of the CTR program measures listed above in reducing the Project VMT are dependent on yet unknown building tenant(s) and their future operations; therefore, VMT reductions from various CTR measures cannot be guaranteed. Other regional transportation measures that may reduce VMT include but are not limited to improving/increasing access to transit, increasing access to common goods and service, or orientating land uses towards alternative transportation. These regional transportation measures may be infeasible at the Project level but would generally be implemented as the surrounding communities develop. There is no means, however, to quantify any VMT reductions that could result.

Therefore, while the identified mitigation measures would reduce VMT by more than the required 3.3%, the actual amount of VMT reduction from these measures cannot be guaranteed, and the Project would have a significant and unavoidable VMT impact.

Additional Project-Level Mitigation Measures

Refer to additional Project-level mitigation measure MM 3-7, in Section 4.3, Air Quality, which requires implementation of a CTR.

Level of Significance After Mitigation

VMT impacts would be significant and unavoidable.

Threshold 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)?

The analysis contained in the PVCCSP EIR concludes that implementation of the PVCCSP and the subsequent implementation of development and infrastructure projects would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Construction-related Hazards

As described in Section 3.6.3, Construction Activities, during the Project’s construction phase, traffic to-and-from the Project site would be generated by activities such as construction employee trips and the use/delivery of heavy equipment. Vehicular traffic associated with construction employees would be substantially less than daily and peak hour traffic volumes generated during Project operational activities because construction activities typically begin and end outside of the peak hours. Accordingly, a majority of the construction employees would not be driving to/from the Project site during hours of peak congestion.

Construction materials would be delivered to the site throughout the construction phase – mostly outside of peak hours – based on need and would not occur on an everyday basis. Heavy equipment would be utilized within the Project site during the construction phase. As most heavy equipment is not authorized to be driven on public roadways, most equipment would be delivered and removed from the site via flatbed trucks (sometimes with multiple pieces of equipment delivered to the site on a single trip). As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis but would occur periodically throughout the construction phase based on need. Trucks delivering materials and equipment would follow designated truck routes and would not increase traffic-related hazards during construction.

As described in Project design features PDF 13-1 and PDF 13-2, the Project would implement site-adjacent roadway improvements and Project driveways along Ramona Expressway, Webster Avenue, and Nevada Avenue. Construction activities associated with the Project could result in the temporary closure of traffic lanes or roadway segments along these roadways during various construction activities, including, but not limited to, accommodating the delivery of construction materials and equipment; providing adequate site access for construction vehicles and equipment; and installation of utility infrastructure. Further, the construction of infrastructure would coincide with roadway improvements, which would include road or lane closures, as well as the presence of construction workers and equipment on public roads. The reduction of roadway capacity, the narrowing of traffic lanes, and the occasional interruption of traffic flow on streets associated with Project-related construction activities could pose hazards to vehicular traffic due to localized traffic congestion, decreased turning radii, or the condition of roadway surfaces.

Project-specific construction plans are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project Applicant would be required to implement measures that would maintain traffic flow and access. Notably, PVCCSP EIR mitigation measure MM Air 2 in Section 4.3, Air Quality, of this EIR, requires that a traffic control plan be provided to the City. The

traffic control plan would describe in detail safe detours and provide temporary traffic control during construction activities for the Project to minimize congestion and disruption. To reduce traffic congestion, the plan would 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, as feasible, and/or signal synchronization to improve traffic flow. The Project would have a less than significant impact during construction associated with increased hazards.

Operational Hazards

The Project includes the construction of roadway and site access improvements (refer to Project design features PDF 13-1 and PDF 13-2). Roadway and circulation improvements have been designed in compliance with Standards and Guidelines set forth in Sections 4.2 and 5.2 of the PVCCSP and in compliance with PVCCSP EIR mitigation measures MM Trans 1 (construct circulation improvements as required by the PVCCSP Circulation Plan) and MM Trans 2 (adequate sight distance). The design of roadways must provide adequate sight distance and traffic-control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Project site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, and intersection control. They would also incorporate design standards tailored specifically to Project access requirements.

As part of the Project design, the appropriate curb radii have been determined so that trucks would have sufficient space to execute turning maneuvers. The ingress and egress of trucks at each Project driveway is consistent with the truck trip distribution assumed in the TIA. Project design feature PDF 13-4 identifies the curb radii that would be implemented to accommodate a truck with a 67-foot wheelbase (WB-67) (53-foot trailer) for each Project driveway.

As required by PVCCSP EIR mitigation measure MM Trans 2, sight distance would 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. Adequate visibility for vehicular, pedestrian, and bicycle traffic can be provided at each Project driveway by limiting sight obstructions within the limited use area. To further reduce potential hazards to pedestrian and bicyclists, the Project limits truck access to only two driveways along Nevada Avenue, and on-site truck activity areas are separated from the passenger vehicle areas to ensure that there would be no conflict between trucks and pedestrians within the site. Further, as identified in Project design features PDF 13-1 and PDF 13-2, the Project includes the construction of 8-foot Class I multipurpose trails along Nevada Avenue, Ramona Expressway and Webster Avenue adjacent to the Project site, which would be separated from the roadway travel lanes by a landscaped parkway. Each Project driveway (retail and industrial uses) would include a stop sign, painted stop bar, and signage to alert driveways of potential pedestrian and vehicle crossings.

Consistent with Caltrans requirements, the 95th percentile queuing of vehicles has been assessed at the off-ramps to determine potential queuing deficiencies at the freeway ramp intersections at the I-215/Ramona Expressway interchange. The off-ramp queuing analysis is utilized to identify any potential queuing and “spill back” onto the I-215 mainline from the off-ramps. Under existing conditions, there are no off-ramp movements that are experiencing queuing issues during the weekday AM or weekday PM

peak 95th percentile traffic flows. Additionally, there are no movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under the traffic analysis scenarios evaluated in the TIA. Therefore, the Project would not result in queuing deficiencies that would substantially increase hazards. (Urban Crossroads, 2022b)

Adherence to applicable City requirements would ensure the Project would not include any sharp curves or dangerous intersections or driveways. In the absence of a roadway design hazard, no impact would occur during operation. Therefore, no mitigation is required.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This conclusion is consistent with the PVCCSP EIR Initial Study.

Threshold d Would the Project result in inadequate emergency access?

As discussed above under Threshold c, construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures (refer to PVCCSP EIR mitigation measure MM Air 2 in Section 4.3, Air Quality, requires that a traffic control plan be provided to the City). Site-specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access.

The roadway improvements that would occur as a part of the Project would improve traffic circulation in the area, in accordance with the PVCCSP. These would also improve the ability of emergency vehicles to access the Project site and surrounding properties. The Project driveways have been designed to accommodate large trucks with trailers that would be used for the distribution of goods to and from the site. As discussed above, adequate turn radii and sight distance would be provided. Thus, the Project would provide ample vehicular access for emergency vehicles. The Project is required to comply with the City’s development review process including review for compliance with all applicable fire code requirements for access to the site. The Project has been reviewed by the Riverside County Fire Department to determine the specific fire requirements applicable to the Project and has been designed in compliance with these requirements. This ensures that the Project would provide adequate emergency access to and from the site. Therefore, impacts are less than significant and no mitigation is required.

Based on the Project design and with required adherence to City requirements for emergency vehicle access, impacts would be less than significant.

Additional Project-Level Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This conclusion is consistent with the PVCCSP EIR Initial Study.

4.13.5 CUMULATIVE IMPACTS

During preparation of the TIA, a comprehensive cumulative project list was compiled based on information provided by the City of Perris planning and engineering staff in conjunction with research conducted to identify pending development projects and development applications on file with the County of Riverside. Figure 4.0-1, Cumulative Project Location Map, in Section 4.0, Environmental Impact Analysis of this EIR, depicts the cumulative development projects identified. As shown, the majority of the projects are in the City of Perris, including within the PVCCSP planning area. Projects under the jurisdiction of the County of Riverside, in unincorporated areas, are west of I-215.

As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to the SCAG RTP/SCS, City of Perris General Plan, and the PVCCSP, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

As discussed under Threshold b, the Project's VMT impacts could be reduced to a less than significant level with the implementation of TDM strategies. However, since the effectiveness of the mitigation measures and reduction of VMT cannot be measured or guaranteed, impacts would remain significant and unavoidable. Each cumulative development would be required to follow the City's Guidelines and OPR's Technical Advisory to determine if a VMT analysis is required. If a VMT analysis is required, the project would be required to follow the City's Guidelines and OPR's Technical Advisory to analyze the project's VMT. Since Project impacts are significant and unavoidable, the Project would result in a cumulatively considerable contribution to a significant cumulative VMT impact.

Cumulative development projects would contribute to construction traffic and associated temporary lane and road closures during construction. However, the potential construction-related traffic impacts resulting from the Project would be less than significant with implementation of PVCCSP EIR mitigation measure MM Air 2, which requires the preparation of a traffic control plan. The requirement for a traffic control plan during construction is a standard requirement for construction projects in the City.

As with the Project, cumulative development in the vicinity of the Project would be required to construct roadways and Project access driveways in accordance with applicable PVCCSP Standards and Guidelines ensure impacts are less than significant. Further, providing sufficient emergency access during construction and operation is also a standard requirement. The Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with traffic-related hazards or emergency access.

4.13.6 REFERENCES

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Urban Crossroads, 2022b. *Ramona Gateway Commerce Center Traffic Analysis*. May 20, 2022. Included in Appendix N2 of this EIR.

4.14 TRIBAL CULTURAL RESOURCES

This section identifies the potential for the Project site to contain tribal cultural resources and evaluates the Project's potential impacts to tribal cultural resources. The analysis in this section is based primarily on *A Phase I Cultural Resources Survey for the Ramona Gateway Commerce Center Project, Perris California*, prepared by Brian F. Smith and Associates, Inc. (BFSA) (Cultural Resources Survey) (August 2022), and included in Appendix E of this Environmental Impact Report (EIR).

The Cultural Resources Survey was prepared in compliance with PVCCSP EIR mitigation measure MM Cultural 1. The Confidential Appendix for the Cultural Resources Survey is not appended to this EIR. While it is on file with the City of Perris Planning Division, it is not available for public review. Any review may only be conducted by a qualified professional ethically required to keep the data in the reports from public dissemination and ultimately protecting resources from any possible adverse impacts. This level of confidentiality is referenced in Section 6354.10 of the *California Government Code*.

No comments regarding cultural resources were raised at the EIR scoping meeting. In their Notice of Preparation (NOP) comment letter, the Native American Heritage Commission (NAHC) provided information about Assembly Bill (AB) 52 and Senate Bill (SB) 18, which address requirements for consultation with Native American tribes related to tribal cultural resources; and, provided standard guidance on the scope of the analysis of potential impacts to archaeological resources and tribal cultural resources. As further discussed below, the City of Perris has completed Native American consultation required by AB 52 and SB 18.

The City of Perris sent the NOP for this EIR to the following Native American tribes: Pechanga Band of Luiseño Mission Indians (Pechanga Tribe), Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, and Desert Cahuilla Indians. None of these tribes responded to the NOP.

4.14.1 EXISTING SETTING

Section 4.4, Cultural Resources, of the PVCCSP EIR, includes a discussion of the environmental setting for cultural resources, including geologic setting, ethnohistoric setting, archaeological setting, and historic setting. This information remains applicable to the Project. Section 4.5, Cultural Resources, of this EIR summarizes Project-specific existing setting information presented in the technical report prepared for this Project based on the research and field survey conducted. Following is a summary of information provided in the Project-specific technical report relevant to tribal cultural resources.

Prehistoric Period

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The discussion of the cultural history of Riverside County presented in the Cultural Resources Survey included in Appendix E of this EIR references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians. Absolute chronological information, where possible, is incorporated in the Cultural Resources Survey to examine the

effectiveness of continuing to interchangeably use these terms. Cultural periods are summarized in Section 4.5 of this EIR, and further described in the Cultural Resources Survey included in Appendix E; the protohistoric and ethnohistoric periods, which are particularly relevant to tribal cultural resources are summarized below.

Protohistoric and Ethnohistoric Periods

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. Following is a discussion of the three Takic-speaking groups.

Luiseño

The geographic boundaries between the three groups in pre- and proto-historic times are difficult to place, but the Project site is well within the borders of ethnographic Luiseño territory. This group was a seasonal hunting and gathering people with cultural elements that were very distinct from Archaic Period peoples. When contacted by the Spanish in the sixteenth century, the Luiseño occupied a territory bounded on the west by the Pacific Ocean, on the east by the Peninsular Ranges mountains at San Jacinto (including Palomar Mountain to the south and Santiago Peak to the north), on the south by Agua Hedionda Lagoon, and on the north by Aliso Creek in present-day San Juan Capistrano. The Luiseño occupied sedentary villages most often located in sheltered areas in valley bottoms, along streams, or along coastal strands near mountain ranges. Villages were located near water sources to facilitate acorn leaching and in areas that offered thermal and defensive protection. Villages were composed of areas that were publicly and privately (by family) owned. Publicly owned areas included trails, temporary campsites, hunting areas, and quarry sites. The most important food source for the Luiseño was the acorn, and seeds, particularly of grasses, composites, and mints, were also heavily exploited. Hunting augmented this vegetal diet; hunting implements included the bow and arrow. The Luiseño had a well-developed basket industry. Baskets were used in resource gathering, food preparation, storage, and food serving. Social groups within the Luiseño nation consisted of patrilineal families or clans, which were politically and economically autonomous. Several clans comprised a religious party, or *nota*, which was headed by a chief who organized ceremonies and controlled economics and warfare.

Cahuilla

The Cahuilla occupied territory that included the San Bernardino Mountains, Orocopia Mountain, and the Chocolate Mountains to the west, Salton Sea and Borrego Springs to the south, Palomar Mountain and Lake Mathews to the west, and the Santa Ana River to the north. The Cahuilla differ from the Luiseño and Gabrielino in that their religion is more similar to the Mohave tribes of the eastern deserts than the Chingichngish religious group of the Luiseño and Gabrielino. Cahuilla villages were typically permanent and located on low terraces within canyons in proximity to water sources. These locations proved to be rich in food resources and also afforded protection from prevailing winds. Villages had areas that were publicly owned and areas that were privately owned by clans, families, or individuals. The Cahuilla's use of plant resources is well documented. Plant foods harvested by the Cahuilla included valley oak acorns and single-leaf pinyon pine nuts. The Cahuilla were also hunters; hunting implements included the bow and arrow, throwing sticks, and clubs. The Cahuilla was not a political nation, but rather a cultural nationality with a common language. Clans were composed of 3 to 10 lineages; each lineage owned a village site and specific resource areas. A system of ceremonial hierarchy operated within each lineage.

Gabrielino

The territory of the Gabrielino covers much of present-day Los Angeles and Orange counties; however, trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California. Gabrielino lived in permanent villages and occupied smaller resource-gathering camps at various times of the year depending upon the seasonality of the resource. Larger villages were comprised of several families or clans, while smaller, seasonal camps typically housed smaller family units. Permanent villages were located along rivers and streams and in sheltered areas along the coast. The social structure of the Gabrielino is little known; however, there appears to have been at least three social classes: 1) the elite, which included the rich, chiefs, and their immediate family; 2) a middle class, which included people of relatively high economic status or long-established lineages; and 3) a class of people that included most other individuals in the society. Villages were politically autonomous units comprised of several lineages. Each lineage had its own leader, with the village chief coming from the dominant lineage.

Tribal Cultural Resources

As further discussed in Section 4.5, Cultural Resources, of this EIR, BFSFA conducted a records search at the EIC located at UCR, which is the State of California's official cultural resource records repository for the County of Riverside. The results of the records search are provided in the Confidential Appendix of the Cultural Resource Survey. Based on the results of the records search, no tribal cultural resources were located within the Project site. Two cultural resources sites within one mile of the Project site were identified as prehistoric resources (RIV-12,873; a bedrock milling site, and P-33-016043, a prehistoric isolate).

During preparation of the Cultural Resources Survey, and as further discussed under Threshold "a.ii," below, BFSFA contacted various Native American tribes regarding the Project and requested a records search of the Sacred Lands Files (SLFs) from the NAHC. Further, the City of Perris provided a notification of the Project as required by AB 52 and SB 18 and entered into consultation with tribes that requested consultation (Pechanga Tribe and Soboba Band of Luiseño Indians). The results of this Native American outreach/consultation did not reveal the presence of any tribal cultural resources within the Project site of off-site improvement areas; however, tribes did indicate the potential for tribal cultural resources to be encountered during excavation activities.

As further discussed in Section 4.5, Cultural Resources, of this EIR, BFSFA conducted pedestrian surveys of the Project site on May 12, 2021. No tribal cultural resources (or any other resources) were discovered during the surveys.

4.14.2 EXISTING POLICIES AND REGULATIONS

Section 4.4 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of cultural resources, including regulations relevant to the analysis of tribal cultural resources. The PVCCSP EIR is incorporated by reference. The following discussion addresses regulatory information particularly relevant to tribal cultural resources, including regulations that became effective subsequent to preparation of the PVCCSP EIR.

State

Assembly Bill (AB) 52

California AB 52 (2014) Chapter 532 is an act to amend Section 5097.94 of, and add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved by the Governor on September 25, 2014. AB 52 requires:

“a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project, if the tribe requested to the lead agency, in writing, be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.”

If the tribes desire notification of proposed projects in that area that may cause a substantial adverse change in the significance of a tribal cultural resource, AB 52 requires that Native American tribes send written notice of their geographic areas of traditional and cultural affiliation to CEQA lead agencies. The CEQA lead agency is then required to provide such notification and consult with the tribe(s) if the tribe(s) requests consultation.

The provisions listed in AB 52 are applicable to projects that have a notice of preparation or a notice of negative declaration filed on or after July 1, 2015. By requiring the CEQA lead agency to consider the effects relative to tribal cultural resources and to conduct consultation with California Native American tribes, AB 52 imposes a state-mandated program. AB 52 requires the NAHC to provide each California Native American tribe, as defined, on or before July 1, 2016, with a list of all public agencies that may be a lead agency within a geographic area in which the tribe is traditionally or culturally affiliated; the contact information of those agencies; and information on how the tribe may request those public agencies to notify the tribe of projects within the jurisdiction of those public agencies for the purposes of requesting consultation.

As indicated above, the City provided notice of the Project to the Native American tribes that have requested such notice. Non-confidential results of the AB 52 consultation process are discussed below under the analysis of Threshold “a.ii”, below.

Senate Bill (SB) 18

Signed into law in September 2004, and effective March 1, 2005, SB 18 permits California Native American tribes recognized by the NAHC to hold conservation easements on terms mutually satisfactory to the tribe and the landowner. The term “California Native American tribe” is defined as “a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC.” The bill also requires that, prior to the adoption or amendment of a city or county’s general plan, the city or county consult with California Native American tribes for the purpose of preserving specified places, features, and objects located within the city or county’s jurisdiction. SB 18 also applies to the adoption or amendment of specific plans. This bill requires the planning agency to refer to the California Native American tribes specified by the NAHC and to provide

them with opportunities for involvement. Although Native American consultation pursuant to SB 18 is not a CEQA requirement, the Project includes an amendment to the PVCCSP; therefore, the Project is subject to the requirements of SB 18. Non-confidential results of the AB 52 consultation process are discussed below under the analysis of Threshold “a.ii”, below.

California Health and Safety Code (Sections 7050.5, 7051, and 7054)

These sections collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for: (1) the discovery of Native American skeletal remains during construction of a project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

California Public Resources Code (Section 5097.98)

Section 5097.98 of the *California Public Resources Code* addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. This Section also establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

4.14.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on tribal cultural resources if it will:

- a. Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.14.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no PVCCSP Standards and Guidelines related to the analysis of tribal cultural resources. As previously discussed, PVCCSP EIR mitigation measure MM Cultural 1, which is presented in Section 4.5, Cultural Resources, of this EIR, outlines the requirements for preparation of a Phase I Cultural Resources Study, which has been prepared for the Project and is included in Appendix E of this EIR. Project-level mitigation measures MM 5-1 and MM 5-2, which are restated below under Threshold “a.ii”, implement PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 and MM Cultural 6, respectively, as subsequently revised by the City of Perris.

Impact Analysis

Threshold a.i Would the Project cause a substantial adverse change in the significance of a tribal cultural resource ...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)?

As discussed in Threshold “a” in Section 4.5, Cultural Resources, of this EIR, a records search and literature review of the Project site was undertaken at the EIC at UCR. Based on this search and review of existing literature related to cultural and historic resources within the Project site, no tribal cultural resources listed or eligible for listing in the CRHR or in a local register of historical resources were identified. Further, there were no tribal cultural resources eligible for listing in the CRHR or in a local register of historical resources identified during the AB 52 and SB 18 consultation process. Accordingly, no impact would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No Impact would occur.

Threshold a.ii Would the Project cause a substantial adverse change in the significance of a tribal cultural resource...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 Resource Code Section 5024.1, the lead agency will consider the significance of the resource to a California Native American tribe.

AB 52, which became effective on July 1, 2015, requires lead agencies to provide notice to Native American tribes that are traditionally and culturally affiliated with the geographic area of a Project if they have requested notice of projects proposed within that area. On April 29, 2022, the City of Perris sent

Project notification letters to the following tribes that have requested such notification: Pechanga Tribe, Soboba Band of Luiseño Indians, Rincon Band of Luiseño Indians, Agua Caliente Band of Cahuilla Indians, and Morongo Band of Mission Indians. Also on April 29, 2022, the City offered consultation pursuant to SB18 to these tribes.

The Pechanga Band of Mission Indians and Rincon Band of Mission Indians requested consultation with the City regarding the Project. Much of the written and oral communication between the Native American tribes and the City of Perris is considered confidential in respect to places that have traditional tribal cultural significance (OPR, 2017), and although relied upon in part to inform the preparation of this EIR section, those communications are treated as confidential and are not available for public review. In summary, the City provided information to the tribes, as requested during the consultation process, including the technical report prepared (including the Cultural Resources Survey provided in Appendix E of this EIR and the Confidential Appendix available at the City), Project plans, and proposed mitigation measures. No additional comments were received, and consultation was determined by the City to be completed on September 8, 2022.

In addition to the Native American scoping and consultation conducted pursuant to the requirements of AB 52 by the City, the City requires consultants completing cultural resources studies to contact NAHC for a sacred land file (SLF) search. A records search of the Sacred Lands Files (SLFs) from the NAHC was requested by BFSa and did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the subject property. BFSa contacted all tribal representatives listed in the NAHC response letter and has received two responses. The Quechan Tribe of the Fort Yuma Reservation indicated that they have no comments on the Project and deferred to tribes more local to the area. The Torres-Martinez Desert Cahuilla Indians stated that the Project is outside of their traditional settlement pattern and deferred to the San Manuel Band of Mission Indians and the Soboba Band of Luiseño Indians. (BFSa, 2022).

