

Draft Environmental Impact Report

SCH No. 2021120497

First March Logistics Project



Lead Agency:

City of Perris

135 North "D" Street
Perris CA, 92570

April 2023

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TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
1.0 Executive Summary.....	1-1
1.1 Introduction.....	1-1
1.2 Project Location and Setting.....	1-1
1.3 Project Description.....	1-2
1.3.1 <i>Project Alternatives</i>	1-2
1.4 Issues to be Resolved	1-2
1.5 Areas of Controversy	1-3
1.6 Summary of Significant Environmental Impacts.....	1-3
2.0 Introduction.....	2-1
2.1 Purpose of the EIR	2-1
2.2 Type of EIR.....	2-2
2.2.1 <i>Review of an EIR</i>	2-3
2.3 Scope of this EIR.....	2-3
2.3.1 <i>Scoping Process</i>	2-3
2.3.2 <i>Effects Found Not to be Significant</i>	2-6
2.3.3 <i>Potentially Significant Impacts of the Proposed Project Addressed in this EIR</i>	2-6
2.4 Incorporation by Reference.....	2-6
2.5 Public Review of the Draft EIR.....	2-7
2.6 References	2-8
3.0 Project Description	3-1
3.1 Introduction.....	3-1
3.2 Project Background	3-1
3.3 Project Location.....	3-2
3.4 Environmental Setting.....	3-2
3.5 Project Objectives.....	3-5
3.6 Project Components	3-7
3.6.1 <i>Proposed Industrial Buildings 1 & 2</i>	3-8
3.6.2 <i>Vehicular and Non-Vehicular Circulation and Parking</i>	3-17
3.6.3 <i>Landscape, Screen Walls, Hardscape, and Lighting</i>	3-19

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
3.6.4 <i>Utilities and Infrastructure</i>	3-21
3.6.5 <i>Operational Characteristics</i>	3-25
3.6.6 <i>Construction Activities</i>	3-26
3.7 Summary of Requested Actions.....	3-33
3.8 References.....	3-36
4.0 Environmental Impact Analysis.....	4-1
4.0.1 Introduction to the Environmental Analysis.....	4-1
4.0.2 Mitigation Program.....	4-2
4.0.3 Assumptions Regarding Cumulative Impacts.....	4-3
4.0.4 References.....	4-4
4.1 Aesthetics.....	4.1-1
4.1.1 <i>Existing Setting</i>	4.1-1
4.1.2 <i>Existing Policies and Regulations</i>	4.1-7
4.1.3 <i>Thresholds of Significance</i>	4.1-7
4.1.4 <i>Environmental Impacts</i>	4.1-8
4.1.5 <i>Cumulative Impacts</i>	4.1-19
4.1.6 <i>References</i>	4.1-20
4.2 Agriculture and Forestry Resources.....	4.2-1
4.2.1 <i>Existing Setting</i>	4.2-1
4.2.2 <i>Existing Policies and Regulations</i>	4.2-7
4.2.3 <i>Thresholds of Significance</i>	4.2-10
4.2.4 <i>Environmental Impacts</i>	4.2-11
4.2.5 <i>Cumulative Impacts</i>	4.2-15
4.2.6 <i>References</i>	4.2-16
4.3 Air Quality.....	4.3-1
4.3.1 <i>Existing Setting</i>	4.3-1
4.3.2 <i>Existing Policies and Regulations</i>	4.3-10
4.3.3 <i>Methods</i>	4.3-18
4.3.4 <i>Thresholds of Significance</i>	4.3-20
4.3.5 <i>Environmental Impacts</i>	4.3-22