As previously discussed, no cultural resources, including tribal cultural resources, were observed during the field survey and no information obtained through review of applicable records indicates that tribal cultural resources are present within the Project site. Therefore, the Project would not impact any known tribal cultural resources. Although it is not likely, there is a remote possibility that tribal cultural resources may be present beneath the site's subsurface, and if present, could be impacted by deeper ground-disturbing activities associated with Project construction that extend below disturbed soils. Notably, as further described in Section 3.0, Project Description, of this EIR, excavation for installation of the Project's utility infrastructure is anticipated to be 25 feet below the ground surface. Without mitigation, construction activities including excavation could encounter unknown tribal cultural resources resulting in a potentially significant impact. Project-level mitigation measure MM 5-1 (restated below), which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City, requires that an archaeological monitor be present during initial ground-disturbing activities and identifies steps that would be taken to ensure potential impacts to tribal cultural resources are less than significant. It should also be noted that Project-level mitigation measure MM 5-2 (restated below) implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City, and identifies actions to be taken in the event that human remains are found.

With implementation of mitigation measures MM 5-1 and MM 5-2, potential impacts to tribal cultural resources would be less than significant.

Additional Project-Level Mitigation Measures

MM 5-1 Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City.

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

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

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American as deemed possible. The designated Luiseño tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. No recordation of sacred items is permitted without the written consent of the assisting Native American tribal government(s). All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site or within the off-site Project improvement areas, mitigation measure MM 5-2 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.

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

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

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

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

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

MM 5-2

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

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s)

at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)).

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

Level of Significance After Mitigation

Project impacts are less than significant.

4.14.5 CUMULATIVE IMPACTS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the City, including the PVCCSP area that have a potential for uncovering tribal cultural resources. As noted previously, the City of Perris conducted Native American consultation with potentially culturally affiliated tribes, as required by AB 52 and SB 18. As a result of this consultation effort, no tribal cultural resources were identified onsite. Other cumulative developments within the region also would have the potential to result in impacts to subsurface tribal cultural resources. Therefore, the Project's potential impacts to subsurface tribal cultural resources represents a cumulatively-considerable contribution to a significant cumulative impact, prior to mitigation. As discussed in Threshold "a.ii," with implementation of Project-level mitigation measures MM 5-1 and MM 5-2, the Project's potential impact to tribal cultural resources would be less than significant. Each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the Project. Neither the Project nor other cumulative developments are expected to result in significant impacts to tribal cultural resources provided site-specific surveys are conducted and required measures to protect the tribal cultural resources are implemented. As such, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to tribal cultural resources.

4.14.6 REFERENCES

Brian F. Smith and Associates, Inc. (BFSA), 2022. *A Phase I Cultural Resources Survey for the Ramona Gateway Commerce Center Project, Perris California*. August 9, 2022. Included in Appendix E of this EIR.

State of California Governor's Office of Planning and Research (OPR), 2017. *Technical Advisory: AB 52 and Tribal Cultural Resources in CEQA*. June 2017. Available at <http://nahc.ca.gov/wp-content/uploads/2017/06/Technical-Advisory-AB-52-and-Tribal-Cultural-Resources-in-CEQA.pdf>

4.15 UTILITIES AND SERVICE SYSTEMS

This section analyzes the existing and planned water (domestic), sewer, drainage/storm water, and dry utility infrastructure to serve the Project; water supply; and the impacts that could result from the construction and operation of the Project. Information presented in this section related to water, sewer, and dry utility infrastructure is based on information provided by the Project Applicant following coordinating with the utility providers. Information presented in this section related to storm drain infrastructure is based on the Project-specific drainage study included in Appendix L1 of this Environmental Impact Report (EIR). A Project-specific Water Supply Assessment was also prepared by the Eastern Municipal Water District (EMWD) and is included in Appendix O1 of this EIR (EMWD, 2022a). A Project-specific Dry Utility Assessment and Cost Opinion was prepared by Southern California Utility Solutions (Utility Solutions) and is included in Appendix O2 of this EIR (Utility Solutions, 2022). References used to prepare this section are listed in Section 4.15.6.

The City received two comment letters on the Notice of Preparation (NOP) for this EIR, which addressed utilities and service systems. The comments are summarized below and the NOP comment letters are provided in Appendix A of this EIR. No comments regarding utilities and service systems were provided at the EIR public scoping meeting held by the City on April 20, 2022.

- The **Riverside County Flood Control and Water Conservation District (RCFC&WCD)** commented that if the Project incorporates storm drains 36-inches or larger in diameter, they would consider accepting ownership responsibility for these facilities. However, a document prepared pursuant to the California Environmental Quality Act (CEQA) addressing the impacts related to construction and maintenance of the facilities must be provided.
- **Californians Allied for a Responsible Economy (CARE)** commented that Southern California Edison (SCE) has indicated they have insufficient power to supply to industrial warehouses along a 15-mile stretch of the Interstate (I)-215 freeway from March Air Reserve Base to Menifee, and the EIR must analyze lack of sufficient electricity to power operations in the proposed warehouse, which would include cold storage space. It should be noted that SCE is not the source for this information, rather this information is based on an article quoting a Riverside County Supervisor. This article also states that an SCE spokesperson has indicated that SCE has “been working with the county and developers to accommodate the electrical needs of planned industrial facilities which are critical to the economic vibrancy of the local community.” The Project Applicant has coordinated with SCE during the site planning process, and has received a “Will Serve” letter from SCE. Through the preliminary site planning process that has been completed for the Project, SCE has not identified an inability to serve the Project or lack of sufficient electric power.

4.15.1 EXISTING SETTING

Domestic Water Service

Under existing conditions, the Project site is undeveloped and does not support any uses or activities that generate a demand for water. Water service to the Project site vicinity is provided by the EMWD. The EMWD’s water system includes 2,421 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, and 2 water filtration facilities. The EMWD serves a population of

approximately 859,000 people and an area that covers 555-square miles (EMWD, 2022a). There is an existing 12-inch domestic water line beneath Webster Avenue. There are no existing or planned recycled water lines in the roadways adjacent to the Project site.

Water Supply and Demand

The *Water Supply Assessment Report, Ramona Gateway Commerce Center (WSA)* (March 16, 2022) prepared by the EMWD for the Project is included in Appendix O1 of this EIR, and includes a detailed discussion of the EMWD's water supply and projected water demands (EMWD, 2022a). In summary, the EMWD Board of Directors adopted the *2020 Urban Water Management Plan (UWMP)* on June 30, 2021 (EMWD, 2021a). This plan documents the EMWD's projected supplies and demands in five-year increments through the year 2045, certifies the EMWD's compliance with water use efficiency targets defined in the Water Conservation Act of 2009, and demonstrates the EMWD's supply reliability, even under dry year hydrologic conditions lasting multiple years. Approximately half of the EMWD's existing and future retail demand will be supplied through local sources such as groundwater, brackish groundwater desalination, and recycled water, with the balance coming from imported water delivered by the Metropolitan Water District (MWD). The EMWD's water demand identified in the 2020 UWMP is projected across the EMWD service area as a whole and is not project specific. The 2020 UWMP relies heavily on information and assurances contained within the MWD's 2020 UWMP (UWMP-MWD) when determining supply reliability.

Consistent with the significant percentage of undeveloped land within the EMWD's service area, growth is anticipated to continue throughout the 2020 UMWP's 25-year planning horizon; approximately 40 percent of the EMWD's service area is built out. As population and the associated water demands increase, the EMWD continues to proactively manage its water supply portfolio through the development of local resources in conjunction with additional imported water purchases from the MWD.

Over the past five years, the EMWD's retail water supply portfolio averaged approximately 49 percent imported water, 11 percent groundwater, 6 percent desalinated brackish groundwater, and 34 percent recycled water. An annual breakdown of the EMWD's supplies between 2017 and 2021 is shown in Table 2 of the WSA included in Appendix O1 of this EIR; Table 2 supplements information from the 2020 UWMP (EMWD, 2022a). Discussion of the EMWD's sources of water supply is provided below.

- **Imported Water.** The EMWD is a member agency of the MWD and relies on the MWD to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of the EMWD's service area is supplied by the MWD's Mills Water Filtration Plant (WFP), while the southeastern portion of the EMWD's service area is supplied by the MWD's Skinner WFP. Untreated water from the MWD is treated at the EMWD's Perris and Hemet WFPs, and is also delivered directly to a number of agricultural and wholesale customers.

The EMWD plans to supply new water demands through a combination of additional imported water purchases from the MWD, as well as ongoing projects and programs expanding the EMWD's local water supply portfolio. The 2020 MWD-UWMP provides information about the MWD's supply reliability and projected demands. In this document, the MWD states that it will be able to reliably supply projected member agency demands through 2045 even under historic

single-dry and multiple-dry years. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the 2020 MWD UWMP.

- **Groundwater/Brackish Groundwater.** The EMWD's service area overlies the San Jacinto Groundwater Basin, which is managed under two groundwater management plans. The Hemet/San Jacinto Groundwater Management Plan (HSJ Management Plan) covers the Hemet South, Canyon, San Jacinto Upper Pressure, and Hemet North portion of the Lakeview/Hemet North Groundwater Management Zones. The West San Jacinto Groundwater Basin Management Plan (WSJ Management Plan) covers the Perris North, Perris South, San Jacinto Lower Pressure, Menifee, and the Lakeview portion of the Lakeview/Hemet North Management Zones. Protecting the groundwater supply available to the EMWD is an important part of the EMWD's planning efforts. The EMWD is actively working with other agencies and groups to ensure that groundwater will continue to serve as a reliable water resource in the future. This effort includes the replacement of groundwater extracted beyond a given basin's safe yield. The EMWD extracts groundwater within its service area under the HSJ and WSJ Management Plans. Under the HSJ Management Plan, imported water will be recharged in the Hemet/San Jacinto area to support groundwater extractions, while pumping in the WSJ area, where groundwater levels have been rising, is planned to increase in the future as the EMWD constructs new wells as part of the Perris North Groundwater Contamination Prevention and Remediation Program.

The EMWD also operates potable wells in the Moreno Valley/North Perris area as well as brackish wells that feed the EMWD's desalination facilities. These wells are located outside of the Hemet/San Jacinto area and will be managed by the EMWD as the Groundwater Sustainability Agency (GSA) under the San Jacinto Groundwater Basin Groundwater Sustainability Plan (GSP).

- **Recycled Water.** Recycled water is used extensively in the EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of the EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. The EMWD's recycled water supply will expand as the population within the EMWD's service area continues to grow. The EMWD generally uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. The EMWD stores recycled water during low demand periods and does not typically discharge recycled water. The EMWD anticipates that this will continue even as the recycled water supply grows via programs to retrofit additional landscape customers currently using potable water and future recharge for indirect potable reuse.

Table 6 of the WSA included in Appendix O1 of this EIR identifies the historic and projected customer distribution and water use by the various potable/raw retail customer types. The EMWD's primary retail customers for potable/raw water can be divided into residential, commercial, industrial, institutional, agricultural, and landscape sectors. The residential sector is the EMWD's largest customer segment; however, each sector plays a role in the growth and development of the EMWD's service area. Based on the water delivery information presented in Table 6 of the WSA for the year 2020, the industrial sector represented approximately 0.8% of the overall potable water use in the EMWD's service area (600-acre feet [AF] of the 75,000 AF delivered) and the commercial sector represented approximately 5.7% of the overall potable water use (4,300 AF of the 75,000 AF

delivered). This trend is projected to continue with the industrial sector representing approximately 0.6% (700 AF of the 113,800 AF projected to be delivered) and the commercial sector representing approximately 6.7% (7,600 AF of the 113,800 AF projected to be delivered) of the potable water projected to be delivered in 2045.

The EMWD also provides wholesale water service to a number of sub-agencies, serves recycled water, and imports water for recharge purposes.

Wastewater Service

The EMWD is responsible for all wastewater collection and treatment in its service area and would provide sanitary sewer service to the Project. There is an existing 10-inch sewer main beneath Webster Avenue, and a 16-inch sewer main beneath Ramona Expressway that would serve the Project.

There are five regional water reclamation facilities (RWRf) located in the EMWD service area that treat more than 45 million gallons of wastewater each day (EMWD, 2022b). Wastewater generated within the PVCCSP planning area is treated at the Perris Valley Regional Water Reclamation Facility (PVRWRf), located on a 300-acre site west of Interstate (I)-215 and south of Case Road. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural customers. With the completion of its expansion in 2014, the PVRWRf has the current capacity to treat 22 million gallons per day (mgd) of wastewater, with an ultimate capacity of 100 mgd. Typical daily flows for PVRWRf are 15.5 mgd; thus, the PVRWRf has an excess capacity of 6.5 mgd. Therefore, the PVRWRf is poised to meet current and future demands of the region (EMWD, 2021b).

Storm Water Conveyance Facilities

The Project site is vacant and unimproved and the natural drainage pattern flows generally from west to east as surface flows. The Project site is downstream of the Perris Valley Master Plan of Drainage (PVMPD) Line E culvert that daylight on the eastern side of I-215. The ultimate flow rate of this line delivers 1,000 cubic feet per second (cfs) of water onto the existing ground and is returned to a surface drainage state after the flows exit the existing box culvert. This ultimate Line E flow is directly tributary to the Project site as un-detained, bulk sheet flow crossing Nevada Avenue on the western edge of the Project site.

The backbone drainage facility for the Project site and surrounding area is the existing 60-inch reinforced concrete pipe (RCP) in Ramona Expressway (PVMPD Drainage Line E), which was designed to account for the fully developed condition of the tributary watershed it serves, including the entire Project site. There is also an existing 60-inch RCP in Webster Avenue, east of the Project site.

Dry Utilities

As outlined in the Dry Utility Assessment prepared for the Project (June 2022) included in Appendix O2 of this EIR (Utility Solutions, 2022), electric service, natural gas service and telecommunications and data service are provided to the Project site vicinity by Southern California Edison (SCE), Southern California Gas Company (SoCalGas), Frontier Communications (telephone), and Charter Communications (cable TV). Existing dry utility infrastructure is described below.

SCE has an underground distribution system located within the Ramona Expressway right-of-way on the north side of the street; there are two existing vaults in this area. SCE also has an underground distribution system on the east side of Webster Avenue north of Ramona Expressway. The Webster Avenue distribution system connects to the Ramona Avenue distribution system via a vault on the southeast corner of Webster Avenue and Ramona Expressway. The SCE underground system continues down the east side of Webster Avenue until approximately 170 feet south of Ramona Avenue where it crosses Webster Avenue perpendicularly and terminates at a single pad mounted transformer on the west side of the street. The transformer provides power to a pedestal located approximately 60 feet further to the south (3850 Webster Avenue). The transformer and pedestal are bordered by an 85-foot x 25-foot rectangle of bollards along the east side of the proposed retail site. There are no overhead utility lines, and with the exception of streetlights at the southeast corner of the Ramona Expressway/Webster Avenue intersection, no streetlights along the frontage of the Project. The only existing overhead facilities on Webster Avenue in the vicinity of the Project site are on the southern end near Morgan Street. There are four poles total on the east side of Webster Avenue. The pole line branches off an SCE pole on the south side of Morgan Street and continues approximately 950 feet north where it dead ends. There is a primary riser on the last pole and the primary riser cable terminates at a pad mounted transformer located at 3701 Webster Avenue (on the east side of the street) and provides service to the commercial building on that parcel.

The nearest SoCalGas natural gas lines are located within the public right-of-way of Webster Avenue. Specifically, there is an eight-inch-high pressure gas main. The closest medium pressure gas main to serve planned development in the area is a four-inch main that is located within the right-of-way of Ramona Expressway that ends at the intersection of Brennan Avenue, east of the Project site.

Underground Charter Communication facilities are located on Webster Avenue approximately one- to three-feet behind the east curb between Ramona Expressway and the SCE pole line south of the Project site. The remainder of the Charter facilities on Webster Avenue are overhead and are attached to the SCE pole line running north/south along the eastern side of Webster Avenue. Frontier facilities are located on the west side of Nevada Avenue between Ramona Expressway and Morgan Street, on the south side of Ramona Expressway heading east beginning at the intersection of Ramona Expressway and Webster Avenue, on the east side of Webster Avenue heading north beginning at the intersection with Ramona Expressway, and on the west side of Webster Avenue between the southern property line and Morgan Avenue.

Solid Waste Collection and Disposal

Trash, recycling, and green waste service in the City of Perris is provided by CR&R Waste 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, approximately 4.8 miles south of the Project site. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from the Project would be transported to either the Badlands Landfill or El Sobrante Landfill.

The Project site is located approximately 10.3 miles southwest of the Badlands Landfill located at 31125 Ironwood Avenue in the City of Moreno Valley. The landfill is a regional municipal solid waste landfill that is owned and operated by Riverside County. The Badlands Landfill has a total capacity of approximately

34,400,000 cubic yards (cy), is permitted to accept a maximum of 4,800 tons per day, and, as of December 2020, has a remaining capacity of 7,800,000 cy. As of March 2022, the Badlands Landfill was accepting an average of 2,524 tons per day, which is approximately 52% of the maximum daily capacity. The landfill is projected to reach capacity by January 2026 (CalRecycle, 2022a).

The Project site is located approximately 13.4 miles northeast of the El Sobrante Landfill located at 10910 Dawson Canyon Road in the City of Corona. The landfill is a regional municipal solid waste landfill that is owned and operated by USA Waste Services of California, Inc. The El Sobrante Landfill has a total capacity of 209,910,000 cy, is permitted to accept 16,054 tons per day, and, as of April 2018, has a remaining capacity of 143,977,170 cy. As of May 2022, the El Sobrante Landfill was accepting an average of 10,965 tons per day, approximately 68% of the landfill's maximum daily capacity. The landfill is projected to reach capacity by January 2051. (CalRecycle, 2022a)

4.15.2 EXISTING POLICIES AND REGULATIONS

Section 4.11 of the PVCCSP EIR provides a complete discussion of the regulatory framework for the analysis of utilities and service systems impacts; regulations particularly relevant to the Project are presented below, and updated, as applicable.

Certain regulations have been addressed in other sections of this EIR: the Clean Water Act and Perris Valley Master Drainage Plan (PVMDP) are addressed in Section 4.10, Hydrology and Water Quality; and the California Green Building Standards Code (CALGreen, Part 11 of Title 24, California Code of Regulations) is discussed in Section 4.8, Greenhouse Gas Emissions.

State

State Water Code

Section 13550-13556 of the State Water Code state that local, regional, or state agencies shall not use water from any source of quality suitable for potable domestic use if suitable recycled water is available as provided in Section 13550 of the Water Code.

Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act was established to ensure adequate water supplies are available for future uses. To promote the conservation and efficient use of water, the Act requires local agencies to adopt a water efficient landscape ordinance. The City of Perris implements the model ordinance adopted by the State through regulations contained in Section 19.70, Landscaping, of the City's Municipal Code.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) (*California Water Code*, Section 10610 et. Seq.) was enacted in 1983 and applies to municipal water suppliers, such as the EMWD, that serve more than 3,000 customers or provide more than 3,000 acre-feet per year (AFY) of water. The UWMP Act requires these suppliers to prepare and update their Urban Water Management Plan (UWMP) every five

years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, single-dry, and multiple-dry years.

The EMWD's 2020 UWMP and MWD's UWMP-MWD, all prepared pursuant to California Water Code Division 6, Part 2.55, Section 10608 (Sustainable Water Use and Demand Reduction) and California Water Code Division 6, Part 2.6, Sections 10608-10656 (Urban Water Management Planning), describe future water demands and future availability of the water supply sources used by the EMWD and other retail water agencies operating within the San Jacinto Groundwater Basin. These UWMP documents were used to prepare the WSA for the Project, which is included in Appendix O1 of this EIR (EMWD, 2022a).

Senate Bill 610

The California Water Code (Water Code) Sections 10910 through 10915 were amended by the enactment of SB 610 in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, a WSA must be prepared in conjunction with the land use approval process associated with a project and is required for any "project" that is subject to CEQA and meets certain criteria relative to size. Relevant to the Project, this includes a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. The Project meets the definition of a "project" pursuant to SB 610. The required WSA has been prepared for the Project and is included in Appendix O1 of this EIR.

California Integrated Waste Management Act (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939), created the Board now known as California Department of Resources Recycling and Recovery (CalRecycle) and accomplished the following: (1) it required each jurisdiction in the state to submit detailed solid waste planning documents for CalRecycle approval; (2) it set diversion requirements of 25 percent in 1995 and 50 percent in 2000; (3) it established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and (4) it authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated. Jurisdictions select and implement the combination of waste prevention, reuse, recycling, and composting programs that best meet the needs of their community while achieving the diversion requirements.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (SB 1016) is to make the process of goal measurement (as established by AB 939) simpler, more timely, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year CalRecycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate will be

compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Waste Reuse and Recycling Act (AB 1327)

The Waste Reuse and Recycling Act (WRRRA) required the California Integrated Waste Management Board (CIWMB) to approve a model ordinance for adoption by any local government for the transfer, receipt, storage, and loading of recyclable materials in development projects by March 1, 1993. The WRRRA also required local agencies to adopt a local ordinance by September 1, 1993, or allow the model ordinance to take effect. The WRRRA requires all development projects that are commercial, industrial, institutional, or marina in nature and where solid waste is collected and loaded, to provide an adequate area for collecting and loading recyclable materials over the lifetime of the project. The area is required to be provided before building permits are issued.

Assembly Bill 341

Assembly Bill (AB) 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 requires all commercial businesses and public entities that generate four cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program.

Assembly Bill 1826

AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines "organic waste" as food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a "business" as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate four cubic yards (cy) or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate four cy or more of commercial solid waste per week also are required to arrange for organic waste recycling services.

Senate Bill 1383

SB 1383 (2016) requires a 50 percent reduction in disposal of organic waste from the 2014 level by 2020, and a 75 percent reduction by 2025. The law grants CalRecycle the regulatory authority required to

achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. Increasing food waste prevention, encouraging edible food rescue, and expanding the composting and in-vessel digestion of organic waste throughout the state will help reduce methane emissions from organic waste disposed in California's landfills. Additionally, compost has numerous benefits including water conservation, improved soil health, and carbon sequestration.