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
4.3.6 <i>Cumulative Impacts</i>	4.3-45
4.3.7 <i>References</i>	4.3-46
4.4 Biological Resources	4.4-1
4.4.1 <i>Existing Setting</i>	4.4-1
4.4.2 <i>Existing Policies and Regulations</i>	4.4-10
4.4.3 <i>Methods</i>	4.4-15
4.4.4 <i>Thresholds of Significance</i>	4.4-17
4.4.5 <i>Environmental Impacts</i>	4.4-18
4.4.6 <i>Cumulative Impacts</i>	4.4-29
4.4.7 <i>References</i>	4.4-30
4.5 Cultural Resources	4.5-1
4.5.1 <i>Existing Setting</i>	4.5-1
4.5.2 <i>Existing Policies and Regulations</i>	4.5-6
4.5.3 <i>Thresholds of Significance</i>	4.5-8
4.5.4 <i>Environmental Impacts</i>	4.5-8
4.5.5 <i>Cumulative Impacts</i>	4.5-15
4.5.6 <i>References</i>	4.5-16
4.6 Energy	4.6-1
4.6.1 <i>Existing Setting</i>	4.6-1
4.6.2 <i>Existing Policies and Regulations</i>	4.6-7
4.6.3 <i>Methods</i>	4.6-9
4.6.4 <i>Thresholds of Significance</i>	4.6-10
4.6.5 <i>Environmental Impacts</i>	4.6-10
4.6.6 <i>Cumulative Impacts</i>	4.6-17
4.6.7 <i>References</i>	4.6-17
4.7 Geology and Soils.....	4.7-1
4.7.1 <i>Existing Setting</i>	4.7-1
4.7.2 <i>Existing Policies and Regulations</i>	4.7-3
4.7.3 <i>Thresholds of Significance</i>	4.7-5
4.7.4 <i>Environmental Impacts</i>	4.7-6

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
4.7.5 Cumulative Impacts.....	4.7-15
4.7.6 References.....	4.7-16
4.8 Greenhouse Gas Emissions	4.8-1
4.8.1 Existing Setting	4.8-1
4.8.2 Existing Policies and Regulations.....	4.8-7
4.8.3 Thresholds of Significance	4.8-13
4.8.4 Environmental Impacts.....	4.8-15
4.8.5 Cumulative Impacts.....	4.8-28
4.8.6 References.....	4.8-28
4.9 Hazards and Hazardous Materials.....	4.9-1
4.9.1 Existing Setting	4.9-2
4.9.2 Existing Policies and Regulations.....	4.9-5
4.9.3 Thresholds of Significance	4.9-12
4.9.4 Environmental Impacts.....	4.9-13
4.9.5 Cumulative Impacts.....	4.9-22
4.9.6 References.....	4.9-23
4.10 Hydrology and Water Quality	4.10-1
4.10.1 Existing Setting	4.10-1
4.10.2 Existing Policies and Regulations.....	4.10-3
4.10.3 Thresholds of Significance	4.10-9
4.10.4 Environmental Impacts.....	4.10-10
4.10.5 Cumulative Impacts.....	4.10-27
4.10.6 References.....	4.10-28
4.11 Land Use and Planning	4.11-1
4.11.1 Existing Setting	4.11-1
4.11.2 Existing Policies and Regulations.....	4.11-2
4.11.3 Thresholds of Significance	4.11-5
4.11.4 Environmental Impacts.....	4.11-5
4.11.5 Cumulative Impacts.....	4.11-23
4.11.6 References.....	4.11-24

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
4.12 Noise	4.12-1
4.12.1 Existing Setting	4.12-1
4.12.2 Existing Policies and Regulations.....	4.12-7
4.12.3 Thresholds of Significance	4.12-10
4.12.4 Environmental Impacts.....	4.12-11
4.12.5 Cumulative Impacts.....	4.12-25
4.12.6 References.....	4.12-26
4.13 Public Services	4.13-1
4.13.1 Existing Setting	4.13-1
4.13.2 Existing Policies and Regulations.....	4.13-1
4.13.3 Thresholds of Significance	4.13-2
4.13.4 Environmental Impacts.....	4.13-3
4.13.5 Cumulative Impacts.....	4.13-6
4.13.6 References.....	4.13-6
4.14 Transportation	4.14-1
4.14.1 Existing Setting	4.14-2
4.14.2 Existing Policies and Regulations.....	4.14-7
4.14.3 Thresholds of Significance	4.14-10
4.14.4 Environmental Impacts.....	4.14-11
4.14.5 Cumulative Impacts.....	4.14-30
4.14.6 References.....	4.14-33
4.15 Tribal Cultural Resources	4.15-1
4.15.1 Existing Setting	4.15-1
4.15.2 Existing Policies and Regulations.....	4.15-3
4.15.3 Thresholds of Significance	4.15-5
4.15.4 Environmental Impacts.....	4.15-6
4.15.5 Cumulative Impacts.....	4.15-11
4.15.6 References.....	4.15-11
4.16 Utilities and Service Systems.....	4.16-1
4.16.1 Existing Setting	4.16-1

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
4.16.2 Existing Policies and Regulations.....	4.16-5
4.16.3 Thresholds of Significance	4.16-7
4.16.4 Environmental Impacts.....	4.16-8
4.16.5 Cumulative Impacts.....	4.16-16
4.16.6 References.....	4.16-18
5.0 Alternatives	5-1
5.1 Introduction.....	5-1
5.1.1 Summary of the Project.....	5-2
5.1.2 Project Objectives	5-3
5.1.3 Summary of Proposed Project Significant And Unavoidable Impacts	5-4
5.2 Alternatives Considered but Not Carried Forward for Further Analysis	5-4
5.2.1 Alternative Site.....	5-5
5.2.2 Jurisdictional Area Impact Reduction/Avoidance Alternative	5-6
5.2.3 Farmland Avoidance Alternative.....	5-7
5.3 Alternative Analysis	5-8
5.3.1 Alternative 1: No Project/No Development Alternative.....	5-8
5.3.2 Alternative 2: Reduced Intensity Alternative	5-12
5.4 Comparison of Project Alternatives.....	5-20
5.5 Environmentally Superior Alternative	5-20
5.6 References	5-22
6.0 Other CEQA considerations.....	6-1
6.1 Effects Determined Not to be Significant.....	6-1
6.1.1 Mineral Resources	6-1
6.1.2 Population and Housing	6-2
6.1.3 Public Services	6-2
6.1.4 Recreation.....	6-3
6.1.5 Wildfire.....	6-3
6.2 Significant and Unavoidable Environmental Effects	6-4
6.3 Significant Irreversible Environmental Effects	6-4

TABLE OF CONTENTS

<u>Section Name and Number</u>	<u>Page</u>
6.4 Growth Inducing Impacts	6-6
6.5 References	6-9
7.0 List of EIR Preparers	7-1
7.1 Lead Agency.....	7-1
7.2 Consultants Involved in the Preparation of the EIR	7-1
7.3 Persons Consulted/Written Or Verbal Communication.....	7-2

LIST OF FIGURES

<u>Figure Number and Title</u>	<u>Page</u>
Figure 3-1 Regional and Local Vicinity Map	3-3
Figure 3-2 Aerial Photograph	3-4
Figure 3-3 Existing PVCCSP Land Use Designation.....	3-6
Figure 3-4 Overall Site Plan.....	3-9
Figure 3-5 Conceptual Site Plan - Building 1.....	3-10
Figure 3-6 Conceptual Site Plan - Building 2.....	3-11
Figure 3-7 Conceptual Building Elevations - Building 1	3-13
Figure 3-8 Conceptual Building Elevations - Building 2	3-14
Figure 3-9 Conceptual Colored Elevations - Building 1	3-15
Figure 3-10 Conceptual Colored Elevations - Building 2	3-16
Figure 3-11 Conceptual Landscape Plan	3-20
Figure 3-12 Screen Wall and Fence Plan - Part 1	3-22
Figure 3-13 Screen Wall and Fence Plan - Part 2.....	3-23
Figure 3-14 Conceptual Grading Plan - Phase 1.....	3-29
Figure 3-15 Conceptual Grading Plan - Phase 2.....	3-30
Figure 3-16 Conceptual Drainage Plan	3-31
Figure 3-17 Site Sections.....	3-32
Figure 3-18 Tentative Parcel Map.....	3-35
Figure 4.1-1 Natural Landforms	4.1-3
Figure 4.1-2 Site Photo from Natwar Lane Looking Northwest.....	4.1-4
Figure 4.1-3 Site Photos from Natwar Lane Looking Southwest	4.1-5
Figure 4.1-4 Site Photo from Natwar Lane Looking Northwest.....	4.1-6
Figure 4.2-1 Zone of Influence	4.2-3
Figure 4.2-2 FMMP Farmlands Map	4.2-4
Figure 4.2-3 Soils Map.....	4.2-5
Figure 4.3-1 Sensitive Receptor Locations – Phase 1.....	4.3-8
Figure 4.3-2 Sensitive Receptor Locations – Phase 2.....	4.3-9
Figure 4.3-3 Modeled Onsite Emission Sources	4.3-39
Figure 4.3-4 Modeled Offsite Emission Sources	4.3-40
Figure 4.4-1 Existing Vegetation Communities	4.4-3