Local

City of Perris General Plan Policies

The General Plan Conservation Element identifies goals and policies related to resource conservation. The goals and policies applicable to the Project and a discussion of the Project's consistency is provided in Table 4.11-3, *City of Perris General Plan Consistency Analysis*, in Section 4.11, Land Use and Planning, of this EIR.

Perris Municipal Code

Chapter 7.16, Rubbish Collection and Disposal, and Chapter 7.17, Specific Regulations for Organic Waste Disposal Reduction, Recycling, and Solid Waste Collection, of the City's Municipal Code, outline requirements for the collection, disposal, and recycling of various types of solid waste, in compliance with applicable State regulations. These regulations apply to commercial and industrial uses in the City, including those identified above. Section 7.17.110 of the City's Municipal Code requires compliance with CALGreen recycling and diversion requirements during construction.

Chapter 19.70, Landscaping, of the City's Municipal Code: (1) promotes the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; (2) establishes criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and (3) establishes landscape design criteria for development projects.

4.15.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally have a significant adverse environmental impact on utilities and service systems if it will:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- b. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- c. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

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

4.15.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to utilities and service systems. These Standards and Guidelines (summarized below) are incorporated as part of the Project and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no mitigation measures for utilities and service systems included in the PVCCSP EIR.

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

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Trash and Recyclable Materials
- Waste Hauling

4.2.7 Utilities

- Utility Connections and Meters
- Pad-Mounted Transformers and Meter Box Locations
- Electrical, Telephone, CATV and Similar Service Wires and Cables
- Electrical Transmission Lines
- All Equipment Shall be Internalized

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

5.4 Off-Site Infrastructure Standards

5.4.1 Water Standards and Guidelines

- Design Standards
- Water Supply Assessment
- Plan of Service
- Fire Protection
- Irrigation Water Demand
- Conservation Measures
- Inspection

5.4.2 Sewer Standards and Guidelines

- Design Standards
- Plan of Service

5.4.4 Storm Drain Standards and Guidelines

- Riverside County Flood Control and Water Conservation District Standard
- Collect and Discharge Storm Water
- On-Site Retention

Landscape Standards and Guidelines (Chapter 6.0 of the PVCCSP)

6.4 Irrigation and Water Conservation

- Compliance with City of Perris Municipal Zoning Code, Chapter 19.70.020, “Water Conservation Requirements for New or Rehabilitated Landscapes.”

Impact Analysis

Threshold a	Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment facilities or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
Threshold b	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project determined that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

The PVCCSP EIR concludes that development in the PVCCSP planning area would result in increased water demand and wastewater generation. PVCCSP EIR also concludes that development of the PVCCSP would result in increased impervious surface and storm water flows in the Specific Plan area. However, implementation of project-specific water and wastewater facilities and storm drain facilities and adherence to standard EMWD and City conditions relative to the design and installation of new water and wastewater infrastructure and/or connections to existing infrastructure would ensure that no significant impacts would occur.

Further, the PVCCSP EIR concludes that the PVRWRF has sufficient capacity to treat the wastewater generated within the PVCCSP planning area and impacts would be less than significant.

Water Facilities

Water demand associated with the Project would primarily consist of interior plumbing devices (i.e., sinks, toilets, faucets), and outdoor landscape irrigation. As previously stated, the Project would receive domestic water from the EMWD. According to the Project-specific WSA, in the EMWD’s 2020 UWMP, the demand projections for the parcels covering the Project site were estimated based on commercial

retail and commercial office land uses (consistent with the current PVCCSP Business Professional Office and Commercial land use designations for the Project site), with a total demand of 125.35 acre-feet per year (AFY). Based on the Project-specific WSA, the water demand for the Project, which includes the development of proposed commercial and industrial uses, would be approximately 43.16 AFY, which is an approximately 82.2 AFY reduction in planned water demand (EMWD, 2022a).

As described in Section 3.0, Project Description, of this EIR, new water lines would be installed along Ramona Expressway and Nevada Avenue adjacent to the Project site, and on-site water lines would be installed. The on-site water lines would connect to the existing water line in Webster Avenue and proposed water lines in Nevada Avenue and Ramona Expressway for domestic water, irrigation, and fire flow. The final design and sizing of on-site facilities would accommodate the anticipated water demand (landscaping, potable, and fire flow) based on the proposed land use.

The Project does not involve the use or installation of recycled water as there is no existing recycled water infrastructure available to serve the Project.

Wastewater and Wastewater Treatment Facilities

Table 4.11-I, *PVCC Projected Generation of Wastewater*, in the PVCCSP EIR identifies a wastewater generation factor of 1,700 gallons per day (gpd) per acre for Commercial, BPO, and Light Industrial uses. Therefore, notwithstanding the proposed amendment to the PVCCSP land use designations for the proposed industrial use (from Commercial and BPO to Light Industrial), the estimated wastewater generation would be the same for the Project site (approximately 83,640 gpd; 49.2 net acres x 1,700 gpd/acre). However, because the amount of wastewater generation is closely related to water consumption, this wastewater generation estimate is overstated. As identified above, the Project-specific WSA prepared by the EMWD estimates the water demand for the Project to be 43.2 AFY (approximately 38,566 gpd).

As part of the Project, on-site wastewater collection systems would be constructed to collect wastewater and to convey wastewater to the existing 16-inch sewer line beneath Ramona Expressway and 10-inch sewer line beneath Webster Avenue. These on-site facilities would be sized to accommodate the wastewater generated by the Project. No new or expanded off-site sewer lines are required to serve the Project.

The approximately 0.04 mgd of wastewater generated by the Project would be treated at the PVRWRF. As identified previously, the PVRWRD is designed to meet the projected demands of anticipated development in the region. This includes wastewater generated anticipated with buildout of the PVCCSP, which includes the proposed development. The Project's anticipated wastewater generation represents approximately 0.6 percent of the PVRWRF's current excess daily capacity (6.5 mgd). The PVRWRF has sufficient capacity to treat wastewater generated by the Project in addition to the EMWD's existing commitments. No new or expanded wastewater treatment facilities would be required.

Stormwater Drainage Facilities

As further discussed in Section 4.10, Hydrology and Water Quality, of this EIR, the Project would increase the amount of impervious surface within the Project site. As discussed in Section 3.0, Project Description, on-site flows generated by the development of the Project would be collected via inlets at the low point

around the retail and industrial development site that would connect to an underground detention system, which would attenuate peak storm flows to ensure that developed conditions do not exceed the existing condition peak runoff rate.

To address the un-detained bulk sheet flows from the property located west of the Project site, a 60-inch RCP storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue, would be installed within the proposed retail site. The proposed 60-inch RCP storm drain would be located in Nevada Avenue at its upstream end and run northerly to the retail component of the Project, turn easterly (within a public access/maintenance easement), and would connect to the existing 60-inch RCP storm drain stub out at the southeast corner of Ramona Expressway and Webster Avenue. An emergency bypass channel would be installed on the proposed industrial site along Nevada Avenue and the northern boundary of the industrial site to pick-up any remaining sheet-flow runoff that flows over Nevada Avenue toward the industrial site and does not enter the proposed public 60-inch RCP storm drain (on the retail site). The Nevada Avenue crossing would be a full section concrete "Arizona Crossing" that would convey excess sheet flow from the west side of Nevada Avenue to the east, and the bypass channel. At the downstream terminus of the bypass channel, there would be a stilling basin (approximately 7-feet-deep and approximately 39-feet-wide).

Infiltration is not feasible on site due to soil conditions. Therefore, the Project has been designed to store the required Water Quality Volume for in underground detention systems that convey that volume via pumps to be treated within Modular Wetlands Units, or linear Modular Wetland Units. Self-treating landscaped areas would also provide water quality treatment. In addition to these site design BMPs, structural and non-structural source-control BMPs would be installed as part of the Project.

Each element of the Project's proposed stormwater drainage system is designed to accommodate anticipated stormwater flows from the Project site under developed conditions.

Dry Utilities (Electrical Power, Natural Gas, and Telecommunications)

The Project would include installation of on-site dry utility infrastructure, which would connect to the existing SCE, SoCal Gas, Frontier Communications, and Charter Communications infrastructure within the public roadway right-of-way adjacent to the Project site. In addition, a gas main extension from Ramona Expressway would be installed along Webster Avenue and a stub to the proposed industrial building would be provided for possible future use. Will serve letters for the Project have been issued by SCE, SoCalGas, Frontier Communications and Charter Communications and are included in the Dry Utility Assessment included in Appendix O2 of this EIR. The Project would be served in accordance with the State of California's Public Utilities Commission (CPUC) and Federal Energy Regulatory Commission tariffs.

Environmental Impacts from Utility and Infrastructure Systems

As identified in the PVCCSP and PVCCSP EIR, domestic and recycled water infrastructure, sewer lines, storm drain infrastructure, and dry utilities would be installed in compliance with the requirements of the respective utility providers, and consistent with final plans approved by the utility providers. All construction activities associated with the proposed utility infrastructure would be within the Project's construction impact area. The installation of the proposed infrastructure improvements would result in physical environmental impacts; however, these impacts have been included in the analyses of

construction-related effects presented throughout this EIR (e.g., air quality impacts, impacts to biological and cultural resources, water quality impacts, and noise and vibration impacts, etc.). Any applicable PVCCSP EIR mitigation measures and Project-specific mitigation measures for construction identified for each topical issue would address potential significant impacts associated with construction and installation of utilities. Therefore, through consistent implementation of a variety of measures related to construction impacts, no additional impacts related to construction and operation of utility systems would occur.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold c Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during, normal, dry, and multiple dry years?

In compliance with Sections 10910–10915 of the California Water Code, a WSA was prepared for the PVCCSP as part of the PVCCSP EIR to assess the impact of development allowed by the PVCCSP on existing and projected water supplies. The EMWD approved this WSA in July 2011 and determined that existing and planned EMWD water supplies are sufficient to meet project-related demands (City of Perris, 2012). The PVCCSP EIR concludes that the EMWD has adequate water supply to meet the potable demand for future development allowed by the PVCCSP as part of its existing and future demands and water supply would be less than significant. Subsequently, the EMWD adopted its 2020 UWMP, which contains more accurate projections for water supply and the ability to serve uses within its service area, including the PVCCSP planning area.

A Project-specific WSA was prepared by the EMWD for the Project and is included in Appendix O1 of this EIR (EMWD, 2022a). In summary, the EMWD estimates the annual water demand for the Project to be approximately 43.16 AF (refer to Table 11 of the WSA included in Appendix O1 of this EIR). The land use considered for the Project site in the EMWD 2020 UWMP demand projection was BPO and Commercial, with a projected annual demand of approximately 125.35 AF (refer to table 10 of the WSA). Accordingly, the demand for this Project is within the limits, and less than, the projected demand accounted for in the 2020 UWMP. The 2020 UWMP documents the EMWD’s projected supplies and demands in five-year increments through the year 2045, certifies EMWD’s compliance with water use efficiency targets defined in the Water Conservation Act of 2009, and demonstrates the EMWD’s supply reliability, even under dry year hydrologic conditions lasting multiple years.

As previously discussed, the EMWD relies on the MWD and local resources to meet the needs of its growing population. The MWD demonstrated in the 2020 MWD-UWMP that with the addition of all water supplies, existing and planned, The MWD has the ability to meet all of its member agencies’ projected supplemental demand through 2045, even under a repeat of historic multiple-year drought scenarios. Based on information presented in the WSA, and the assurance that the MWD is engaged in identifying

solutions that, when combined with the rest of its supply portfolio, would ensure a reliable long-term water supply for its member agencies, the EMWD has determined that it would be able to provide adequate water supplies to meet the potable water demand for the Project as part of its existing and future demands. Therefore, this impact is less than significant.

As with all new development in the City of Perris and in the EMWD service area, and as required by the PVCCSP standards and guidelines and applicable local and state regulations, the Project would provide water efficient devices and landscaping. Further as discussed under Threshold a, the Project would include the installation of water infrastructure needed to serve the Project, as required by the EMWD.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold d Would the project 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?

The PVCCSP EIR estimates that construction of future development under the PVCCSP would generate approximately 104,671.09 tons of solid waste over the 20-year construction period, which was determined to be approximately 0.10 percent of the combined annual capacity (i.e., yearly intake) of the Badlands and El Sobrante landfills (see Table 4.11-J, *Estimated Construction-Related Solid Waste Generation and Contribution*). The PVCCSP EIR concludes that, with the development of the PVCCSP, construction-related solid waste would not substantially contribute to exceeding the permitted capacity of these landfills. The PVCCSP EIR estimates that operation of future development under the PVCCSP would generate approximately 544,048.96 tons per year of solid waste, which was calculated to be approximately 10.65 percent of the combined annual capacity of the Badlands and El Sobrante landfills (see Table 4.11-K, *Anticipated Solid Waste Generation and Contribution*). The PVCCSP EIR concludes that, with the development of the PVCCSP, operational solid waste would not substantially contribute to exceeding the permitted capacity of the local infrastructure (City of Perris, 2012).

Construction-Related Solid Waste

Construction of the 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 (lbs/sf) for Light Industrial and Commercial uses, as applied in the PVCCSP EIR, construction of the proposed 950,224-sf industrial warehouse building would generate approximately 1,848.2 tons of solid waste and construction of 37,215 sf of commercial retail space would generate approximately 72.4 tons of solid waste over the construction period (total of 1,920.6 tons). The Project's building construction is anticipated to occur over a period of approximately 12 months, which corresponds to an average of approximately 6.7 tons of construction waste generated per day from building construction activity. The Badlands Landfill, as of March 2022,

accepted an average of 2,524 tons per day, with an excess capacity of 2,276 tons per day and the El Sobrante Landfill, as of May 2022, accepted an average of 10,965 tons per day, with an excess capacity of 5,089 ton per day. The Project's construction-related solid waste represents approximately 0.3 percent of the Badlands Landfill maximum excess daily capacity and 0.1 percent of the El Sobrante Landfill excess 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 Project during construction that would be diverted to landfills would be reduced compared to the estimate in the PVCCSP EIR (923.2 tons overall and an average of approximately 3.2 tons per day). Therefore, the disposal of construction-related solid waste associated with the Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills, and the impact would be less than significant. Therefore, the Project would result in a less than significant impact related to exceeding landfill capacity during construction.

Operational Solid Waste

Based on the operational solid waste disposal factor of 0.0108 tons/sf/year for Light Industrial uses and 0.0024 tons/sf/year for Commercial uses identified in the PVCCSP EIR, the Project's industrial component would generate approximately 10,262.4 tons/year of solid waste and the Project's commercial component would generate approximately 89.3 tons/year of solid waste requiring landfill disposal (total of 10,351.7 tons/year). The Project's components represent approximately 1.9% of the estimated annual operation solid waste stream for the development of allowed uses in the PVCCSP planning area (544,048.96 tons/year), which was determined to be accommodated by the landfills serving the City. Based on this amount of annual solid waste generation the Project would generate approximately 28.4 tons of solid waste per day, which represents less than 1% of the excess daily capacity for both the Badlands Landfill and El Sobrante Landfill.

However, based on more stringent requirements for waste reduction and diversion from landfills (discussed in Section 4.15.2), it is anticipated the solid waste generated by the Project during operation that would be diverted to landfills would be further reduced. Therefore, the disposal of operational solid waste associated with the Project would not exceed the permitted capacity of the Badlands or El Sobrante Landfills, and the impact would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

Threshold e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The PVCCSP EIR Initial Study concluded that the PVCCSP would comply with mandatory federal, State, and local management and reduction statutes and regulations related to solid waste and no impacts would occur.

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

Additionally, the Project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, more timely, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities. In 2020 (the last year data was approved), the City implemented 39 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, and special waste materials (CalRecycle, 2020a). The City had an average disposal rate of 6.2 pounds per resident per day and 23.1 pounds per employee per day in 2020, which does not exceed the established disposal rate target of 6.3 pounds per resident per day but does slightly exceed the disposal rate target of 20.6 pounds per employee per day (CalRecycle, 2020b). Notwithstanding, the City and its waste hauler would continue to implement waste management programs required by local and state regulations, and would impose required recycling and waste diversion requirements on the proposed uses.

The CALGreen Code requires all new developments to divert 65 percent of non-hazardous construction and demolition (C&D) debris for all Projects. In compliance with these regulations, the Project contractor would submit a waste management plan to the City as part of the building or grading permit. The plan would include the estimated volumes or weights of C&D materials that would be generated, diverted, reused, given away or sold, or landfilled, including vendors and facilities that would receive the C&D materials. The Project would comply with the CALGreen Code requirements for C&D diversion.

In addition, building operators would participate in the City's recycling programs and comply with hazardous waste disposal regulations. As such, the Project would not conflict with any federal, State, or local regulations related to solid waste. Therefore, no impact related to compliance with solid waste statutes would occur, and no mitigation is required.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR Initial Study.

4.15.5 CUMULATIVE IMPACTS

Consistent with the PVCCSP EIR, the geographic context for the Utilities and Service Systems cumulative impact analysis is the service area for the respective utility providers, or the service area for specific facilities (e.g., the PVRWRF and landfills).

The EMWD will have to increase the capacities of their facilities to serve the City of Perris. The cumulative growth from the PVCCSP, including the Project, and other development in the City has been addressed by the City in the Perris General Plan EIR and by the EMWD in its UWMP process. The PVCCSP EIR determined that the physical environmental impacts associated with construction of new water and sewer facilities, as identified in the PVCCSP, which includes the Project, were less than significant. At such time that EMWD constructs its own expanded facilities, the EMWD will serve as its own lead agency under CEQA and will make their own CEQA determinations at the time they construct their planned facilities. As described in Section 4.11 of the PVCCSP EIR, there is adequate existing capacity to provide water and sewer service to the PVCCSP development.

As with the Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, pump stations, dry utility infrastructure, and others) to serve the projects. However, the infrastructure needed for the Project would be limited to relatively small distribution and collection lines, which would occur within the Project's identified construction impact area. With the exception of a natural gas line, which would extend a short distance along Ramona Expressway to the nearest natural gas line for service to the proposed uses, no new or expanded off-site infrastructure is required. The environmental impacts associated with the construction of on- and off-site utility infrastructure have been addressed throughout this EIR and would be less than significant with mitigation. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure, consistent with the conclusions of the PVCCSP EIR.

The PVRWRF on average treats 15.5 million gpd, has an existing capacity of 22 million gpd, a proposed ultimate capacity of 100 million gpd, and is poised to meet current and future demands of the region (EMWD, 2021b). As such, there is adequate existing and proposed capacity to provide wastewater treatment for the Project and cumulative development. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water treatment facilities, consistent with the conclusions of the PVCCSP EIR.

Cumulative development in the watershed would result in an increase in impervious surfaces in addition to changes in land use. Increased impervious surface areas would alter hydrologic conditions by increasing storm water flows. As described in Section 4.11 of the PVCCSP EIR, with implementation of

planned improvements included with the PVCCSP, there will be adequate existing capacity to accommodate storm water runoff from the PVCCSP development. As with the Project, cumulative development projects that would result in increased storm water runoff volumes would be required to address potential drainage system effects and to comply with existing regulations related to hydrology (as further described in Section 4.10, Hydrology and Water Quality, of this EIR) to ensure that Project-specific storm drain facility improvements are provided to avoid adverse effects on the existing and planned regional storm water drainage system. The Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with storm drain facilities, consistent with the conclusions of the PVCCSP EIR.

The WSA analyzes the availability of the EMWD water supplies to serve its customers, with the addition of water demand from the Project. As discussed above, the WSA indicates that the EMWD would have adequate water supplies to meet the demands of the Project, which are less than anticipated in EMWD's 2020 UWMP for the Project site. Thus, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water supply, consistent with the conclusions of the PVCCSP EIR.

Solid waste generated by the Project would represent nominal proportions of the daily disposal capacity at the Badlands and El Sobrante landfills. These solid waste facilities are currently projected to remain open and have sufficient excess daily capacity to handle solid waste generated by the Project and other cumulative developments both during construction and long-term operation. Further, the Project would adhere to regulations set forth in the CIWMP and other local and State regulations during both construction and long-term operations. Other cumulative development would also be required to comply with such regulations. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact related to solid waste disposal and compliance with regulations addressing the reduction of solid waste generation and disposal, consistent with the conclusions of the PVCCSP EIR. Therefore, the Project would result in a less than cumulatively considerable impact on statutes and regulations related to solid waste.

4.15.6 REFERENCES

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5.0 ALTERNATIVES

5.1 INTRODUCTION

An environmental impact report (EIR) must identify ways to mitigate or avoid the significant effects that a project may have on the environment. In compliance with Section 15126.6(a) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), an EIR must “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project and evaluate the comparative merits of the alternatives”. The City of Perris, as the CEQA lead agency, is responsible for selecting a range of project alternatives. This section identifies potential alternatives to the proposed Project and evaluates them, as required by CEQA.

Key provisions of the State CEQA Guidelines on alternatives (Sections 15126.6[b]–15126.6[f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in an EIR.

- *“The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective, or would be more costly” (Section 15126.6[b]).*
- *“The specific alternative of ‘no project’ shall also be evaluated along with its impact” (Section 15126.6[e][1]).*
- *“The ‘no project’ analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives” (Section 15126.6[e][2]).*
- *“The range of alternatives required in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)” (Section 15126.6[f]).*
- *For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (Section 15126.6[f][2][A]).*

- *“If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given locations” (Section 15126.6[f][2][B]).*
- *“An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative” (Section 15126.6[f][3]).*

Pursuant to the guidelines stated above, a range of alternatives to the Project is considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides the following:

- A description of alternatives considered.
- A comparative analysis of the alternatives under consideration and the Project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the Project to a less than significant level.
- An analysis of whether the alternatives meet most of the objectives of the Project (as presented in Section 3.5 of this EIR and restated below).

5.1.1 SUMMARY OF THE PROJECT

As described in Section 3.0, Project Description, of this EIR, the Project Applicant is requesting discretionary approvals to develop the Project site with eight retail buildings (totaling 37,215 square feet [sf]) on 6.95 net acres within the northern portion of the Project site, and a 950,224-sf industrial warehouse building on 42.22 net acres within the southern portion of the Project site. Figure 3-3 in Section 3.0 of this EIR depicts the consolidated site plan including the proposed retail and industrial land uses. The Project has been designed to comply with the standards and guidelines set forth in the Perris Valley Commerce Center Specific Plan (PVCCSP) including, but not limited to, the following: onsite design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscape standards and guidelines, commercial and industrial design standards and guidelines, and infrastructure.

At the time this EIR was prepared, the specific occupants of the proposed retail buildings and industrial warehouse building were unknown. However, for purposes of analysis is assumed that the retail buildings would consist of three drive-thru restaurant buildings; two multi-tenant buildings, one of which would include a drive-thru; one coffee shop with drive-thru; one convenience store with a gas station; and one drive-thru express carwash facility. It is also assumed that the proposed industrial building would be operated as a high-cube non-sort fulfillment center (95% of the building space) and high cube cold storage warehouse use (5% of the building space). Based on the employment generation rates identified in the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR Table 4.8-E, Development Intensity and Employment Projections, the proposed retail uses are estimated to generate approximately 74 employees and the proposed industrial building is estimated to generate approximately 923 employees, resulting in approximately 997 new jobs in the City.

Access to the Project site would be provided from driveways along the site-adjacent roadways (Ramona Expressway, Webster Avenue and Nevada Avenue), which would be improved as part of the Project. Truck access to the industrial uses would be restricted to two driveways along Nevada Avenue; there would be no truck access from Webster Avenue. To access the nearest designated truck route, trucks would use Nevada Avenue, the Frontage Road, and Placentia Avenue, a PVCCSP-designated truck route, to travel to and from I-215. Improvements to be implemented as part of the Project to encourage use of alternative to modes of transportation include, but are not limited to, Class I multipurpose trails along the site-adjacent roadway and construction of bus turnout along Ramona Expressway, west of Webster Avenue.

Additional improvements associated with the Project include, but are not limited to, surface parking areas (automobile and truck trailer spaces), vehicle drive aisles, landscaping, walls/fences, storm water quality/storage, utility infrastructure, exterior lighting, and signage. Truck trailer spaces would be on the east and west sides of the proposed industrial building. The southern parking area for the industrial use, which is adjacent to the existing school uses, would be limited to a heavily landscaped parking area. A solid wall would be installed to provide a physical barrier between the Project site and school uses. With respect to drainage improvements, to address the un-detained bulk sheet flows from the property located west of the Project site, a 60-inch RCP storm drain, which would serve as the ultimate outlet storm drain line from the planned detention basin west of Nevada Avenue, would be installed and would connect to the existing 60-inch RCP storm drain stub out at the southeast corner of Ramona Expressway and Webster Avenue. An emergency bypass channel would be installed onsite along Nevada Avenue and the northern boundary of the industrial site to pick-up any remaining sheet-flow runoff that flows over Nevada toward the industrial site and does not enter the proposed public 60-inch RCP storm drain (on the retail site).

Construction of the Project's proposed retail and industrial warehouse components are anticipated to generally occur concurrently, and for purposes of analysis purposes it is estimated that construction would occur over an approximate 12-month period. The Project's earthwork quantities are anticipated to balance; no import or export of soil is anticipated.

The following discretionary actions are required for the Project:

- **Conditional Use Permit (CUP) (Case No. PLN21-05216)** for uses within the Commercial area.
- **Development Plan Review (DPR) (Case No. DPR21-00013)** for the proposed industrial warehouse site plan and building elevations.
- **Specific Plan Amendment (SPA) (Case No. PLN21-05218)** to change the existing PVCCSP land use designation for the proposed industrial warehouse component of the Project from Business Professional Office (19.23 acres) and Commercial (23.19 acres) to Light Industrial.
- **Tentative Parcel Map (TPM) No. 38292 (Case No. PLN21-05219)** to re-subdivide the existing 5-parcel Project site into eight parcels (seven parcels for the proposed retail uses and one parcel for the proposed industrial use), and to vacate Dawes Street (Case No. PLN21-05220) within the Project site.
- **Development Agreement** between the Project Applicant and the City.

5.1.2 PROJECT OBJECTIVES

As stated in Section 3.5, of this EIR, and pursuant to Section 15124 of the CEQA Guidelines, the following objectives have been established for the Project to aid decision makers in their review of the Project.

1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Perris as set forth in the City's General Plan.
2. Implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure.
3. Expand economic development and facilitate job creation in the City of Perris by establishing new retail and industrial uses on vacant land in a developing area.
4. To assist the SCAG region in achieving jobs/housing balance region-wide by attracting new businesses to the City of Perris, providing additional job opportunities in a housing rich area, and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area, which will reduce the need for members of the local workforce to commute outside the area for employment.
5. Activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development, which meets the local demand for neighborhood serving retail uses along Ramona Expressway, and regional demand for warehouse uses that are part of the Southern California supply chain and good movement network.
6. Implement the type and amount of retail uses at the Project site that are viable based on market demand.
7. Maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region, which will assist the City of Perris in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.
8. Maximize industrial warehouse development in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways and avoid locating industrial warehouse buildings in proximity to residential uses.
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
10. Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain that would ultimately capture stormwater runoff from the planned regional detention basin west of the Project site.
11. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales tax, in order to support the City's ongoing municipal operations.

5.1.3 SUMMARY OF PROPOSED PROJECT SIGNIFICANT AND UNAVOIDABLE IMPACTS

The analysis in Section 4.0 of this EIR concludes that, despite implementation of mitigation measures, significant environmental impacts would result from the construction and operation of the Project. As previously mentioned, an EIR should consider a range of feasible alternatives that would attain most of the Project objectives, listed above, while reducing one or more of the significant and unavoidable impacts of the Project. Significant and unavoidable impacts that would result from implementation of the Project include those listed below.

- **Cumulative Considerable Increase in Criteria Pollutant During Operation.** As evaluated in Section 4.3, Air Quality, of this EIR, maximum daily emissions from Project operations would exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x) and cannot be effectively reduced to a level below the SCAQMD thresholds. With respect to operations, the magnitude of VOC and NO_x reductions from identified mitigation measures would be relatively small because the majority of the operational-source VOC and NO_x emissions would be generated from the mobile activities. Because VOC and NO_x are ozone (O₃) precursors, this could also result in additional violations of the State and federal O₃ standards. O₃ is a nonattainment pollutant. There are no additional feasible mitigation measures beyond those identified in Section 4.3 that would reduce the project's VOC and NO_x emissions to a less than significant level. Therefore, the Project's construction and operational air quality impacts are significant and unavoidable relative to VOC and NO_x emissions, and the Project would result in a cumulatively considerable net increase in a criteria pollutant for which the Project region is in non-attainment, which is a significant and unavoidable impact.
- **Cumulative Greenhouse Gas Emissions.** As discussed in Section 4.8, Greenhouse Gas Emissions, of this EIR, the Project's greenhouse gas (GHG) emissions would exceed the threshold of 3,000 metric tons of carbon dioxide equivalents per year (MTCO₂e/yr) used for this analysis. There are no additional feasible mitigation measures beyond those identified that would reduce the Project's GHG emissions to a less than significant level. Therefore, this impact would be cumulatively considerable and significant and unavoidable.
- **Project and Cumulative Transportation/Vehicle Miles Traveled (VMT).** As discussed in Section 4.13, Transportation, of this EIR, the Project's retail component would have a less than significant VMT impact. However, the industrial component VMT impact is potentially significant because the average VMT per employee (12.02 VMT) exceeds the citywide average (11.62 VMT). A 3.3% reduction in VMT is required to reduce this impact to a less than significant level. The Project's VMT impact would be reduced by more than 3.3% through the implementation of a pedestrian network, and a voluntary commute trip reduction program. However, the actual amount of VMT reduction from these measures cannot be guaranteed; therefore, the Project-level and cumulative VMT impacts from the industrial component of the Project are considered significant and unavoidable.

5.2 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR FURTHER ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should: (1) identify alternatives that were considered by the lead agency but were rejected because they were determined to be infeasible during the scoping process, and (2) briefly explain the reasons underlying the lead agency's determination. This section of the State CEQA Guidelines states "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered during the scoping and planning process but were not selected for detailed analysis in this EIR. As described in greater detail below, the main reason for rejecting these alternatives was that they would not avoid or substantially reduce significant impacts associated with the Project and would not be consistent with the Project objectives.

5.2.1 ALTERNATIVE SITE

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is determining whether any of the significant effects of the project would be avoided or substantially lessened by developing the project at another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (State CEQA Guidelines, Section 15126.6[f][2][B]).

To meet a key Project objective to implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, the Alternative Site must be located within the PVCCSP planning area. Additionally, an objective of the Project is to activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development. Sites designated for Commercial and Light Industrial development within the PVCCSP planning area are limited to the areas shown on Figure 3-23, Existing and Proposed PVCCSP Land Use Designations, of this EIR. The sites designated for Commercial and Light Industrial uses along Ramona Expressway include currently developed sites and vacant land, and sites that are currently subject to separate development applications. The site north of the Project site, which is also at the intersection of Ramona Expressway and Nevada Avenue is vacant but already planned for a future commercial development, and there is an existing industrial use north of the commercial site. A site currently developed with Commercial and Light Industrial uses would not be redeveloped to accommodate the Project. Additionally, if removal of existing uses was required to implement the Project at an alternative site, construction-related impacts (including air quality emissions) would be greater than the Project since the Project site is currently undeveloped.

Development of commercial and industrial warehouse uses similar to the size proposed by the Project at other sites within PVCCSP planning area would be expected to have similar significant and unavoidable impacts as the Project related to an increase in automobile and truck trips: cumulatively considerable regional air quality impacts during operation, cumulatively considerable GHG emissions impacts, and Project-specific and cumulative VMT impacts. Therefore, development of the Project at an alternative

site within the PVCCSP planning area would not avoid the direct and cumulatively considerable impacts of the Project related to air quality and GHG emissions, and VMT.

As identified in the analysis presented in Section 4 of this EIR, with incorporation of PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures, regulatory requirements and Project-level mitigation measures, the Project would result in less than significant impacts or less than significant impacts with mitigation for construction-related, operational, and cumulative impacts related to aesthetics, agricultural resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, tribal cultural resources, and utilities and services systems. Under this alternative, impacts associated with these topics would be similar to the Project, depending on the characteristics of that particular alternative site, because development of the Project at an alternative site would have a similar construction impact area, type of uses, and project size and would be subject to the same regulatory requirements, PVCCSP Standards and Guidelines, and mitigation measures.

Additionally, the Project Applicant does not own any other land in the PVCCSP planning area that would accommodate the Project and meet the Project objectives. CEQA does not require the consideration of sites not owned by the landowner or which could not be reasonably acquired by the landowner as alternatives to the proposed Project (State CEQA Guidelines, Section 15126.6[f][1]).

In summary, development of the proposed Project at an alternative site within the PVCCSP planning area along Ramona Expressway would likely meet the Project objectives, with the exception of activating the PVCCSP-designated gateway at Ramona Expressway and Nevada Avenue, and implementation of storm drain infrastructure to address current flooding issues in this area. However, development of the proposed Project at an alternative site would not substantially reduce or avoid significant unavoidable impacts related to air quality and GHG emissions and VMT that would result from the Project. Therefore, further analysis of an alternative site(s) in this EIR is not required.

5.2.2 JURISDICTIONAL AREA IMPACT REDUCTION/AVOIDANCE ALTERNATIVE

As described in Section 4.4, Biological Resources, of this EIR, there is an existing drainage feature that extends in an east-west direction generally through the central-southern portion of the Project site. This feature only conveys flows from direct precipitation during storm events. No surface water was present during the field investigation, and no riparian vegetation was observed onsite during the field investigation. It was preliminarily determined that water dissipation on the eastern boundary of the Project site has an insubstantial or speculative effect on the chemical, physical or biological significant nexus to the downstream waters. Storm flows are not expected to flow across the Project site during most storm events. There are no existing blueline streams traversing the Project site, and the majority of the water flows from the offsite feature do not leave the Project site. Based on the *Ramona Gateway, Southwest Corner of the Intersection of Ramona Expressway and Webster Avenue, Delineation of State and Federal Jurisdictional Waters* prepared for the Project and included in Appendix D2 of this EIR, the onsite feature would not qualify as jurisdictional by the United State Army Corps of Engineers (Corps), Regional Water Quality Control Board (Regional Board), or California Department of Fish and Wildlife (CDFW) since it is a manmade feature, does not provide any habitat for wildlife, and is isolated. Notwithstanding, based on the Notice of Preparation (NOP) comment from the Regional Board, the Regional Board is likely to assert jurisdiction over the onsite feature, and therefore it is expected that the CDFW would also assert jurisdiction over the feature. Although the drainage does not meet the definition of riparian/riverine habitat

under Section 6.1.2 of the Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP), it is expected that the Regional Conservation Authority (RCA) would assert jurisdiction under the MSHCP. Therefore, implementation of the Project, which would impact the onsite drainage feature in its entirety (approximately 0.18 acre/3,150 linear feet), would require a Regional Board Report of Waste Discharge, a CDFW Section 1602 Lake or Streambed Alteration Agreement, and a Determination of Biologically Equivalent or Superior Preservation (DBESP). The onsite drainage feature would not qualify as jurisdictional by the Corps. The impact to the drainage feature would be reduced to a level considered less than significant through offsite mitigation consistent of the purchase of mitigation credits through the Riverpark Mitigation Bank at a ratio of 1:1.

A Jurisdictional Area Impact Avoidance Alternative would involve development of only the areas of the Project site that do not contain the onsite drainage feature. While the proposed retail component of the Project would not be affected, due to the location and alignment of the drainage feature, the industrial component of the Project could not be implemented as proposed. The drainage feature generally extends from east to west in a southeast and the northeast direction (refer to Figure 4.4-4, Water Features); therefore, avoidance of the onsite drainage feature and provision of a buffer to prevent indirect impacts, would divide the industrial site into two irregularly shaped parcels, which would likely be underutilized and would lack functionality necessary to meet key Project objectives related to the proposed industrial use. Because of the divisive nature of the drainage across the site, it is expected that a cohesive single development would not be feasible due to access constraints and lack of connectivity.

The area south of the Project site is adjacent to the existing school uses, and the irregularly shaped parcel that avoids the drainage feature could not be developed with an industrial warehouse building without introducing truck courts closer to the school uses. The Project limits development in this area to surface automobile parking.

Additionally, due to the irregular shape of the parcels, any warehouse building development would be limited in size, access, and configuration, which would compromise the functionality of the buildings for high-cube warehouse uses. Due to configuration and access limitations, the areas adjacent to and south of the eastern and western portions of the drainage features, and the area in the “bowl” formed by the drainage feature would likely remain undeveloped or underutilized (e.g., for stormwater retention or surface parking).

With the limited useful development area under this alternative in relation to the area available for the Project with elimination of the drainage feature, the resulting industrial uses would not meet key project objectives to maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region. Additionally, it would not maximize development on a site that is in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways and avoid locating industrial warehouse buildings in proximity to residential uses. The reduced development area would reduce the number of jobs created at the Project site.

It is also important to note that the development that would be feasible under this alternative would not be able support the implementation of the storm drain infrastructure required to address the existing flooding issues, which would further compromise the ability to implement economically viable development of the Project site, including the proposed retail development.

In summary, although it is expected that the Regional Board, CDFW, and RCA would assert jurisdiction over this drainage, as identified above, and further described in Section 4.4, Biological Resources, of this EIR, the drainage does contain the physical attributes necessary to be considered jurisdictional. Notwithstanding, the feature is being considered jurisdictional for purposes of this analysis, and offsite mitigation is identified, which would reduce the Project's impacts to the drainage feature to a less than significant level. Therefore, an alternative that avoids the onsite drainage feature would not allow for a viable development, would not meet some of the key Project objectives, and would not avoid a significant Project impact. Further analysis of a Jurisdictional Area Impact Reduction/Avoidance Alternative is not required in this EIR.

5.2.3 ALTERNATIVE TRUCK ACCESS

As described in Section 3.0, Project Description, of this EIR, based on direction from the City and concurrence by the Val Verde Unified School District (VVUSD), to access the nearest designated truck route, trucks would use Nevada Avenue, the Frontage Road, and Placentia Avenue, a PVCCSP-designated truck route, to travel to and from I-215. The City received comments during the scoping process suggesting that an alternate truck route using Ramona Expressway to access I-215 be considered, and that the VVUSD preference for use of Nevada Avenue rather than Webster Avenue to access the Placentia Avenue interchange be confirmed.

Based on the City's General Plan Update approved on January 11, 2022, and the most recent PVCCSP amendment approved in February 2022 to reflect modification to the established truck route, Ramona Expressway is no longer a designated truck route in the City. Therefore, truck travel on Ramona Expressway is not allowed and no further evaluation of a truck route using Ramona Expressway is required in this EIR.

With respect to the use of Webster Avenue by Project trucks to access the Placentia Avenue interchange, the original Project application to the City in September 2021, anticipated truck access from Webster Avenue rather than Nevada Avenue. However, the City requested, and the Val Verde Unified School District confirmed, that truck access from Nevada Avenue was preferred. This access/design change was requested because most drivers access the school site from Webster Avenue rather than Nevada Avenue. Therefore, no further evaluation of an alternate truck access using Webster Avenue is required in this EIR.

5.3 ALTERNATIVE ANALYSIS

Based on the criteria listed previously, the alternatives described below have been determined to represent a reasonable range of alternatives. As described in Sections 4.1 through 4.15 of this EIR, the potentially significant impacts of the Project can be mitigated to a less than significant level with the exception of regional air quality impacts during operation, cumulative GHG emissions impacts, and VMT impacts resulting from the industrial component of the Project.

For the three "build" alternatives below (Alternatives 2, 3 and 4), it is assumed that the PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures, and Project-specific mitigation measures identified for the Project would also be implemented with the alternative, and thus serve to reduce or avoid potential significant impacts similar to the Project.

The alternatives considered in this EIR include the following.

- Alternative 1 – No Project/No Development
- Alternative 2 – No Project/Development Pursuant to Existing PVCCSP Land Use Designations
- Alternative 3 – Increased School Buffer/Reduced Daily Trips
- Alternative 4 – Reduced Retail and Industrial Intensity/No Cold Storage

5.3.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the State CEQA Guidelines describes the two general types of no project alternatives: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan, and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. Alternative 1 represents the No Project/No Development Alternative where the Project and associated site improvements would not proceed, and the Project site would remain undeveloped.

Description of the Alternative

Under the No Project/No Development Alternative, the proposed development of retail and industrial warehouse buildings and associated parking, infrastructure, and landscaping would not occur. Additionally, the planned 60-inch RCP storm drain would not be implemented. The Project site would remain in its current condition and remain vacant.

Comparative Analysis of Environmental Impacts

Aesthetics

The No Project/No Development Alternative does not involve any development or change in the current condition of the Project site. There would be no change to the visual quality or character of the Project site or surrounding areas. Aesthetic changes associated with development of the Project site would not occur with this alternative. No significant and unavoidable aesthetic impacts related to visual change were identified for the Project and no significant and unavoidable aesthetic impacts would occur under this alternative.

Agriculture and Forestry Resources

There is no forest land within the Project site; therefore, the Project and the No Project/No Development Alternative would avoid impacts to forestry resources. Under the No Project/No Development Alternative, there would be no construction or development and the Project site would remain in its current condition and the onsite Farmland of Local Importance would not be converted to non-agricultural uses. Therefore,

this alternative would avoid all of the Project's less than significant impacts to agriculture and forestry resources.

Air Quality

The No Project/No Development Alternative would not involve any construction activities at the Project site. Therefore, construction-related air quality emissions resulting from the Project would not occur. Because there would be no development at the Project site, operational activities and new traffic generated by the Project would not occur. SCAQMD thresholds for long-term operational emissions would not be exceeded. Therefore, this alternative would avoid significant long-term and cumulative unavoidable operational air quality impacts that would occur with implementation of the Project. As such, the air quality impacts of this alternative would be lower than those of the Project.

Biological Resources

The No Project/No Development Alternative would leave the Project site in its existing condition, which would include periodic disturbances related to discing and other routine, and onsite maintenance activities. While this alternative would avoid permanent impacts to the area considered jurisdictional for purposes of analysis in this EIR and would not result in potential impacts to nesting birds during construction, the Project's impacts would be less than significant with incorporation of applicable PVCCSP EIR mitigation measures and Project-specific mitigation measures. This alternative would avoid the less than significant impacts to biological resources resulting from implementation of the Project.

Cultural Resources

There are no historic or known archeological resources located at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No Project/No Development Alternative or the Project. The No Project/No Development Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously unidentified archaeological resources is eliminated. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-specific mitigation measures, Project impacts to archaeological resources are less than significant. This alternative would avoid the less than significant impacts to cultural resources resulting from implementation of the Project.

Energy

The No Project/No Development Alternative would not involve any construction activities or new development at the Project site. In the absence of construction activities and operation of the proposed uses, this alternative would require no demand for near-term or long-term energy or fuel use on the site. This alternative would avoid the Project's near- and long-term energy use and would avoid the Project's less than significant impacts.

Geology and Soils

The No Project/No Development Alternative would leave the property in its existing condition, which would include periodic ground disturbances related to discing, and other routine, onsite maintenance activities; these activities all have the potential to result in water and/or wind erosion that would not occur

with the Project. The No Project/No Development Alternative would not construct any new structures at the Project site; accordingly, there would be no potential for this alternative to expose people or structures to safety risks associated with geologic hazards or result in significant adverse impacts to paleontological resources. With implementation of PVCCSP EIR mitigation measures, this alternative would reduce the Project's less than significant impacts related to geology and soils.

Greenhouse Gas Emissions

The No Project/No Development Alternative would not involve any construction activities or new development at the Project site. In the absence of construction activities and operation of the proposed uses (including traffic generation), this alternative would not generate GHG emissions. The No Project/No Development Alternative would eliminate the significant and unavoidable cumulative impacts related to GHG emissions that would be generated by the Project.

Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no new hazards would be introduced to the Project site. Routine weed abatement activities would continue to occur at the Project site to remove dry/dead vegetation that has the potential to pose a fire hazard, as required by the City of Perris. This alternative would reduce the Project's less than significant impacts related to hazards and hazardous materials.

Hydrology and Water Quality

Under the No Project/No Development Alternative, existing hydrology patterns and characteristics of the Project site and water quality conditions would remain unchanged. The Project would result in an increase in impervious surfaces, which would increase the amount of storm water runoff from the Project site and potentially increase the amount of pollutants entering the storm water. Each of these impacts—which would be less than significant for the Project through incorporation of applicable PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures, and compliance with existing regulatory requirements—would be avoided under the No Project/No Development Alternative.

The Project would also result in an increase in the potential for soil erosion during grading and construction, although incorporation of PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures, compliance with existing regulatory requirements, and implementation of Project specific mitigation measures would reduce this potential to a level considered less than significant. Since No Project/No Development Alternative would not include any grading or construction, the potential increase for construction-related soil erosion that would result from the Project would not occur.