LIST OF FIGURES

<u>Figure Number and Title</u>	<u>Page</u>
Figure 4.4-2 Burrowing Owl Survey Area Map	4.4-5
Figure 4.4-3 Corps/RWQCB Jurisdictional Delineation Map	4.4-7
Figure 4.4-4 CDFW Jurisdictional Delineation/MSHCP Riparian Riverine Map	4.4-9
Figure 4.10-1 Proposed Post-Development Hydrology Map – Building 1	4.10-21
Figure 4.10-2 Proposed Post-Development Hydrology Map - Building 2.....	4.10-22
Figure 4.12-1 Noise Measurement Locations	4.12-3
Figure 4.12-2 Construction Activities and Receiver Locations.....	4.12-5
Figure 4.12-3 Receiver Locations	4.12-6
Figure 4.12-4 Operational Noise Source Locations.....	4.12-16
Figure 4.14-1 Existing Circulation System	4.14-3
Figure 4.14-2 City of Perris Truck Route Plan.....	4.14-4
Figure 4.14-3 Existing Transit Routes.....	4.14-5
Figure 4.14-4 Existing Bicycle and Pedestrian Facilities	4.14-6
Figure 4.14-5 Project (Passenger Cars) Trip Distribution.....	4.14-19
Figure 4.14-6 Project (Truck) Trip Distribution	4.14-20
Figure 4.14-7 Cumulative Development Location Map.....	4.14-32

LIST OF TABLES

<u>Table Number and Title</u>	<u>Page</u>
Table 1-1 Summary of Environmental Impacts for the Project.....	1-5
Table 2-1 Notice of Preparation Comments Received	2-4
Table 3-1 Buildings 1 and 2 Summary	3-12
Table 3-2 Construction Duration	3-26
Table 3-3 Construction Equipment Assumptions	3-28
Table 3-4 Project Related Approvals/Permits	3-33
Table 4.2-1 Project Site Soils Summary	4.2-7
Table 4.2-2 California LESA Model Scoring Thresholds	4.2-11
Table 4.2-3 LESA Score Sheet.....	4.2-14
Table 4.3-1 California and National Ambient Air Quality Standards	4.3-3
Table 4.3-2 Project Area Air Quality Monitoring Summary (2018-2020).....	4.3-6
Table 4.3-3 Attainment Status of Criteria Pollutants in the SoCAB	4.3-6
Table 4.3-4 Maximum Daily Regional Emissions Thresholds.....	4.3-21
Table 4.3-5 Maximum Daily Localized Construction Emissions Thresholds.....	4.3-21
Table 4.3-6 Maximum Daily Localized Operational Emissions Thresholds.....	4.3-22
Table 4.3-7 Construction Emissions Summary	4.3-29
Table 4.3-8 Summary of Peak Operational Emissions.....	4.3-30
Table 4.3-9 Summary of Potential Overlap of Construction Operational Emissions	4.3-32
Table 4.3-10 Localized Construction Emissions Summary	4.3-35
Table 4.3-11 Localized Operations Emissions Summary	4.3-36
Table 4.3-12 DPM Emissions from Project Trucks (2024 Analysis Year).....	4.3-38
Table 4.6-1 Total Electricity System Power (California 2018)	4.6-2
Table 4.6-2 SCE 2019 Power Content Mix	4.6-4
Table 4.6-3 Total Project-Generated Traffic Annual Fuel Consumption (All Vehicles).....	4.6-13
Table 4.6-4 Project Annual Operational Energy Demand Summary	4.6-14
Table 4.9-1 Regulatory Databases Search	4.9-3
Table 4.9-2 Building Average Land Use Intensity Calculation.....	4.9-19
Table 4.9-3 Single-Arce Land Use Intensity Calculation	4.9-19
Table 4.10-1 Receiving Waters Tributary to the Project Site.....	4.10-5
Table 4.10-2 Construction Activity Best Management Practices	4.10-15

LIST OF TABLES

<u>Table Number and Title</u>	<u>Page</u>
Table 4.10-3 Permanent and Operational Source Control BMPs	4.10-17
Table 4.11-1 Building Average Land Use Intensity Calculation	4.11-8
Table 4.11-2 Single-Acre Land Use Intensity Calculation	4.11-8
Table 4.11-3 SCAG Policy Consistency Analysis	4.11-9
Table 4.11-4 City of Perris General Plan Consistency Analysis	4.11-12
Table 4.12-1 24-Hour Ambient Noise Level Measurements	4.12-4
Table 4.12-2 Existing Without Project Conditions Noise Contours	4.12-4
Table 4.12-3 Noise Ordinance Property Line Sound Level Noise Limits	4.12-9
Table 4.12-4 Construction Noise Level Compliance	4.12-15
Table 4.12-5 Operational Noise Level Compliance (L_{max})	4.12-17
Table 4.12-6 Operational Noise Level Compliance (CNEL)	4.12-19
Table 4.12-7 Project Daytime Noise Level Contributions (dBA L_{eq})	4.12-19
Table 4.12-8 Project Nighttime Noise Level Contributions (dBA L_{eq})	4.12-20
Table 4.12-9 Existing Conditions with Project (Phase 1) Traffic Noise Impacts	4.12-21
Table 4.12-10 Existing Conditions with Project (Phase 1+2) Traffic Noise Impacts	4.12-22
Table 4.12-11 EAC (2023) Conditions with Project Traffic Noise Impacts	4.12-22
Table 4.12-12 EAC (2025) with Project Traffic Noise Impacts	4.12-23
Table 4.12-13 Construction Equipment Vibration Levels	4.12-24
Table 4.14-1 Trip Generation Summary	4.14-18
Table 4.14-2 City of Perris General Plan Consistency Analysis	4.14-22
Table 4.14-3 TDM Strategies	4.14-27
Table 5-1 Comparison of Alternatives to the Project	5-21

APPENDICES

Appendix A	Notice of Preparation (NOP) and NOP Comment Letters
Appendix B	Air Quality Impact Analysis Health Risk Assessment
Appendix C	Biological Resources Technical Report Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis
Appendix D	Phase I Cultural Resources Survey
Appendix E	Energy Analysis
Appendix F	Geotechnical Investigation Building 1 Geotechnical Investigation Building 2 Paleontological Assessment
Appendix G	Greenhouse Gas Analysis
Appendix H	Phase I Environmental Site Assessment Building 1 Phase I Environmental Site Assessment Building 2 Federal Aviation Administration Aeronautical Studies
Appendix I	Preliminary Hydrology Calculation Building 1 Preliminary Hydrology Calculation Building 2 Preliminary Water Quality Management Plan Building 1 Preliminary Water Quality Management Plan Building 2
Appendix J	Noise Impact Analysis
Appendix K	Traffic Impact Analysis Vehicle Miles Travel (VMT) Analysis

ACRONYMS, ABBREVIATIONS, AND UNITS OF MEASURE

<u>Acronym</u>	<u>Definition</u>
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 341	Assembly Bill 341
AB 617	Community Air Protection Program
AB 939	California Solid Waste Integrated Management Act
AB 1327	California Solid Waste Reuse and Recycling Act
AB 1493	Pavley Fuel Efficiency Standards
AB 1500	Assembly Bill 1500
AB 2588	Information and Assessment Act of 1987
AB 2595	California Clean Air Act
ACOE	Army Corps of Engineers
A.D.	Anno Domini
ADA	Americans with Disabilities Act
ADOE	Archaeological Determinations of Eligibility
ADP	Area Drainage Plan
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AGR	Agricultural Supply
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zone
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMR	American Medical Response
AMSL	Above Mean Sea Level
AOZ	Airport Overlay Zone
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APE	Area of Potential Effect
APS	Alternative Planning Strategy
APN	Assessor Parcel Number
APZ	Accidental Potential Zone
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BACM	Best Available Control Measure

BFSA	Brian F. Smith and Associates
bgs	Below ground surface
bhp	Brake Horsepower
BMPs	Best Management Practices
BTS	Backbone Transmission System
BTU	British Thermal Unit
C ₂ Cl ₄	Benzene
C ₂ F ₆	Hexafluoroethane
C ₂ H ₆	Ethane
C ₂ H ₃ Cl	Vinyl Chloride
CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod™	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	Title 24 California Green Building Standards Code
CalFire	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAPP	Community Air Protection Program
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFCs	Chlorofluorocarbons
CF ₄	Tetrafluoromethane
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geologic Survey
CHBI	Caltrans Historic Bridge Inventory
CH ₄	Methane
CHF _s	Fluoroform