Under the No Project/No Development Alternative, the planned regional drainage improvements would not be implemented, or the proposed emergency bypass channel resulting in continued potential flooding impacts, and a greater impact compared to the Project.

Overall, the No Project/No Development Alternative would avoid the less than significant hydrology and water quality impacts resulting from the Project but would have greater impacts associated with potential flooding.

Land Use and Planning

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions at the Project site. This alternative would not result in any direct or indirect physical land use impacts. The City of Perris General Plan land use and zoning designation for the Project site is “Specific Plan” for the PVCCSP planning area. The PVCCSP designates the northern portion of the Project site for Commercial uses and the southern portion of the Project site is designated for Business Professional Office uses. Therefore, implementation of the No Project/No Development Alternative would not involve development pursuant to existing zoning and land use designations for future development with Commercial and Business Professional Office uses. Similarly, this alternative would not be consistent with goals and policies of the Land Use Element of the General Plan related to commerce and industry to provide jobs for residents at all economic levels. Therefore, land use impacts from the No Project/No Development Alternative would be potentially significant and greater than the Project related to consistency with planning programs.

The No Project/No Development Alternative would not involve any development and would not conflict with regional planning programs addressing operations at March Air Force Base/Inland Port Airport (MARB/IPA), nor would it conflict with the Southern California Association of Government’s (SCAG’s) Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). Development of the Project would also not conflict with these regional planning programs.

Noise

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under this alternative. However, the construction-related noise impacts to the school uses south of the Project site from the Project would be less than significant with mitigation. The increase in long-term, traffic-related, and operational noise levels associated with the Project would not occur. Therefore, this alternative would avoid the Project’s less than significant impacts related to noise.

Transportation

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur at the Project site and because circulation improvements proposed with the Project would not be implemented (including roadway, trail, and transit improvements). No long-term (operational) vehicular trips would be generated under the No Project/No Development Alternative. The Project would have less than significant impacts related to consistency with plans and programs addressing circulation, potential hazards, and emergency access. Significant and unavoidable vehicle mile traveled (VMT) impacts would not occur under this alternative. Therefore, this alternative would avoid significant long-term and cumulative unavoidable VMT impacts that would occur with implementation of the Project. As such, the transportation impacts of this alternative would be lower than those of the Project.

Tribal Cultural Resources

The No Project/No Development Alternative would leave the property in its existing condition. No grading would occur under this alternative and there would be no potential impacts to tribal cultural resources

that may be buried beneath the ground surface. This alternative would avoid all new disturbances and would avoid the potential for Project construction activities to damage previously unidentified buried tribal cultural resources, although Project impacts are also less than significant with implementation of the identified mitigation measures.

Utilities and Service Systems

The No Project/No Development Alternative would not place any new demands on local and regional utilities and service systems because no new development would occur. Under this alternative, no new utilities would be constructed, and no physical impacts would result. Impacts to utilities and services systems, including impacts related to solid waste management under this alternative and the Project would be less than significant.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would avoid the significant and unavoidable cumulative air quality and GHG emissions impacts, and Project and cumulative VMT impacts resulting from implementation of the Project. Additionally, because no development would occur under the No Project/No Development Alternative, the less than significant impacts resulting from the Project for the following environmental topics would be avoided: aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazards and hazardous materials, hydrology and water quality, land use and planning, noise, tribal cultural resources, and utilities and service systems. This alternative would not address current flooding conditions and would have greater land use and planning impacts compared to the Project due to inconsistency with adopted planning programs.

Attainment of Project Objectives

The No Project/No Development Alternative would not involve any development at the Project site. This alternative would not attain any of the Project Objectives identified above in Section 5.1.2, including implementation of the PVCCSP and the City's General Plan goals and policies relevant to the Project site and proposed retail and industrial development, including activating the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue.

5.3.2 ALTERNATIVE 2: NO PROJECT/DEVELOPMENT PURSUANT TO EXISTING PVCCSP LAND USE DESIGNATIONS

Consistent with Section 15126.6(e) of the State CEQA Guidelines, Alternative 2 represents the No Project alternative under which the Project does not proceed, and the Project site is developed pursuant to the existing PVCCSP land use designations.

Description of the Alternative

The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP). The southern portion of the Project site is designated for Business Professional Office uses and

the northern portion of the Project site is designated for Commercial uses in the PVCCSP. For purposes of this EIR alternatives analysis, a potential development scenario for the existing PVCCSP land use designations, which implements the applicable development standards is presented below. This alternative would also involve completion of site-adjacent roadway improvements and installation of required infrastructure to serve the identified uses, including the public storm drain channel and bypass channel.

- **Commercial Land Use Designation (30.9 gross acres/1,346,004 sf)** – this alternative would involve a total of 256,115 sf of commercial/retail uses identified below, with a total floor-to-area ratio (FAR) of approximately 0.2 (maximum 0.75 allowed), and lot coverage of approximately 19.6% (50% allowed).
 - Major retail buildings – 168,000 sf
 - Grocery – 40,000 sf
 - Shops – 11,700 sf
 - Gas Station/Convenience Center/Car Wash – 16 vehicle fueling positions/8,115 sf
 - Fast Food – 28,300 sf

- **Business Professional Office (19.1 acres/833,995 sf)** – this alternative would involve 605,804 sf of building area, with a total FAR of 0.72 (0.75 allowed), and lot coverage of approximately 45.2% (50% allowed).
 - Light Industrial – 74,140 sf
 - Business Park – 74,140 sf
 - Professional Office – 228,762 sf
 - Medical Care Clinic – 53,724 sf
 - Professional Services – 175,038 sf

Relevant to this alternatives analysis is the average daily trip generation. Based on the ITE Trip Generation Manual, 11th Edition (2021) trip generation rates, the trip generation for the No Project/Development Pursuant to the Existing PVCCSP Land Use Designations Alternative has been estimated (refer to Table 5-1). As shown, this alternative would result in an increase in trip generation compared to the proposed Project (22,258 daily trips compared to 8,372 daily trips with the Project, a net increase of 13,886 daily trips).

Table 5-1 Trip Generation Summary - No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative

Land Use	Quantity	Units ¹	In	Out	Total	In	Out	Total	Daily
General Light Industrial	74.140	TSF							
Passenger Cars:			48	6	54	6	41	47	344
2-axle Trucks:			0	0	0	0	0	0	4
3-axle Trucks:			0	0	0	0	0	0	4
4+-axle Trucks:			0	0	0	0	0	0	12
Total Truck:			0	0	1	0	0	1	20
General Light Industrial (Actual Vehicles)			48	7	55	7	41	48	364
Business Park	74.140	TSF							
Passenger Cars:			19	3	22	4	18	22	208
2-axle Trucks:			0	0	0	0	0	0	8
3-axle Trucks:			0	0	1	0	0	1	10
4+-axle Trucks:			1	1	2	1	1	2	28
Total Truck:			1	2	3	1	2	3	46
Business Park (Actual Vehicles)			20	5	25	6	20	25	254
<i>Industrial Total Passenger Cars</i>			67	9	76	11	59	70	552
<i>Industrial Total Trucks</i>			2	2	4	1	2	4	66
Industrial Component Total (Actual Vehicles)			69	11	80	12	61	73	618
Clinic	53.724	TSF	120	28	148	59	139	198	2,022
<i>Internal Capture²</i>			-29	-24	-53	-2	-4	-6	-62
Medical-Dental Office	175.038	TSF	429	114	543	206	482	688	6,302
<i>Internal Capture²</i>			-90	-105	-195	-5	-13	-18	-170
General Office Building	228.762	TSF	300	55	355	57	275	332	2,384
<i>Internal Capture²</i>			-34	-50	-84	-2	-5	-7	-44
Office Total:			695	18	713	314	873	1,187	10,432
Fast Food with Drive Thru	28.300	TSF	644	619	1,262	486	449	935	13,230
<i>Internal Capture²</i>			-152	-143	-295	-56	-78	-134	-2,300
<i>Pass-By (49% AM; 50% PM/Daily)³</i>			-233	-233	-466	-185	-185	-371	-5,466
Shopping Center	179.700	TSF	21	13	34	65	71	136	1,482
<i>Internal Capture²</i>			-5	-4	-8	-13	-8	-22	218
<i>Pass-By (29% PM/Daily)³</i>			0	0	0	-15	-15	-30	-494

Land Use	Quantity	Units ¹	In	Out	Total	In	Out	Total	Daily
Supermarket	40,000	TSF	67	47	114	179	179	358	3,754
<i>Internal Capture²</i>			-16	-12	-28	-34	-21	-54	1,392
<i>Pass-By (43% PM/Daily)³</i>			0	0	0	-63	-63	-126	-2,214
Automated Car Wash	1	TUN	0	0	0	39	39	78	776
<i>Internal Capture²</i>			0	0	0	-7	-4	-11	60
Convenience Market/Gas Station	16	VFP	216	216	433	182	182	364	4,116
<i>Internal Capture²</i>			-59	-46	-105	-37	-23	-60	1,674
<i>Pass-By (76% AM/PM/Daily)³</i>			-120	-120	-239	-110	-110	-220	-4,402
Retail Total:			106	94	201	186	226	413	6,362
Approved Land Use Total			1,060	355	1,415	745	1,285	2,030	22,258
Project			510	359	869	313	358	671	8,372
Approved PVCCSP Land Use			1,060	355	1,415	745	1,285	2,030	22,258
Net Difference			550	-4	546	432	926	1,359	13,886

¹ TSF = Thousand Square Feet; TUN = Tunnel; VFP = Vehicle Fueling Position

² Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool

³ Source: ITE Trip Generation Handbook, 3rd Edition, 2017

Comparative Analysis of Environmental Impacts

Aesthetics

Similar to the Project, development of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would alter the existing visual character of the Project site and introduce new sources of light and glare with the development of non-residential uses on a previously vacant, undeveloped site. The overall visual appearance under this alternative would be different from the Project due to the type of land uses (additional retail development and smaller buildings within the Business Professional Office land use area). However, as with the Project, the change in visual character would not represent a significant impact. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would comply with the PVCCSP Standards and Guidelines for Commercial and Business Professional office uses, including but not limited to building orientation, screening, architecture, lighting, signage, walls/fences, and landscaping. Ramona Expressway and Webster Avenue are designated Major Roadway Visual Corridors in the PVCCSP and the landscaping along Webster Avenue and Ramona Expressway under this alternative would adhere to the PVCCSP landscape requirements along these roadways, which are intended to enhance the visual zone within the PVCCSP planning area. Required landscaping would also be installed along Nevada Avenue and internal to the Project site. Additionally, as with the Project, the development associated with the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory, and requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable

PVCCSP Standards and Guidelines and the Project-level mitigation addressing construction activities, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant impacts as the Project related to aesthetics.

Agriculture and Forestry Resources

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to onsite Farmland of Local Importance as the Project and would result in the conversion of Farmland to non-agricultural uses. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant impacts as the Project related to agriculture resources, and no impact to forestry resources.

Air Quality

Implementation of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the proposed Project.

With the development of more Commercial uses, introduction of Business Professional Office uses, and the associated increase in vehicular trips under the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative, the total operational emissions (which include area, energy, and mobile sources) for each criteria pollutant would be greater than that estimated for the proposed Project (refer to Tables 4.3-7 and 4.3-8 under the discussion of Threshold “a” in Section 4.3, Air Quality, of this EIR). As shown in Table 4.3-8, with respect to VOC and NO_x emissions, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would generate approximately 480.17 pounds per day (lbs/day) of VOC and 210.62 lbs/day of NO_x, compared to 143.08 lbs/day of VOC and 89.32 of NO_x with the Project. The SCAQMD threshold of significance for VOC and NO_x emissions is 55 lbs/day. CO emissions would also be greater (1,751.04 lbs/day compared to 399.03 lbs/day with the Project) and would also exceed the SCAQMD threshold of significance for this criteria pollutant (550 lbs/day). Therefore, this alternative would result in greater operational criteria pollutant emissions than the proposed Project, and the impact would be significant even with incorporation of identified PVCCSP EIR mitigation measures and Project-level mitigation measures. Long-term operational emissions of VOC and NO_x (an ozone precursor) resulting from the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would be cumulatively considerable for O₃—which is a nonattainment pollutant—resulting in a significant cumulative impact. Therefore, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and the Project would result in significant and unavoidable operational and cumulative air quality impacts resulting from operational emissions; however, the impact from this alternative would be greater. The PVCCSP EIR also concluded that development pursuant to the PVCCSP would result in significant and unavoidable air quality impacts and the City adopted a Statement of Overriding Considerations for this impact.

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would be consistent with PVCCSP and would therefore be consistent with the growth assumptions and emission estimates in the SCAQMD 2016 Air Quality Management Plan (AQMP). Therefore, as with the Project,

this alternative would not conflict with or obstruct implementation of the AQMP, and no impact would occur.

Due to the types of uses that would be developed under the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative, there would be an overall reduction in heavy truck activity, and this alternative would not increase potential impacts to sensitive receptors compared to the Project. As with the Project, impacts to sensitive receptors would be less than significant.

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not involve the development of uses that would generate objectionable emissions, such as odor, and this impact would be less than significant, consistent with the Project.

Biological Resources

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve the same construction impact area as the proposed Project. Therefore, this alternative would result in the same impacts to biological resources (including potential impacts to nesting birds and jurisdictional areas) as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the impacts to biological resources would be less than significant with No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and the Project.

Cultural Resources

There are no historic or known archeological resources at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative or the Project. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant impacts as the Project related to cultural resources.

Energy

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve development of Commercial and Business Park Office uses totaling 861,919 sf, which is 125,520 sf less building area than the Project (987,439 sf). It is anticipated that implementation of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in less energy demand during construction compared to the Project due to the reduction in building. However, based on the types of uses anticipated, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have increased energy demand compared to the Project, which would involve substantially less retail development and a single high cube warehouse building. Notwithstanding, as with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy, and would not conflict with any adopted State or local

plans for renewable energy or energy efficiency. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations would have similar, less than significant impacts as the Project related to energy.

Geology and Soils

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and the Project.

Greenhouse Gas Emissions

Implementation of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in similar construction-related GHG emissions compared to the Project. However, this alternative would result in greater emissions from operational GHG sources, which are primarily related to mobile sources. As shown in Table 5-2, operational emissions from area, energy, mobile, waste, water usage and refrigerant sources resulting from this alternative would be approximately 45,802.5 MTCO₂e/yr (compared to 20,056.37 MTCO₂e/yr with the Project). Therefore, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have greater GHG emission impacts than the Project. As with the Project, the GHG emissions under this alternative would still exceed the 3,000 MTCO₂e/yr threshold used for this analysis and the impact would be cumulatively considerable and significant and unavoidable. Therefore, this alternative would not avoid the Project’s significant and unavoidable GHG impact and would actually have greater potential impacts.

Table 5-2 No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative – Operational GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Area Source	17.50	< 0.005	< 0.005	0.00	17.50
Energy Source	6462.00	0.59	0.03	0.00	6486.00
Mobile Source	36029.00	1.97	1.91	65.50	36712.00
Waste	168.00	16.80	0.00	0.00	587.00
Water Usage	194.00	4.45	0.11	0.00	337.00
Refrigerants	0.00	0.00	0.00	1663.00	1663.00
Alternative Total CO₂e (All Sources)	45,802.50				

Hazards and Hazardous Materials

Based on the location and condition of the Project site, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and the Project would have no impact associated with location on a hazardous materials site, or wildland fire. As with the Project, uses anticipated under this alternative would not result in hazardous emissions, and the impact to the adjacent school uses would be less than significant. As with the Project, land uses to be developed under this alternative would also be less than significant impacts related to the handling, storage, and transmission of hazardous materials; and emergency response/evacuation.

With respect to hazards associated with the MARB/IPA, the ALUCP Zone C1 for March ARB/IPA allows up to 100 people per acre average and 250 people per single-acre population intensities. The entire Project site is within ALUCP Zone C1. Analysis of the land uses anticipated under the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative indicates that the existing zoning, size of the land use areas, and the typical population intensities associated with the allowable Commercial and BPO uses would be expected to exceed the MARB/IPA ALUCP limitations for Zone C1. The Commercial land use portion of the Project site is approximately 30.9 gross acres. The average population associated with this area would total 3,090 people. A conservative lot coverage of 20% yields about 269,000 square feet of developable commercial space. Commercial space using the California Building Code occupancy types averages between 25 and 60 square feet per person. At the high end of this occupancy the available space would accommodate over 4,480 people average without specific limitations on the building floor plans and specific space utilization. Several of the sites would also be expected to exceed the single-acre population limitation intensity limit for Zone C1. The BPO land use area is 19.1 gross acres. The average population associated with this area would total 1,910 people. A conservative floor area ratio of 75% and lot coverage at 50% or less, yields approximately 625,000 square feet of developable BPO space. Using an average of 250 square feet per person this space would yield approximately 2,500 people or well in excess of the average population limitation of 1,910. These types of uses would also be expected to exceed the single-acre population limitation intensity limit for Zone C1. Therefore, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would conflict with the MARP/IPA ALUCP resulting in a potentially significant impact that would not result with the Project.

Hydrology and Water Quality

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve development of the same area that would occur with implementation of the Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Project. Similar to the Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Project, application of Best Management Practices (BMPs) and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An onsite storm drain system, including the installation of the public storm drain channel and emergency bypass channel, would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Project, with the incorporation of applicable PVCCSP Standards and Guidelines, regulatory requirements, and Project-specific mitigation measures, the No Project/Development Pursuant to Existing PVCCSP Land Use

Designations Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the Municipal Separate Storm Sewer (MS4) and National Pollutant Discharge Elimination System (NPDES) permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With the incorporation of applicable PVCCSP Standards and Guidelines, and adherence to applicable requirements, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant impacts as the Project related to water quality during construction and operation.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project site is “Specific Plan” for the PVCCSP planning area. The PVCCSP serves as the regulatory document for future development in the PVCCSP planning area. The PVCCSP designates the northern portion of the Project site for Commercial uses and the southern portion of the Project site for Business Professional Office uses. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in the development of uses consistent with the PVCCSP land use designation and would not require an amendment to the PVCCSP. Under this alternative, the Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the PVCCSP and would not result in significant land use impacts, as with the Project. The development of Commercial and Business Professional Office uses at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant, impacts as the Project related to land use and planning.

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with SCAG’s Connect SoCal. Development of the Project would also not conflict with these regional planning programs.

Noise

Because construction activities would be similar, implementation of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in similar noise impacts during construction as the Project. Construction noise impacts would be less than significant with mitigation, similar to the Project.

As identified previously, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations would generate more vehicular trips than the Project, that may result in higher off-site traffic noise levels. However, similar to the Project, it is expected that off-site traffic noise impacts would be less than significant under the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative.

The nearest sensitive receptors to the Project site are school uses to the south. Although the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve buildings located closer to the school uses, most of the activities associated with these uses would occur within the buildings and outdoor noise sources would largely be associated with parking areas or smaller industrial buildings. With the reduction in exterior activities with the potential to generate noise, and overall reduction in heavy truck activity compared to what would occur with the Project, development of the southern portion of Project site with Business Professional Office uses would result in a reduction in operational noise potentially impacting nearby sensitive noise receivers. However, the operational noise impact from the Project is less than significant.

As with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not be subjected to substantial noise levels from MARB/IPA operations resulting in a less than significant impact.

Transportation

As discussed in Section 4.13, Transportation, of this EIR, the Project's retail component would meet the City's local serving land use VMT screening criteria, resulting in a less than significant impact. The VMT per employee for the traffic analysis zone (TAZ) in which the Project is located is 12.02, which exceeds the Citywide average of 11.62 VMT per employee. Therefore, the industrial component of the Project would result in a significant VMT impact. Project-level mitigation measures have been identified to reduce this impact to a less than significant level and include the provision of pedestrian facilities and implementation of a voluntary commuter trip reduction program. However, because the actual amount of VMT reduction from these measures cannot be guaranteed, the Project's VMT impact is considered to be significant and unavoidable.

Under the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative, it is possible that individual Commercial uses would exceed 50,000 sf; therefore, the Commercial component would not meet the City's local serving land use VMT screening criteria. As with the Project, under this alternative there would be a potentially significant VMT impact because the TAZ VMT per employee for the Project site, regardless of the type of non-residential use, exceeds the citywide average, and the effectiveness of Project-level mitigation measures in reducing this impact to a less than significant level cannot be guaranteed. Therefore, as with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in a significant and unavoidable VMT impact.

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and the Project would not conflict with applicable programs, plans, ordinances

or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access, resulting in a less than significant impact.

Tribal Cultural Resources

The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve the same construction impact area as the Project. Although there are no known tribal cultural resources within the Project site, this alternative would result in the same potential impacts to tribal cultural resources as the Project, should they be present. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant impacts as the Project related to tribal cultural resources.

Utilities and Service Systems

As with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would increase the water demand, wastewater generation, and electric demand at the Project site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve development of the same area that would occur with implementation of the Project and would generate a similar amount of storm water runoff. Although the total building size would be reduced, the overall utility infrastructure needed to serve the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would be the same as the Project and would be located within the same construction impact area. Therefore, as with the Project, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

As discussed in Section 4.15, Utilities and Service Systems, of this EIR, a Project-specific Water Supply Assessment (WSA) was prepared by the Eastern Municipal Water District (EMWD) for the Project and is included in Appendix O1 of this EIR. The EMWD estimates the annual water demand for the Project to be approximately 43.16-acre feet (AF). The land uses considered for the Project site in the EMWD 2020 Urban Water Management Plan (UWMP) are Commercial and Business Professional Office as identified in the PVCCSP and have a projected annual demand of approximately 125.35 AF. Accordingly, the water demand for the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative is greater than the Project, but consistent with the 2020 UWMP and the EMWD would have sufficient water supplies to serve uses under this alternative and the Project, resulting in a less than significant impact. Similarly, the wastewater generation for this alternative would be greater than with the Project, and there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated. The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Project, construction and operation under the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The No

Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative and Project would have less than significant impacts related to solid waste.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

As discussed above, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would result in an increase in vehicular trips compared to the Project and therefore would result in greater operational air quality and GHG emissions compared to the Project. Additionally, the Commercial and Business Professional Office uses under this alternative would also result in similar significant VMT impacts as the Project. Therefore, the significant and unavoidable Project impacts associated with cumulatively considerable regional operational criteria pollutant emissions, cumulative GHG emissions, and VMT would not be avoided with the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative. Further, the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would conflict with the MARB/IPA ALUCP related to population intensity onsite within the C1 Zone, resulting in a potentially significant impact that would not occur with the Project. For all other topical areas, similar or reduced impact levels would occur with the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative compared to the Project.

Attainment of Project Objectives

Following is a discussion of the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative's ability to attain the Project Objectives.

- 1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Perris as set forth in the City's General Plan.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not conflict with the City's General Plan goals and policies and would attain this objective.
- 2. Implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would implement the PVCCSP and would attain this objective.
- 3. Expand economic development and facilitate job creation in the City of Perris by establishing new retail and industrial uses on vacant land in a developing area.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would create approximately 1,522 new jobs¹ compared to approximately 997 jobs estimated to be generated with the Project. Therefore, this alternative would attain this objective.

¹ According to Table 4.8E, Development Intensity and Employment Projections, of the PVCCSP EIR, one employee per 600 sf is estimated for Business Professional Office uses and one employee per 500 sf is estimated for commercial uses. Under this alternative, a total of 605,804 sf of Business Professional Office uses and 256,115 of

4. **To assist the SCAG region in achieving jobs/housing balance region-wide by attracting new businesses to the City of Perris, providing additional job opportunities in a housing rich area, and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area, which will reduce the need for members of the local workforce to commute outside the area for employment.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would attain this objective.
5. **Activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development, which meets the local demand for neighborhood serving retail uses along Ramona Expressway, and regional demand for warehouse uses that are part of the Southern California supply chain and good movement network.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would comply with the PVCCSP Standards and Guidelines related to the design and landscaping of the gateway to the PVCCSP planning area at the intersection of Ramona Expressway and Nevada Avenue. However, this alternative would not address the regional demand for warehouse uses in the regional and would therefore not meet this objective to the same extent as the Project.
6. **Implement the type and amount of retail uses at the Project site that are viable based on market demand.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would involve the development of approximately 256,115 sf of Commercial uses. However, based on the location of the Project site, this amount and type of commercial/retail development is not expected to be viable. A high-level of residential density is needed to support a large grocery/anchor use. The immediate area surrounding the Project site is primarily developed with non-residential uses that generate a demand for service retail and food options (e.g., quick service food options). The residential density necessary to serve the type and amount of retail uses anticipated in the PVCCSP for a large Commercial site are located to the east, east of Evans Road, and west of I-215. Additionally, the retail synergy necessary for a successful neighborhood commercial use is located to the south along Perris Boulevard near Nuevo Road.
7. **Maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region, which will assist the City of Perris in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not achieve this objective.
8. **Maximize industrial warehouse development in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in proximity to residential uses.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would not achieve this objective.

commercial/retail uses is proposed. Therefore, a total of approximately 1,010 Business Professional Office employees and 512 retail employees (approximately 1,522 new jobs) would be generated under this alternative.

- 9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would attain this objective as the required infrastructure to serve the uses would be implemented in conjunction with the development.
- 10. Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain that would ultimately capture stormwater runoff from the planned regional detention basin west of the Project site.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would attain this objective.
- 11. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales tax, in order to support the City's ongoing municipal operations.** The No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative would attain this objective.

5.3.3 ALTERNATIVE 3: INCREASED SCHOOL BUFFER/REDUCED DAILY TRIPS

Description of the Alternative

Notwithstanding the lack of significant environmental impacts to the school uses to the south of the Project site, the purpose of the Increased School Buffer/Reduced Daily Trips Alternative is to address comments received during the scoping process about the proximity of the proposed industrial use to the school uses, and to reduce overall trip generation. This alternative also addresses the significant and unavoidable impacts of the Project related to operational air quality and GHG emissions. Under this alternative, the proposed retail uses along Ramona Expressway would be eliminated and the proposed industrial building would shift to the north, providing a larger "buffer" area between the school property and the proposed industrial use. This alternative would expand the Project's proposed buffer between the nearest dock doors and the school's property line (approximately 365 feet for the west truck court dock doors and approximately 343 feet for the east truck court dock doors). The buffer would be approximately 250 feet (similar to the width of the current retail parcel) and would remain undeveloped and would increase the current buffer area provided by the proposed southern automobile parking lot included as part of the Project. The proposed industrial building area would be the same as the Project and truck access would be limited to Nevada Avenue, as with the Project. It is also assumed that required utility infrastructure and roadway improvements similar to that described for the Project would occur with this alternative. The public storm drain and emergency bypass channel would also occur at the northern end of the site between Ramona Expressway and the industrial use. To screen the Project and the emergency bypass channel from views along Ramona Expressway, a screenwall and berm would likely need to be constructed along Ramona Expressway, which is a designated Major Roadway Visual Corridors in the PVCCSP.

Relevant to this alternatives analysis is the trip generation. Based on the trip generation for the proposed industrial use presented in Table 4.13-1, Trip Generation Summary, in Section 4.13, Transportation), the Increased School Buffer/Reduced Daily Trips Alternative, which eliminates the proposed retail use, would result in approximately 2,024 ADT compared to 8,372 ADT with the Project.

Comparative Analysis of Environmental Impacts

Aesthetics

Similar to the Project, development of the Increased School Buffer/Reduced Daily Trips Alternative would alter the existing visual character of the Project site and introduce new sources of light and glare with the development of non-residential uses on a previously vacant, undeveloped site. The overall visual appearance under this alternative would be different from the Project due to the elimination of the retail uses along Ramona Expressway and introduction of the higher (approximately 55-foot-high) industrial building. However, as with the Project, the change in visual character would not represent a significant impact. The Increased School Buffer/Reduced Daily Trips Alternative would comply with the PVCCSP Standards and Guidelines for Light Industrial uses, including but not limited to building orientation, building setbacks, screening, architecture, lighting, signage, walls/fences, and landscaping. Ramona Expressway and Webster Avenue are designated Major Roadway Visual Corridors in the PVCCSP and the landscaping along Webster Avenue and Ramona Expressway under this alternative would adhere to the PVCCSP landscape requirements along these roadways, which are intended to enhance the visual zone within the PVCCSP planning area. Required landscaping would also be installed along Nevada Avenue and internal to the Project site. Additionally, as with the Project, the development associated with the Increased School Buffer/Reduced Daily Trips Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory, and requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines and the Project-level mitigation addressing construction activities, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to aesthetics.

Agriculture and Forestry Resources

The Increased School Buffer/Reduced Daily Trips Alternative would reduce the physical impact area as compared to the Project as the buffer area between the industrial site and the school would remain undeveloped. Therefore, this alternative would result in less impacts to Farmland of Local Importance compared to the Project; however, the development of the industrial building under the Increased School Buffer/Reduced Daily Trips Alternative would still result in the conversion of Farmland of Local Importance to non-agricultural uses. The Increased School Buffer/Reduced Daily Trips Alternative and the Project would have less than significant impacts to agriculture resources, and no impact to forestry resources.

Air Quality

Implementation of the Increased School Buffer/Reduced Daily Trips Alternative would involve a reduced construction impact area, and less building area compared to the Project. Therefore, construction emission would be reduced. Construction-related air quality impacts resulting from this alternative and the Project would be less than significant.

Table 5-3 identifies the total operational emissions with the Increased School Buffer/Reduced Daily Trips Alternative compared to the Project. The operational emissions would be reduced compared to the Project primarily due to the reduction in vehicular trips; however, the SCAQMD thresholds of significance for VOC and NO_x would still be exceeded. Therefore, operational emissions of VOC and NO_x, which are

O₃ precursors, resulting from this alternative would be cumulatively considerable for O₃ resulting in a significant and unavoidable cumulative impact even with implementation of identified PVCCSP EIR mitigation measures and Project-level mitigation measures. Therefore, although the operational air quality emissions would be reduced, there would be significant and unavoidable operational cumulative air quality impacts resulting from this alternative, as with the Project.

Table 5-3 Increased School Buffer/Reduced Daily Trips – Operational Criteria Pollutant Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Area Source	59.20	0.70	82.60	< 0.005	0.11	0.15
Energy Source	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Source	7.39	52.20	77.10	0.56	12.20	3.20
Onsite Equipment	0.16	3.37	6.79	0.01	0.03	0.03
Alternative Total Maximum Daily Emissions	66.75	56.27	166.49	0.57	12.34	3.38
SCAQMD Regional Threshold	55	55	550	150	150	55
Project Total Maximum Daily Emissions	143.08	85.73	399.03	1.09	29.21	6.81
Winter						
Area Source	45.7	0	0	0	0	0
Energy Source	0	0	0	0	0	0
Mobile Source	7.04	54.7	66.4	0.55	12.2	3.20
Onsite Equipment	0.16	3.37	6.79	0.01	0.03	0.03
Alternative Total Maximum Daily Emissions	52.9	58.07	73.19	0.56	12.23	3.23
SCAQMD Regional Threshold	55	55	550	150	150	55
Project Total Maximum Daily Emissions	126.48	89.32	271.83	1.04	29.1	6.66

As with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would result in a reduced number of employees, vehicular trips, and associated criteria pollutants compared to what would occur with development pursuant to the PVCCSP, which is assumed in the SCAQMD 2016 AQMP, as discussed above for the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative. Therefore, the Project and this alternative would not conflict with the growth assumptions and emission estimates in the SCAQMD 2016 AQMP and no impact would occur.

Because the industrial use under the Increased School Buffer/Reduced Daily Trips Alternative would be the same as the Project, the number of heavy truck trips associated with operations would also be the same. Additionally, the established truck route would be the same (accessing the Placentia Avenue interchange at I-215 from Nevada Avenue and the Frontage Road). As with the Project, impacts to sensitive receptors from diesel particular matter (DPM) would be less than significant.

The Increased School Buffer/Reduced Daily Trips Alternative would not involve the development of uses that would generate objectionable emissions, such as odor, and this impact would be less than significant, consistent with the Project.

Biological Resources

The Increased School Buffer/Reduced Daily Trips Alternative would reduce the physical impact area compared to the Project. However, consistent with the Project, the onsite drainage feature, which passes through the Project site would be directly impacted, and there is a potential to impact nesting birds and burrowing owl (if present) during construction. These impacts would be reduced to a level considered less than significant with implementation of the identified PVCCSP EIR mitigation measures and Project-level mitigation measures. Therefore, this alternative would result in similar less than significant impacts to biological resources as the Project.

Cultural Resources

There are no historic or known archeological resources at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Increased School Buffer/Reduced Daily Trips Alternative or the Project. With elimination of the retail uses along Ramona Expressway, the Increased School Buffer/Reduced Daily Trips Alternative would eliminate excavation at the southern portion of the Project site. However, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to cultural resources.

Energy

Implementation of the Increased School Buffer/Reduced Daily Trips Alternative would result in lower energy demand during construction compared to the Project because of the elimination of retail component of the Project. The Increased School Buffer/Reduced Daily Trips Alternative would only involve development of the industrial warehouse building and therefore would result also in reduced energy demand during operational activities. Therefore, the Increased School Buffer/Reduced Daily Trips Alternative would have reduced energy impacts than the Project. However, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to energy.

Geology and Soils

Even with elimination of the retail buildings, the Increased School Buffer/Reduced Daily Trips Alternative, which would still involve the development of the industrial warehouse building, would result in the same potential impacts related to geology and soils and seismic hazards as the Project. With adherence to applicable building codes and incorporation of the recommendations from the site-specific geotechnical studies, the Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because this alternative would involve excavation activities, this alternative would have the same potential as the Project to impact subsurface paleontological resources, and the impact would be reduced to a less than significant level with mitigation. However, with incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Increased School Buffer/Reduced Daily Trips Alternative and the Project.

Greenhouse Gas Emissions

Implementation of the Increased School Buffer/Reduced Daily Trips Alternative would result in reduced GHG emissions during construction compared to the Project because of the elimination of the retail component of the Project and overall reduction in construction activities. With the elimination of retail uses, this alternative would also result in reduced emissions from all operational GHG sources. Total operational GHG emissions resulting from this alternative compared to the Project are presented in Table 5-4. As shown, there is an overall reduction in GHG emissions (12,012.72 MTCO₂e/yr compared to 20,056.37 MTCO₂e/yr with the Project). Although there would be a reduction in GHG emissions under this alternative, the GHG emissions would still exceed the 3,000 MTCO₂e/yr threshold of significance used for this analysis. Therefore, even with implementation of the identified PVCCSP EIR mitigation measures and Project-level mitigation measures, this alternative would not avoid the significant and unavoidable cumulative GHG emissions impacts that would result with implementation of the Project.

Table 5-4 Increased School Buffer/Reduced Daily Trips – Operational GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Area Source	38.50	< 0.005	< 0.005	0.00	38.70
Energy Source	821.00	0.08	0.01	0.00	826.00
Mobile Source	9,704.00	0.22	1.24	12.40	10,092.00
Onsite Equipment	227.00	0.01	< 0.005	0.00	228.00
Waste	79.70	7.97	0.00	0.00	279.00
Water Usage	310.00	7.17	0.17	0.00	541.00
Refrigerants	0.00	0.00	0.00	8.02	8.02
Alternative Total CO₂e (All Operational Sources)	12,012.72				
Project Total CO₂e (All Operational Sources)	20,056.37				

Hazards and Hazardous Materials

Neither implementation of the Increased School Buffer/Reduced Daily Trips Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project site, the Increased School Buffer/Reduced Daily Trips Alternative and the Project would have no impact associated with location on a hazardous materials site, or wildland fire. As with the Project, uses anticipated under this alternative would not result in hazardous emissions, and the impact to the existing school uses to the south would be less than significant. As with the Project, land uses to be developed under this alternative would also less than significant impacts related to the handling, storage and transmission of hazardous materials; hazards associated with the MARB/IPA; and emergency response/evacuation. With incorporation of the applicable PVCCSP EIR mitigation measures and mandatory regulatory compliance, both the Increased School Buffer/Reduced Daily Trips Alternative and the Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

Hydrology and Water Quality

With the elimination of the retail buildings under the Increased School Buffer/Reduced Daily Trips Alternative, the increase in impervious area would be slightly reduced; however, the construction of a public storm drain and emergency bypass channel to accommodate stormwater flows from areas west of the Project site would still be required. This alternative would result in similar impacts related to hydrology and water quality as the Project.

Similar to the Project, development under the Increased School Buffer/Reduced Daily Trips Alternative would increase the amount of storm water runoff and alter existing drainage patterns compared to existing conditions due to the increase in the amount of impervious surfaces. As with the Project, application of BMPs and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure from the industrial warehouse building are less than significant. An onsite storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. Additionally, the proposed public storm drain and emergency bypass channel would eliminate potential impacts related to flooding. As with the Project, with the incorporation of applicable PVCCSP Standards and Guidelines, regulatory requirements and Project-specific mitigation measures, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would result in surface runoff after Project implementation. Even though the total amount of impervious area and amount of development would be reduced, as with the Project, surface runoff from a developed condition (with either this alternative or the Project) would have a different composition in comparison to the existing condition, which is undeveloped. As with the Project, the runoff from the Project site is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the MS4 and National Pollutant Discharge Elimination System NPDES permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With the incorporation of applicable PVCCSP Standards and Guidelines, and adherence to applicable requirements, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to water quality during construction and operation.

As with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project site is “Specific Plan” for the PVCCSP. The PVCCSP serves as the regulatory document for future development in the PVCCSP planning area. The PVCCSP designates the northern portion of the Project site for Commercial uses and the southern portion of the Project site is designated for Business Professional Office uses. As with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would result in the development of an industrial project and would require an amendment to the PVCCSP. Under this alternative, the Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the

PVCCSP and would not result in significant land use impacts, as with the Project. The development of the industrial warehouse building at the Project site would be consistent with the relevant goals and policies of the City of Perris General Plan. The Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant, impacts as the Project related to land use and planning.

The Increased School Buffer/Reduced Daily Trips Alternative and the Project would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with SCAG's Connect SoCal.

Noise

Although construction activities for the industrial use under the Increased School Buffer/Reduced Daily Trips Alternative would be similar to the Project, the increased distance between the construction activities and school uses to the south (approximately 250 feet) would eliminate the potentially significant construction-related noise impacts to the school uses. However, with implementation of the identified Project-level mitigation measures, the Project impact is reduced to a less than significant level. Therefore, the Increased School Buffer/Reduced Daily Trips Alternative would result in reduced construction-related noise impacts and impacts would be less than significant consistent with the Project.

As identified previously, the Increased School Buffer/Reduced Daily Trips Alternative, which would involve development of only the industrial warehouse building, would generate fewer Project-generated trips than the Project (approximately 2,024 daily trips compared to 8,732 daily trips with the Project). However, the volume of daily trucks would be the same, and Project-related trucks would utilize the Placentia Avenue interchange to access I-215 via Nevada Avenue. Therefore, similar to the Project, off-site traffic noise impacts would be less than significant under the Increased School Buffer/Reduced Daily Trips Alternative and the Project.

With the Increased School Buffer/Reduced Daily Trips Alternative there would be a reduction in the overall operational noise due to the elimination of retail buildings. Therefore, this alternative and the Project would have a less than significant impact related to operational noise.

As with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would not be subjected to substantial noise levels from MARB/IPA operations resulting in a less than significant impact.

Transportation

As discussed in Section 4.13, Transportation, of this EIR, the Project's industrial component VMT impact is potentially significant because the average VMT per employee (12.02 VMT) for the TAZ exceeds the citywide average (12.02 VMT). As with the Project, under the Increased School Buffer/Reduced Daily Trips Alternative, there would be a potentially significant VMT impact because the TAZ VMT per employee for the Project site exceeds the citywide average, and the effectiveness of Project-level mitigation measures in reducing this impact to a less than significant level cannot be guaranteed. Therefore, as with the Project, this alternative would result in a significant and unavoidable VMT impact.

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Project, and construction of improvements to encourage pedestrian

and bicycle travel, and transit use. The Increased School Buffer/Reduced Daily Trips Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Project, transportation impacts under this alternative would remain less than significant.

Tribal Cultural Resources

There are no known tribal cultural resources within the Project site; however, because the Increased School Buffer/Reduced Daily Trips Alternative would involve excavation activities for the industrial use, this alternative would have the same potential as the Project to impact subsurface tribal cultural resources, should they be present. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to tribal cultural resources.

Utilities and Service Systems

As with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would increase the water demand, wastewater generation, and electric demand at the Project site compared to existing conditions, where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Increased School Buffer/Reduced Daily Trips Alternative would increase the amount of storm water runoff onsite due to the increase impervious area. Although the total building area and development area would be reduced, the utility infrastructure needed to serve the Project site would be similar to the Project and would be located within the same construction impact area. Therefore, as with the Project, the Increased School Buffer/Reduced Daily Trips Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

As discussed in Section 4.15, Utilities and Service Systems, of this EIR, a Project-specific WSA was prepared by the EMWD for the Project and is included in Appendix O1 of this EIR. The EMWD estimates the annual water demand for the Project to be approximately 43.16 AF (25.89 AF associated with the proposed industrial use). The land uses considered for the Project site in the EMWD 2020 UWMP have a projected annual demand of approximately 125.35 AF. Accordingly, the water demand for the Project and the Increased School Buffer/Reduced Daily Trips Alternative would be less than that estimated in EMWD 2020 UWMP for the Project site, and the EMWD would have sufficient water supplies to serve uses under this alternative and the Project, resulting in a less than significant impact. Similarly, the wastewater generation for this alternative would be less than with the Project, and there would be adequate capacity in EMWD wastewater treatment facilities to treat wastewater generated. The Increased School Buffer/Reduced Daily Trips Alternative and Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Project, construction, and operation of industrial uses under the Increased School Buffer/Reduced Daily Trips Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Increased School Buffer/Reduced Daily Trips Alternative and the Project would have less than significant impacts related to solid waste.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the elimination of the retail buildings under the Increased School Buffer/Reduced Daily Trips Alternative, there would be an overall reduction in development area and construction activities, and reduction in trip generation. While the Project's significant and unavoidable air quality and GHG emissions impacts would be reduced under the Increased School Buffer/Reduced Daily Trips Alternative, these impacts would not be avoided. This alternative and the Project would also have similar significant and unavoidable VMT impacts. For all other topical areas, similar or reduced impact levels would occur with the Increased School Buffer/Reduced Daily Trips Alternative compared to the Project.

Attainment of Project Objectives

Following is a discussion of the Increased School Buffer/Reduced Daily Trips Alternative's ability to attain the Project Objectives.

- 1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Perris as set forth in the City's General Plan.** The Increased School Buffer/Reduced Daily Trips Alternative would not conflict with the City's General Plan and would attain this objective.
- 2. Implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure.** The Increased School Buffer/Reduced Daily Trips Alternative would be implemented in compliance with the PVCCSP Standards and Guidelines and would attain this objective, but less effectively than the Project since there would be no retail development, as currently anticipated in the PVCCSP.
- 3. Expand economic development and facilitate job creation in the City of Perris by establishing new retail and industrial uses on vacant land in a developing area.** The Increased School Buffer/Reduced Daily Trips Alternative would meet this objective; however, with the elimination of retail uses, the anticipated economic development and employment would be reduced by 74 employees compared to the Project (923 employees compared to 997 employees with the Project) and a corresponding reduction in the amount of indirect and induced economic development. Therefore, the Increased School Buffer/Reduced Daily Trips Alternative does not achieve this objective to the same extent as the Project.
- 4. To assist the SCAG region in achieving jobs/housing balance region-wide by attracting new businesses to the City of Perris, providing additional job opportunities in a housing rich area, and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area, which will reduce the need for members of the local workforce to commute outside the area for employment.** The Increased School Buffer/Reduced Daily Trips Alternative would attain this objective but not to the same extent as the Project because there would be reduced employment opportunities compared to the Project.

5. **Activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development, which meets the local demand for neighborhood serving retail uses along Ramona Expressway, and regional demand for warehouse uses that are part of the Southern California supply chain and good movement network.** Although this alternative would comply with the PVCCSP Standards and Guidelines, including the installation of required landscaping and signage at the intersection of Ramona Expressway and Nevada Avenue, with the elimination of retail uses and construction of a screenwall along Ramona Expressway, the Increased School Buffer/Reduced Daily Trips Alternative would not meet this objective since it would not involve implementation of a mixed-use retail and industrial development.
6. **Implement the type and amount of retail uses at the Project site that are viable based on market demand.** The Increased School Buffer/Reduced Daily Trips Alternative would not attain this objective due to the elimination of the proposed retail uses.
7. **Maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region, which will assist the City of Perris in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.** By creating a vacant 250 ft buffer between the existing school uses and Project site, the Increased School Buffer/Reduced Daily Trips Alternative would not maximize development of the Project site. Therefore, the Increased School Buffer/Reduced Daily Trips Alternative would not achieve this objective to the same extent as the Project.
8. **Maximize industrial warehouse development in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in proximity to residential uses.** By creating a 250 ft buffer between the existing school and Project site, the Increased School Buffer/Reduced Daily Trips Alternative would not maximize development of the site. However, it would involve implementation of an industrial warehouse in proximity to truck routes and the State highway system. Therefore, the Increased School Buffer/Reduced Daily Trips Alternative would achieve this objective but not to the same extent as the Project.
9. **Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.** The Increased School Buffer/Reduced Daily Trips Alternative would attain this objective.

Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain that would ultimately capture stormwater runoff from the planned regional detention basin west of the Project site. The Increased School Buffer/Reduced Daily Trips Alternative would attain this objective.

10. **Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales tax, in order to support the City's ongoing municipal operations.** The Increased School Buffer/Reduced Daily Trips Alternative would attain this objective, but would not generate as much tax revenue as the Project due to the elimination of proposed retail uses.

5.3.4 ALTERNATIVE 4: REDUCED RETAIL AND INDUSTRIAL INTENSITY/NO COLD STORAGE

Description of the Alternative

The purpose of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative is to address significant and unavoidable impacts of the Project related to operational air quality and GHG emissions through a reduction in overall building area. Each of these impacts is primarily associated with vehicular trips. Under this alternative, the industrial building would be reduced from 950,224 sf to approximately 760,180 sf, a reduction of approximately 190,045 sf. The warehouse building would include 680,180 sf of ground floor building area and up to 80,000 sf of mezzanine area. The retail development would be reduced from 37,215 sf to 29,770 sf, a reduction of approximately 7,445 sf, and would include elimination of one drive-thru retail pad. This represents a total reduction in development of 197,490 sf compared to the Project (approximately 20%). This alternative would not include any building area for cold storage (eliminating 5% cold storage assumed with the Project).

Relevant to this alternatives analysis is the trip generation. Based on the Based on the ITE Trip Generation Manual, 11th Edition (2021) trip generation rates provided in Table 4.13-1 of this EIR, trip generation estimates for this alternative are provided in Table 5-5. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in a reduction in trip generation compared to the Project (6,276 daily trips compared to 8,372 daily trips with the Project). There would 2,096 less daily trips (2,008 less passenger car trips and 88 less truck trips).

Table 5-5 Trip Generation Summary - Reduced Retail and Industrial Intensity/No Cold Storage Alternative

Project Trip Generation									
Project Land Use	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fulfillment Center Warehouse	760.180	TSF							
Passenger Cars:			60	18	78	31	79	110	1,330
2-4 axle Trucks:			5	1	6	2	6	8	124
5+-axle Trucks:			6	2	8	2	5	7	166
Total Truck:			11	3	14	4	11	15	290
Fulfillment Center Warehouse (Actual Vehicles)			71	21	92	35	90	125	1,620
Fast Food with Drive Thru	12.00	TSF	273	262	535	206	190	396	5,610
<i>Internal Capture</i> ²			-9	-15	-25	-61	-35	-97	-1,042
<i>Pass-By (49% AM; 50% PM/Daily)</i> ³			-121	-121	-242	-72	-72	-145	-2,284
Fast Food with Drive Thru	7.255	TSF	182	132	313	121	120	241	3,270
<i>Internal Capture</i> ²			-5	-9	-14	-36	-21	-56	-560
<i>Pass-By (49% AM; 50% PM/Daily)</i> ³			-60	-60	-120	-42	-42	-85	-1,356
Coffee/Donut Shop with Drive Thru	2.400	TSF	105	101	206	47	47	94	1,282
<i>Internal Capture</i> ²			-2	-4	-6	-14	-8	-22	-222
<i>Pass-By (89% AM/PM/Daily)</i> ³			-87	-87	-174	-29	-29	-58	-944
Restaurant Total:			275	199	474	119	150	268	3,754
Automated Car Wash	1	TUN	0	0	0	39	39	78	776
<i>Internal Capture</i> ²			0	0	0	-10	-18	-28	-354
Convenience Market/Gas Station	16	VFP	216	216	433	182	182	364	4,116
<i>Internal Capture</i> ²			-28	-17	-45	-54	-93	-147	2,112

Project Trip Generation									
Project Land Use	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<i>Pass-By (76% PM/Daily)³</i>			-143	-143	-286	-67	-67	-134	-1,524
<i>Retail Total:</i>			45	56	101	90	43	133	902
<i>Commercial Retail Component Total</i>			320	255	575	208	192	400	4,656
<i>Reduced Retail/Industrial Total Passenger Cars</i>			380	273	653	239	271	510	5,986
<i>Reduced Retail/Industrial Total Trucks (Actual Vehicles)</i>			11	3	14	4	11	15	290
<i>Alternative Total Trips</i>			391	276	667	243	282	525	6,276
<i>Project Total Trips</i>			510	359	869	313	358	671	8,372

¹ TSF = Thousand Square Feet; TUN = Tunnel; VFP = Vehicle Fueling Position

² Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool

³ Source: ITE Trip Generation Handbook, 3rd Edition, 2017

Comparative Analysis of Environmental Impacts

Aesthetics

Similar to the Project, development of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would alter the existing visual character of the Project site through introduction of development on previously vacant, undeveloped site. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would comply with the Standards and Guidelines set forth in PVCCSP, as described in Section 4.1, Aesthetics, including building orientation, screening, architecture, lighting, signage, walls/fences, and landscaping. The architectural design of the retail and industrial buildings would be the same as the Project as described in Section 3.0 of this EIR. Further, Ramona Expressway and Webster Avenue are designated Major Roadway Visual Corridors in the PVCCSP and the landscaping along Webster Avenue, Ramona Expressway, and Nevada Avenue would be the same as with the Project. It is expected that the overall visual appearance under this alternative would be similar to the Project and would not represent a significant impact. As with the Project, the development associated with the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would comply with County of Riverside Ordinance No. 655, which addresses nighttime lighting that could affect the Palomar Observatory, and requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines and the Project-level mitigation addressing construction activities, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to aesthetics.

Agriculture and Forestry Resources

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to onsite Farmland of Local Importance as the Project and would result in the conversion of Farmland of Local Importance to non-agricultural uses. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to agriculture resources, and no impact to forestry resources.

Air Quality

Implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Project.

There would be a reduction in building area, elimination of cold storage, and associated reduction in trip generation with the Reduced Retail and Industrial Intensity/No Cold Storage Alternative compared to the Project. Table 5-6 provides the total operational emissions (i.e., area, energy, mobile, and onsite equipment sources) under this alternative. As shown, the emissions for each criteria pollutant would be reduced, including VOC and NO_x emissions. Although the operational emissions would be reduced compared to the Project, the SCAQMD thresholds of significance for VOC and NO_x would still be exceeded. Therefore, operational emissions of VOC and NO_x, which are O₃ precursors, resulting from this alternative would be cumulatively considerable for O₃ resulting in a significant and unavoidable cumulative impact even with implementation of identified PVCCSP EIR mitigation measures and Project-level mitigation measures. Therefore, although the operational air quality emissions would be reduced, there would be significant and unavoidable operational cumulative air quality impacts resulting from this alternative, consistent with the Project.

As with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in a reduced number of employees, vehicular trips, and associated criteria pollutants compared to what would occur with development pursuant to the PVCCSP, which is assumed in the SCAQMD 2016 AQMP, as discussed above for the No Project/Development Pursuant to Existing PVCCSP Land Use Designations Alternative. Therefore, the Project and this alternative would not conflict with the growth assumptions and emission estimates in the SCAQMD 2016 AQMP and no impact would occur.

Table 5-6 Reduced Retail and Industrial Intensity/No Cold Storage Alternative – Operational Criteria Pollutant Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Area Source	48.30	0.57	67.30	< 0.005	0.09	0.12
Energy Source	0.11	1.99	1.67	0.01	0.15	0.15
Mobile Source	28.60	59.90	223.00	0.81	21.60	4.87
Onsite Equipment	0.13	2.70	5.43	0.01	0.02	0.02
Alternative Total Maximum Daily Emissions	77.14	65.16	297.40	0.83	21.86	5.16
SCAQMD Regional Threshold	55	55	550	150	150	55
Project Total Maximum Daily Emissions	143.08	85.73	399.03	1.09	29.21	6.81
Winter						
Area Source	37.30	0.00	0.00	0.00	0.00	0.00
Energy Source	0.11	1.99	1.67	0.01	0.15	0.15
Mobile Source	26.60	63.20	191.00	0.78	21.60	4.87
Onsite Equipment	0.13	2.70	5.43	0.01	0.02	0.02
Alternative Total Maximum Daily Emissions	64.14	67.89	198.10	0.80	21.77	5.04
SCAQMD Regional Threshold	55	55	550	150	150	55
Project Total Maximum Daily Emissions	126.48	89.32	271.83	1.04	29.1	6.66

Because the industrial use building area and associated truck trips under the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would be reduced compared to the Project, the number of heavy truck trips associated with operations would also be reduced. Therefore, localized emissions of DPM would be reduced. Additionally, the established truck route would be the same (accessing the Placentia Avenue interchange at I-215 from Nevada Avenue and the Frontage Road). As with the Project, impacts to sensitive receptors from DPM would be less than significant.

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not involve the development of uses that would generate objectionable emissions, such as odor, and this impact would be less than significant, consistent with the Project.

Biological Resources

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same impacts to biological resources (including potential impacts to nesting birds, burrowing owl, and jurisdictional areas) as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the impacts to biological resources would be less than significant with the Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project.

Cultural Resources

There are no historic or known archeological resources at the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative or the Project. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to cultural resources.

Energy

Implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in lower energy demand during construction compared to the Project because of the overall reduction in building size. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve development of retail industrial buildings totaling 789,950 sf, which is 197,490 sf less than the Project. This alternative would result in reduced energy demand during operational activities. Therefore, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have reduced energy impacts than the Project. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to energy.

Geology and Soils

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve the same construction impact area. Therefore, this alternative would result in the same potential impacts related to geology and soils and seismic hazards as the Project. With adherence to applicable building codes and

incorporation of the recommendations from the site-specific geotechnical studies, the Project would not expose people or structures to substantial safety risks associated with geologic hazards. Further, because the construction impact area would be the same as the Project, this alternative would also have the potential to impact subsurface paleontological resources and the impact would be reduced to a less than significant level with mitigation. Therefore, with incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, and adherence to applicable regulations, geology and soils impacts would be less than significant with implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project.

Greenhouse Gas Emissions

Implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result similar construction activities and associated GHG emissions as the Project. With the overall reduction in building area, and elimination of building area with cold storage, this alternative would result in reduced emissions from all operational GHG sources. Total operational GHG emissions resulting from this alternative compared to the Project are presented in Table 5-7. As shown, there is an overall reduction in GHG emissions (15,949.90 MTCO₂e/yr compared to 20,056.37 MTCO₂e/yr with the Project). Although there would be a reduction in GHG emissions under this alternative, the GHG emissions would still exceed the 3,000 MTCO₂e/yr threshold of significance used for this analysis. Therefore, even with implementation of the identified PVCCSP EIR mitigation measures and Project-level mitigation measures, this alternative would not avoid the significant and unavoidable cumulative GHG emissions impacts that would result with implementation of the Project.

Table 5-7 Reduced Retail and Industrial Intensity/No Cold Storage Alternative – Operational GHG Emissions

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Area Source	31.40	< 0.005	< 0.005	0.00	31.50
Energy Source	1,463.00	0.14	0.01	0.00	1,470.00
Mobile Source	12,834.00	0.44	1.26	19.20	13,238.00
Onsite Equipment	181.60	0.01	0.00	0.00	182.40
Waste	85.40	8.53	0.00	0.00	299.00
Water Usage	254.00	5.94	0.14	0.00	445.00
Refrigerants	0.00	0.00	0.00	284.00	284.00
Alternative Total CO₂e (All Operational Sources)	15,949.90				
Project Total CO₂e (All Operational Sources)	20,056.37				

Hazards and Hazardous Materials

Neither implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative nor the Project would result in a significant impact related to hazards or hazardous materials. Based on the location and condition of the Project site, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project would have no impact associated with location on a hazardous materials site, or wildland fire. As with the Project, uses anticipated under this alternative would not result in hazardous emissions, and the impact to the existing school uses to the south would be less than significant. Land

uses that would occur onsite under the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have a similar potential to handle and store hazardous materials as the Project, and similar impacts related to hazards associated with the MARB/IPA, and emergency response/evacuation. With incorporation of the applicable PVCCSP EIR mitigation measures and mandatory regulatory compliance, both the Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project would pose a less than significant hazard to the public or the environment related to hazards and hazardous materials.

Hydrology and Water Quality

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve development of the same area that would occur with implementation of the Project. Therefore, this alternative would result in similar impacts related to hydrology and water quality as the Project. Similar to the Project, development under this alternative would increase the amount of storm water runoff and alter existing drainage patterns due to the increase in the amount of impervious surfaces. As with the Project, application of BMPs and other regulatory requirements would ensure that impacts to hydrology and storm drain infrastructure are less than significant. An onsite storm drain system would be constructed to detain flows such that they are released from the site at near pre-development levels and would not result in impacts to storm drain facilities or flooding. As with the Project, with the incorporation of applicable PVCCSP Standards and Guidelines, regulatory requirements and Project-specific mitigation measures, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not involve excavation at depths that would encounter groundwater and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

As with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in surface runoff after Project implementation. Surface runoff from a developed condition (with either this alternative or the Project) would have a different composition in comparison to the existing condition, which is undeveloped. This runoff is likely to include a similar amount and type of pollutants commonly found in urban runoff. The Project and this alternative would be required to comply with applicable regulations related to water quality, including, but not limited to the MS4 and NPDES permit requirements, which would minimize potential short-term, construction-related and long-term, operational water quality impacts. With the incorporation of applicable PVCCSP Standards and Guidelines, and adherence to applicable requirements, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to water quality during construction and operation.

Land Use and Planning

The City of Perris General Plan land use and zoning designation for the Project site is "Specific Plan" for the PVCCSP planning area. The PVCCSP serves as the regulatory document for future development in the PVCCSP planning area. The PVCCSP designates the northern portion of the Project site for Commercial uses and the southern portion of the Project site is designated for Business Professional Office uses. As with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in the development of a retail and industrial project and would require an amendment to the

PVCCSP to change the land use designation for the industrial use to Light Industrial. Under this alternative, the Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the PVCCSP and would not result in significant land use impacts, as with the Project. With an approved amendment to the PVCCSP, the development of retail and industrial uses at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant, impacts as the Project related to land use and planning.

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with SCAG's SoCal Plan.

Noise

Because construction activities would be similar, implementation of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in similar noise impacts during construction as the Project. Construction noise impacts would be less than significant with implementation of PVCCSP EIR mitigation measures and Project-level mitigation measures, similar to the Project.

As identified previously, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would generate fewer Project-generated trips than the Project (approximately 6,267 daily trips compared to 8,732 daily trips with the Project). Notably, the volume of trucks would be lower than the Project, thereby reducing off-site noise levels from trucks. Project-related trucks would utilize the Placentia Avenue interchange to access I-215 via Nevada Avenue, similar to the Project. Therefore, off-site traffic noise impacts would be less than significant with the Reduced Retail and Industrial Intensity/No Cold Storage Alternative.

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve similar operations onsite; however, particularly relevant to operational noise, there would be a reduction in truck activity at the industrial building loading docks compared to what would occur with the Project. Therefore, there would be a potential reduction in operational noise impacting nearby sensitive noise receivers. Therefore, this alternative and the Project would have a less than significant impact related to operational noise.

As with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not be subjected to substantial noise levels from MARB/IPA operations resulting in a less than significant impact.

Transportation

As discussed in Section 4.13, Transportation, of this EIR, the Project's retail component would meet the City's local serving land use VMT screening criteria, resulting in a less than significant impact. With a reduction in retail uses, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would also have a less than significant VMT impact under this screening criteria.

Because the VMT per employee for the TAZ in which the Project exceeds the Citywide average VMT per employee, as with any non-residential development in this TAZ, the industrial component of the Project and the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in a significant VMT impact. Project-level mitigation measures have been identified to reduce this impact to a less than

significant level and include the provision of pedestrian facilities and implementation of a voluntary commuter trip reduction program. However, because the actual amount of VMT reduction from these measures cannot be guaranteed, the Project's VMT impact is considered to be significant and unavoidable. Therefore, as with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would result in a significant and unavoidable VMT impact.

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements necessary to serve the Project, and construction of improvements to encourage pedestrian and bicycle travel, and transit use. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and would not result in inadequate emergency access. As with the Project, these transportation impacts would be less than significant.

Tribal Cultural Resources

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve the same construction impact area as the Project. Although there are no known tribal cultural resources within the Project site, this alternative would result in the same potential impacts to tribal cultural resources within the Project site as the Project, should they be present. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to tribal cultural resources.

Utilities and Service Systems

As with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would increase the water demand, wastewater generation, and electric demand at the Project site compared to existing conditions where the site is undeveloped. Additionally, as discussed above under Hydrology and Water Quality, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve development of the same area that would occur with implementation of the Project and would generate a similar amount of storm water runoff. Although the total building area would be reduced, the overall utility infrastructure needed to serve the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would be the same as the Project and would be located within the same construction impact area. Therefore, as with the Project, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

As discussed in Section 4.15, Utilities and Service Systems, of this EIR, a Project-specific WSA was prepared for the Project. The EMWD estimates the annual water demand for the Project to be approximately 43.16 AF; however, due to the reduced building area, it is expected the water consumption and associated wastewater generation would be less under the Reduced Retail and Industrial Intensity/No Cold Storage Alternative. The land uses considered for the Project site in the EMWD 2020 UWMP are Commercial and Business Professional Office as identified in the PVCCSP and have a projected annual demand of approximately 125.35 AF. Accordingly, the water demand for the Project and the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would be less than that

estimated in EMWD 2020 UWMP for the Project site, and the EMWD would have sufficient water supplies to serve uses under this alternative and the Project, resulting in a less than significant impact. Similarly, the wastewater generation for this alternative would be less than with the Project, and there would be adequate capacity in EMWD wastewater treatment facilities to treat wastewater generated. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative and the Project would have less than significant impacts related to water supply and wastewater treatment.

As with the Project, construction, and operation of industrial uses under the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative and Project would have less than significant impacts related to solid waste.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would involve a reduction in building area, reduction in vehicular trips (including trucks), and elimination of building area for cold storage. Therefore, significant, and unavoidable impacts associated with cumulatively considerable regional operational air quality impacts and cumulative GHG emissions would be reduced, but not eliminated with this alternative. While there would be an overall reduction in VMT with this alternative compared to the Project, there would still be a significant and unavoidable VMT impact because the VMT per employee for the area exceeds the citywide average, and the effectiveness of mitigation cannot be guaranteed. For all other topical areas, similar or reduced impact levels would occur with the Reduced Retail and Industrial Intensity/No Cold Storage Alternative compared to the Project.

Attainment of Project Objectives

Following is a discussion of the Reduced Retail and Industrial Intensity/No Cold Storage Alternative's ability to attain the Project Objectives.

- 1. Ensure that development of the Project site is accomplished consistent with applicable goals and policies of the City of Perris as set forth in the City's General Plan.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective.
- 2. Implement the PVCCSP through development of land uses allowed in the PVCCSP planning area and consistent with the PVCCSP Standards and Guidelines relevant to the proposed retail and industrial development, and associated infrastructure.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not conflict with the City's General Plan goals and policies and would attain this objective.
- 3. Expand economic development and facilitate job creation in the City of Perris by establishing new retail and industrial uses on vacant land in a developing area.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective, but not to the same extent as the Project since the reduced overall building area would also reduce the number of potential jobs created (when considering jobs are based on a certain number of

employees per square foot of development) (199 less jobs/798 jobs compared to 997 jobs with the Project).

4. **To assist the SCAG region in achieving jobs/housing balance region-wide by attracting new businesses to the City of Perris, providing additional job opportunities in a housing rich area, and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area, which will reduce the need for members of the local workforce to commute outside the area for employment.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective but would not generate as many employment opportunities as the Project (199 less jobs/798 jobs compared to 997 jobs with the Project).
5. **Activate the PVCCSP-designated gateway entry at Ramona Expressway and Nevada Avenue with an attractive mixed-use retail and industrial development, which meets the local demand for neighborhood serving retail uses along Ramona Expressway, and regional demand for warehouse uses that are part of the Southern California supply chain and good movement network.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective.
6. **Implement the type and amount of retail uses at the Project site that are viable based on market demand.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective.
7. **Maximize development of a Class A speculative high cube warehouse industrial building on the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and is economically competitive with similar warehouse buildings in the local area and region, which will assist the City of Perris in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have less building area than the Project, and thus would not maximize development at the Project site. Therefore, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not achieve this objective as effectively as the Project.
8. **Maximize industrial warehouse development in close proximity to designated truck routes, and the State highway system in order to avoid or shorten truck-trip lengths on other roadways, and avoid locating industrial warehouse buildings in proximity to residential uses.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have less building area than the Project, and thus would not maximize development at the Project site. Therefore, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not achieve this objective as effectively as the Project.
9. **Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective.
10. **Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain that would ultimately capture stormwater runoff from the planned regional detention basin west of the Project**

site. The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would attain this objective.

- 11. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property and sales tax, in order to support the City's ongoing municipal operations.** The Reduced Retail and Industrial Intensity/No Cold Storage Alternative would have less building area than the Project, and thus it is anticipated it would not generate as much tax revenue as the Project. Therefore, the Reduced Retail and Industrial Intensity/No Cold Storage Alternative would not achieve this objective as effectively as the Project.

5.4 COMPARISON OF PROJECT ALTERNATIVES

Based on the preceding analysis, Table 5-8 compares the impacts of the alternatives with those of the Project. This table identifies whether the alternative results in: (1) a reduction of the impact; (2) a greater impact than the Project; or (3) a similar impact as the Project. The impact of the respective alternatives is identified followed parenthetically by the comparison to the impact of the Project.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the State CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or retail and industrial warehouse operations. There would be no impacts associated with a cumulatively considerable increase of VOC and NO_x (O₃ precursors) during operation, no cumulative impacts related to GHG emissions, and no VMT impacts. These impacts are considered significant and unavoidable for the Project. While this alternative would avoid the significant effects of the Project, it would not be consistent with the City's General Plan or PVCCSP, which anticipate development of the Project site, resulting in a potentially significant land use impact. Additionally, none of the Project objectives would be met.

With regard to the remaining development alternatives, the Increased School Buffer/Reduced Daily Trips Alternative is environmentally superior to the Project and the other build alternatives. As shown in Table 5-8, the Increased School Buffer/Reduced Daily Trips Alternative would have reduced impacts for more impact categories compared to the No Project/Development Pursuant to Existing PVCCSP Land Use Designations and Reduced Retail and Industrial Intensity/No Cold Storage. The reduction in impacts for the Increased School Buffer/Reduced Daily Trips Alternative is due to that fact that this alternative would reduce the physical impact area, expand the Project's currently proposed buffer between the proposed industrial use loading docks and the school uses to the south (approximately 365 feet for the west truck court dock doors and approximately 343 feet for the east truck court dock doors), and reduce vehicular trips due to the elimination of retail uses. Therefore, there would be a corresponding reduction in operational impacts, including criteria pollutant and GHG emissions. However, operational air quality, GHG, and VMT impacts would remain significant and unavoidable. The reduction in the size of the physical impact area building area reduces construction related impacts, including impacts to farmland and biological resources; however, the Project's impacts related to construction are less than significant

with implementation of the PVCCSP EIR mitigation measures and Project-level mitigation measures. For the other impact categories, the level of impact would be similar or slightly reduced as compared to the Project.

The Increased School Buffer/Reduced Daily Trips Alternative would attain most of the Project objectives, but not to the same extent as the Project as there would be no retail uses which would result in fewer amenities and services for residents, less employment generation, less economic development/benefit.

Table 5-8 Comparison of Alternatives to the Project

Impact Area	Project	No Project/ No Development (Alternative 1)	No Project/Development Pursuant to Existing PVCCSP Land Use Designations (Alternative 2)	Increased School Buffer/Reduced Daily Trips (Alternative 3)	Reduced Retail and Industrial Intensity/No Cold Storage (Alternative 4)
Aesthetics	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Agricultural Resources	LS	No Impact (less)	LS (similar)	LS (less)	LS (similar)
Air Quality					
Construction	LS	No Impact (less)	LS (similar)	LS (less)	LS (similar)
Operation	SU	No Impact (less)	SU (greater)	SU (less)	SU (less)
Biological Resources	LS	No Impact (less)	LS (similar)	LS (less)	LS (similar)
Cultural Resources	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Energy	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Geology and Soils	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Greenhouse Gas Emissions (Cumulative)	SU	No Impact (less)	SU (greater)	SU (less)	SU (less)
Hazards and Hazardous Materials	LS	No Impact (less)	SU (greater)	LS (similar)	LS (similar)
Hydrology and Water Quality	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Land Use and Planning	LS	LS (greater)	LS (similar)	LS (similar)	LS (similar)
Noise					
Construction	LS	No Impact (less)	LS (similar)	LS (less)	LS (similar)
Onsite Operations	LS	No Impact (less)	LS (less)	LS (less)	LS (similar)
Off-site Traffic-Related	LS	No Impact (less)	LS (greater)	LS (less)	LS (less)
Transportation (VMT)	SU	No Impact (less)	SU (similar)	SU (similar)	SU (similar)
Tribal Cultural Resources	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Utilities and Service Systems	LS	No Impact (less)	LS (similar)	LS (less)	LS (less)
LS: Less Than Significant, SU: Significant and Unavoidable					

6.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA) (State CEQA Guidelines) requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. It also sets forth general content requirements for environmental impact reports (EIRs). Potential significant effects of the proposed Ramona Gateway Project (Project); mitigation measures to address these effects and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.15 of this EIR. An analysis of alternatives is included in Section 5.0, Alternatives.

This section provides: (1) a summary of effects determined not to be significant, (2) identification of significant environmental effects that cannot be avoided if the Project is implemented, (3) identification of significant irreversible environmental changes that would result from implementing the Project, and (4) growth-inducing impacts of the Project.

6.1 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.” The Notice of Preparation (NOP) for this EIR, included in Appendix A, identified environmental issues for which it was determined the Project would result in no impact or less than significant impacts. This included the following topical issues: Mineral Resources, Population and Housing, Public Services (increased demand that would require the need for new or expanded facilities, the construction of which would result in physical environmental impacts), Recreation, and Wildfire.

6.1.1 MINERAL RESOURCES

Figure OS-6, Mineral Resource Zones, of the Riverside County General Plan for the area shows that the Project site is located within Mineral Resource Zone 3 (MRZ-3). MRZ-3 represents areas where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit cannot be evaluated from available data (Riverside County, 2015). In addition, the California DOC does not show oil, gas, or geothermal fields underlying the site; and no oil or gas wells are recorded on or near the site in the Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder (DOC, 2021). No sites within the City of Perris City limits have been designated as locally important mineral resource recovery sites in the City of Perris General Plan or the Riverside County General Plan (City of Perris, 2005; Riverside County, 2015). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur. No impacts related to mineral resources would result from the Project.

6.1.2 POPULATION AND HOUSING

The Project site is currently undeveloped and construction of the Project would not require the construction of replacement housing, and would not displace any existing housing or residents. The Project does not involve the development of residential uses and would not directly increase the resident population, but the Project would create jobs and increase employment in the City of Perris. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce

the growth-inducing effect of a Project. The Project would create temporary jobs during the construction phase. These temporary positions would be filled by workers who, for the most part, would already reside in the area; therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area.

Table 4.8-E, Development Intensity and Employment Projections, of the PVCCSP EIR, identifies average employment generation factors for the allowed development types identified in the PVCCSP. One employee per 1,030 sf is estimated for Light Industrial floor space and one employee per 500 sf is estimated for commercial uses. The Project consists of the construction and operation of up to 950,224 sf of warehouse uses, which are allowed under the Light Industrial PVCCSP land use designation, and 37,215 sf of retail uses, which are allowed under the Commercial Specific Plan land use designation. Based on the employment generation factors in the PVCCSP EIR, the Project could generate approximately 923 new industrial employees and 74 new retail employees (approximately 997 new jobs). The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area (see Table 4.8-E under Section 4.8, Land Use and Planning, and the discussion of “Growth Inducing Impacts” in Section 5 of the PVCCSP EIR). Therefore, the employment generation estimated for the Project (997 employees) represents approximately 1.8 percent of the total employment generation anticipated in the Specific Plan area. Further, this represents approximately 3.8 percent of the City’s projected employment base by 2045 as presented in the Southern California Association of Governments (SCAG) *Connect SoCal* (26,400 employees) (SCAG, 2020). Additionally, similar to the temporary construction jobs, it is anticipated that these new retail and industrial warehouse positions would be filled by workers who would already reside in the area. The Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project site and would involve improvements to adjacent roadways, consistent with the PVCCSP. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area.

6.1.3 PUBLIC SERVICES

The PVCCSP EIR Initial Study concluded that implementation of non-residential uses anticipated by the PVCCSP within the PVCCSP planning area would result in less than significant impacts to public services (City of Perris, 2009). In accordance with the State CEQA Guidelines, the Notice of Preparation (NOP) for this EIR was circulated for public review and comment and a public scoping meeting with the City of Perris Planning Commission was held; the NOP was transmitted to the agencies that provide public services to the Project site. No agencies that provide public services to the Project site provided NOP comments or comments at the EIR scoping meeting. As discussed in Section 2.0, Introduction, of this EIR, there were comments received at the EIR scoping meeting from the Perris Planning Commission and the public regarding potential Projects regarding the need to evaluate impacts to school uses south of the Project site, which include the Val Verde Unified School District (VVUSD) Val Verde Academy and Val Verde High School, and the Riverside County Office of Education (RCOE) Regional Learning Center. These school uses are further described in Section 4.11, Land Use and Planning, of this EIR. Potential impacts to these school uses during construction and operation are addressed throughout this EIR (e.g., potential air quality and health risk impacts are addressed in Section 4.3, potential noise impacts are addressed in Section 4.12, and transportation-related impacts are addressed in Section 4.13). Additionally, as outlined in the Section 2.0, Introduction, of this EIR, the City and the Project Applicant coordinated with the VVUSD and RCOE during the Project design process and have implemented Project changes and refinements to address the input received.

Appendix G of the State CEQA guidelines indicates that a significant impact to public services would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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 following public services: fire protection, police protection, schools, parks, and other public facilities. As identified in the NOP for this EIR, and presented below, the Project, which does not include residential development, would not result in the need for new or physically altered governmental facilities, and therefore would have a less than significant impact related to public services.

- **Fire Protection.** While implementation of the Project would not involve new residential uses or uses that would increase the City's population, the operation of the proposed industrial and retail buildings would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped site. California Department of Forestry and Fire Protection (CAL FIRE), under contract with Riverside County and operating as RCFD, provides fire prevention and suppression to the City of Perris. RCFD Station No.1 located at 210 W. San Jacinto Avenue and RCFD Station No. 90 at 333 Placentia Avenue exclusively serve the City of Perris. RCFD Station No. 1 is approximately 7.2 roadway miles southeast of the Project site. RCFD Station No. 90 is approximately 2.6 roadway miles southeast of the Project site. Other RCFD stations respond to emergency service calls in the City on an as-needed basis. The Project would create the typical range of service calls for industrial and retail developments. The Project would be designed in compliance with all applicable ordinances and standard conditions established by the RCFD and/or the City or State including, but not limited to those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Compliance with applicable regulations would be confirmed by the RCFD during its review of development plans to ensure it has the capacity to provide proper fire protection to the development. The development of the Project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, the Project Applicant would be required to pay North Perris Road and Bridge Benefit District (NPRBBD) fees, inclusive of the City's Development Impact Fee (DIF), which provides a funding source for construction of fire facilities as a result of impacts related to future growth in the City. The Project would not require the construction of new or expanded fire protection facilities; therefore, no physical impacts would result and the impact would be less than significant.
- **Police Protection.** While implementation of the Project would not involve new residential uses or uses that would increase the City's population, the operation of proposed industrial and retail buildings would increase the demand for police protection services at the currently undeveloped site. The City of Perris contracts with the Riverside County Sheriff Department (RCSD) for the provision of municipal police services in the City. The Project would be designed and operated in compliance with the standards provided within the City's Municipal Code, RCSD, and the PVCCSP for new development in regards to public safety. The Perris Police Station is located at 137 N. Perris Boulevard and is located approximately 4.2 roadway miles southeast of the Project site. Sheriff response times vary by time of day and priority of the call. Typical operational police protection services involved with the proposed industrial and retail uses include after-hours patrol, crime and traffic accident/collision responses, and calls for service. The Project Applicant would be required to contribute DIF fees which would ensure the Project provides fair share funds for

the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. Therefore, the Project's incremental demand for sheriff protection services would be less than significant with the Project's mandatory payment of DIF fees. The Project would not require the construction of new or expanded police protection facilities; therefore, no physical impacts would result and the impact would be less than significant.

- **Schools.** The Project site is located with the Val Verde Unified School District (VVUSD). This school district is comprised of 22 schools serving pre-kindergarten through 12th grade. Based on review of the VVUSD attendance boundary maps, the Project site is within the attendance for the following schools: Val Verde Elementary School (kindergarten through 6th grade), Lakeside Middle School (7th and 8th grades), and Rancho Verde High School (9th through 12th grades) (VVUSD, 2018). As previously identified, Val Verde High School (Alternative High School – 9th through 12th grades), Val Verde Academy (kindergarten through 12th grade enrolled), and the RCOE Regional Learning Center (6th through 12th grades), which are adjacent to and south of the Project site, provide alternative educational opportunities for VVUSD students.

The Project, which involves the development of non-residential uses, would not directly create a source of students, as the Project does not involve the development of residential land uses. Therefore, there would be no increase in demand for school services, and there would be no need for new or expanded school facilities; therefore, no physical impacts would result. Additionally, appropriate developer impact fees, as required by State law, shall be assessed, and paid to the school district. With the payment of these required fees and with no additional students generated from the Project, there would be a less than significant impact to school services.

- **Parks.** The City of Perris Community Services Department provides community services and recreational and leisure time opportunities and is responsible for the planning, development, and maintenance of the City's parks and recreational facilities. The Project site currently does not contain any parkland or recreational facilities. The nearest park is Paragon Park, located approximately 1.8 miles southeast, and includes the following amenities: basketball court, fitness equipment, parking lot, picnic tables, playground, restrooms, sheltered picnic tables, and skate park (City of Perris, 2022). The Project does not propose the development of any type of residential land use or other use that would result in a direct increase in the City's population or demand for park services. The Project would not require the construction of new or expanded park facilities; therefore, no physical impacts would result and the impact would be less than significant. However, as required by the City of Perris, the Project Applicant would be required to pay applicable Development Impact Fees, including fees for community amenities.
- **Other Public Facilities.** Residents of the City of Perris are provided library services through the Riverside County Library System (RCLS). As identified in the PVCCSP EIR IS, development of non-residential uses, including the industrial and retail uses proposed as part of the Project, would not directly increase the demand for library or other public services as no new residential uses would be developed and there would be no direct increase in population (City of Perris, 2009). However, as required by the City of Perris, the Project Applicant would be required to pay applicable Development Impact Fees, including fees for community amenities and government facilities. The Project would not require the construction of new or expanded library facilities of

other public facilities; therefore, no physical impacts would result and the impact would be less than significant.

6.1.4 RECREATION

As identified above, the City's Community Services Department is responsible for recreational facilities in the City. The Project would not include a residential use or other use that would directly increase the City's population and the demand for recreational facilities. As identified in the PVCCSP EIR IS, the City requires that large projects provide an on-site recreational amenity. As required by Section 8.2 of the PVCCSP, the Project would provide employee amenities. Therefore, the Project would not result in or accelerate the physical deterioration of existing neighborhood or regional parks or recreational facilities. Further, the physical impacts associated with construction and operation of the on-site amenities are addressed throughout the analysis presented in this EIR. Impacts would be less than significant and no additional impacts would result.

6.1.5 WILDFIRE

According to Exhibit S-5, Wildfire Hazards, of the City General Plan Safety Element, the Project site is not located in or near an area identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ) (City of Perris, 2022b). The California Department of Forestry and Fire Protection's (CalFire) Fire and Resources Assessment Program (FRAP) also indicates that the Project area is not located in a VHFHSZ of the City (CalFire, 2022). The Project area is located within the limits of the City of Perris, and is therefore not within a State Responsibility Area (SRA), which is the land where the State of California is financially responsible for the prevention and suppression of wildfires. Further, as previously identified, the NOP for this EIR was sent to CalFire and they did not have comments on the scope of the EIR. The Project would have no impacts related to wildfires.

6.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

Section 15126.2(b) of the State CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental impacts of the Project are discussed in Sections 4.1 through 4.15 of this EIR, as applicable. With incorporation of applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, impacts related to the following topical issues would be less than significant: Aesthetics, Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Tribal Cultural Resources, and Utilities and Services Systems.

Even with incorporation of the applicable PVCCSP EIR mitigation measures and Project-level mitigation measures, the Project would result in the following significant and unavoidable impacts. No mitigation measures are feasible to reduce these potentially significant project and cumulative impacts to a less than significant level. Therefore, adoption of a Statement of Overriding Considerations is required.

- **Cumulatively Considerable Increase in Criteria Pollutant During Operation.** Maximum daily emissions from Project operations would exceed the South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds for nitrogen oxides (NOx) and volatile organic compounds (VOC) and even with implementation of PVCCSP EIR mitigation measures and

Project-specific mitigation measures cannot be effectively reduced to a level below SCAQMD thresholds. Over 85% of operational-source VOC emissions would be generated from the use of consumer products and mobile activities, and mobile source emissions alone would exceed the regional significance threshold for VOCs. Similarly, over 90% of operational-source NO_x emissions would be generated from the mobile activities. NO_x and VOC are ozone (O₃) precursors, and O₃ is a nonattainment pollutant. There are no additional feasible mitigation measures beyond those identified in Section 4.3, Air Quality, of this EIR, that would reduce the project's NO_x and VOC emissions to a less than significant level. Therefore, the Project's operational air quality impacts are significant and unavoidable relative to NO_x and VOC emissions, and the Project would result in a cumulatively considerable net increase in a criteria pollutant for which the Project region is in non-attainment, which is a significant and unavoidable impact.

- **Cumulative Greenhouse Gas (GHG) Emissions.** The Project's GHG emissions would exceed the 3,000 million tons of carbon dioxide equivalent per year (MTCO₂e/year) threshold used for this analysis. There are no additional feasible mitigation measures beyond those identified in Section 4.8, Greenhouse Gas Emissions, of this EIR, that would reduce the project's GHG emissions to a less than significant level. Therefore, this impact would be cumulatively considerable and significant and unavoidable.
- **Project and Cumulative Vehicle Miles Traveled (VMT) (Transportation).** Based on the City's VMT screening assessment, the local-serving land use screening criteria is met for the Project's retail component, and these uses would have a less than significant VMT impact. However, the Project is located in a traffic analysis zone (TAZ) with a VMT per employee of 12.02. This exceeds the citywide average of 11.62 VMT per employee; therefore, the industrial component VMT impact is potentially significant. There is a mitigation requirement of 3.33% reduction to adequately mitigate the VMT impacts of the Project's TAZ to below the City's impact threshold. Identified measures to reduce this impact include the construction of pedestrian facilities, which are being implemented as part of the Project, and implementation of a commute trip reduction program. While these measures would reduce VMT by more than the required 3.3%, the actual amount of VMT reduction from these measures cannot be guaranteed, and the Project would have a significant and unavoidable Project-level and cumulative VMT impact.

6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a Project. Specifically, Section 15126.2(d) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses.
- The project would involve a large commitment of nonrenewable resources.
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project.
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. The Project area has historically been used for agricultural purposes. However, the City's General Plan and the PVCCSP anticipate that the Project site will eventually support uses that would generate jobs and revenue while expanding the availability of goods and services. Additionally, the Project would permanently alter the site by converting the undeveloped property to urban uses. This is a significant irreversible environmental change that would occur because of Project implementation. Because no significant mineral resources were identified within the Project limits, no significant impacts related to these issues would result from development of the Project.

Construction and long-term operation of the Project would require the commitment and reduction of nonrenewable and/or slowly renewable resources, including petroleum fuels and natural gas (for vehicle emissions, construction, lighting, heating, and cooling of structures) as well as lumber, sand/gravel, steel, copper, lead, and other metals (for use in building construction, piping, and roadway infrastructure). Other resources that are slow to renew and/or recover from environmental stressors would also be impacted by Project implementation, such as air quality (through the combustion of fossil fuels and production of greenhouse gases) and water supply (through the increased demands for potable water for drinking, cleaning, landscaping, and general maintenance needs). However, their use is not expected to negatively impact the availability of these resources, as development of the Project site and long-term operation of non-residential uses was anticipated by the PVCCSP, which indicates that the City anticipates growth.

An increased commitment of public services (e.g., police, fire, sewer, and water services) would also be required. Project development is an irreversible commitment of the land, energy resources, and public services. After the 50- to 75-year structural lifespan of the building is reached, it is improbable that the site would revert to its current use due to the large capital investment that will already have been committed.

6.4 GROWTH INDUCING IMPACTS

CEQA requires a discussion of ways in which the Project could be growth inducing. The State CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment (State CEQA Guidelines, Section 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

To address this issue, potential growth-inducing effects are examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this EIR.

- 1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development)?** As identified in Section 5.0, Other CEQA Topics, of the PVCCSP EIR, the City of Perris General Plan EIR concludes that new development in the City would require extension and upgrading of major infrastructure (e.g., sewer and water facilities, storm drains, roadways, and dry utilities), and the indirect extension of infrastructure represents a significant impact. The Project involves the development of non-residential uses within the PVCCSP planning area, and would not involve the construction of any major roadways or infrastructure that are not already planned in the City General Plan or PVCCSP to accommodate anticipated growth. Further, existing utility infrastructure and facilities are available adjacent to or in proximity to the site. New utility infrastructure would be required to serve the proposed development and connect to existing utilities. The utility infrastructure would be sized and located expressly to serve the proposed development and would not therefore induce growth in the Project vicinity.
- 2. Would this project result in the need to expand one or more public services to maintain desired levels of service?** The Project would not necessitate the expansion of existing public service facilities to maintain desired levels of service. If these facilities or associated resources do need to be expanded, funding mechanisms are in place through existing regulations and standard practices to accommodate such growth. This Project would not, therefore, have significant growth inducing consequences with respect to public services.
- 3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?** A project could indirectly induce

growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. Additional commercial uses may be drawn to the area by the increased number of residents in the area because of a project. However, it is expected that any such development would occur consistent with planned growth identified in the City's General Plan.

The extent to which the new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a project. The Project consists of the construction and operation of an industrial warehouse building and retail uses as further described in Section 3.0, Project Description, of this EIR. As identified in Section 6.1.2 above, based on the employment generation factors used in the PVCCSP EIR for industrial and commercial uses, it is estimated that the Project could generate approximately 997 new jobs. The PVCCSP EIR estimates that implementation of the land uses allowed under the PVCCSP would result in the generation of approximately 56,087 jobs/employees in the area. As further described in Section 5.0, Alternatives, of this EIR, it is estimated that development of the Project pursuant to the existing PVCCSP land use designations (Commercial and Business Professional Office) could generate approximately 1,521 new jobs. Therefore, the employment generation estimated for the Project (approximately 997 jobs) represents approximately 1.8 percent of the total employment generation anticipated in the PVCCSP planning area, and less employment than anticipated under the current land use designations for the Project site. Additionally, it is anticipated that these new warehouse/distribution and commercial positions would be filled by workers who would already reside in the region. Consistent with the conclusions of the PVCCSP EIR, operation of the Project would not generate a permanent increase in population within the City and would not increase the demand for additional goods and services.

- 4. Would approval of this project involve some precedent setting action that could encourage and facilitate other activities that could significantly affect the environment?** The City of Perris General Plan land use and Zoning designation for the Project site is "PVCCSP". The PVCCSP land use designation for the Project site is BPO and Commercial. As described in Section 3.0, Project Description, the Project involves an amendment to the PVCCSP to change the land use designation for the industrial component of the Project from BPO and Commercial to Light Industrial. Amendments to the PVCCSP are allowed pursuant to the provisions outlined in Section 13, Implementation and Administrative Process, of the PVCCSP, and the proposed industrial use is an allowed use under the PVCCSP Light Industrial land use designation. Additionally, no changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, fire codes) are proposed or required to implement this Project. The PVCCSP EIR mitigation measures have been identified in Sections 4.1 through 4.15 of this EIR to ensure that implementation of the Project complies with all applicable City plans, policies, and ordinances to ensure that no conflicts with adopted land development regulations occur and that environmental impacts are minimized. Therefore, the Project does not propose any precedent-setting actions that, if approved, would specifically allow, or encourage other projects and resultant growth to occur.

6.5 REFERENCES

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