CH ₂ FCF	1,1,1,2-tetrafluoroethane
CH ₃ CHF ₂	1,1-difluoroethane
CH ₂ O	Formaldehyde
CIDH	Cast-in -Drilled-Hole
CIWMB	California Integrated Waste Management Board
CLOMR	Conditional Letter of Map Revision
CMA	Congestion Management Areas
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
COG	Council of Governments
Corps	United States Army Corps of Engineers
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CPUC	California Public Utilities Commission
CRA	Colorado River Aqueduct
CRECs	Controlled Recognized Environmental Conditions
CRHR	California Register of Historic Places
Cr(VI)	Hexavalent Chromium
CTC	California Transportation Commission
CTP	Clean Truck Program
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
CWC	California Water Code
CY	Cubic Yards
DAMP	Drainage Area Management Plan
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DDT	Dichlorodiphenyltrichloroethane
DIF	Development Impact Fee
DMA	Drainage Management Area
DMV	Department of Motor Vehicles
DOC	California Department of Conservation
DOF	California Department of Finance
DOGGR	Division of Oil, Gas, and Geothermal Resources
DOSH	Division of Occupational Safety and Health
DPM	Diesel Particulate Matter
DPR	Development Plan Review
DTSC	Department of Toxic Substances Control

DWR	Department of Water Resources
E	Erosion
EAC	Existing plus Ambient plus Cumulative
e.g.	exempli gratia (for example)
EI	Expansion Index
EIA	Energy Information Administration
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EMWD	Eastern Municipal Water District
EO	Executive Order
ESA	Endangered Species Act
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Firm Access Rights
FAR	Floor Area Ratio
FAR	Federal Aviation Regulations
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resources Assessment Program
FTA	Federal Transit Association
FWQMP	Final Water Quality Management Plan
G	Grams
Gal	Gallon
GCC	Global Climate Change
Gg	Gigagrams
GHG	Greenhouse Gas
GIS	Geographic Information System
GLA	Glenn Lukos Associates, Inc.
gpd	Gallons per Day
GO-Biz	Governor's Office of Business and Economic Development
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
GVWR	Gross Vehicle Weight Rating
GWh	Gigawatt Hours
GWP	Global Warming Potential

HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCM	Hazard Management Consulting, Inc.
HCLP	High Volume Low Pressure
HCP	Habitat Conservation Plan
HDPE	High Density Polyethylene
HDT	Heavy-Duty Trucks
HFCs	Hydrofluorocarbons
HHDT	Heavy-Heavy Duty Trucks
HI	Hazard Index
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
HOV	High Occupancy Vehicle
Hp	Horsepower
HPDF	Historic Property Data File
HPLV	High Pressure Low Volume
Hr	Hour
HRA	Health Risk Assessment
HREC	Historical Recognized Environmental Conditions
HSJ	Hemet/San Jacinto
HSWA	Hazardous and Solid Waste Amendments
HWCL	Hazardous Waste Control Law
I-215	Interstate 215
i.e.	that is
IBank	California Infrastructure and Economic Development Bank
IBC	International Building Code
IEPR	Integrated Energy Policy Report
IPCC	Intergovernmental Panel on Climate Change
IPM	Integrated Pest Management
IRP	Installation Restoration Program
ISO	California Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
JPA	Joint Powers Authority
JPR	Joint Project Review
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour

L	Farmland of Local Importance
LACM	Los Angeles County Museum
lbs	pounds
LCC	Land Capability Classification
LCD	Liquid Crystal Display
LDA	Light duty autos
Ldn	Day-Night Average Noise Level
LDT	Light duty trucks
LE	Land Evaluation
LESA	Land Evaluation and Site Assessment
Leq	Equivalent Continuous Sound Level
LHDT	Light-Heavy Duty Trucks
LID	Low Impact Development
LIP	Local Implementation Plan
L _{max}	Maximum level measured over the time interval
L _{min}	Maximum level measures over the time interval
LOMR	Letter of Map Revision
LOS	Level of Service
LSTs	Localized Significance Thresholds
MARB/IP	March Air Reserve Base/Inland Port
MDT	Medium-Duty Trucks
MDP	Master Drainage Plan
MEISC	maximally exposed individual school child
MEIR	maximally exposed individual receptor
MEIW	maximally exposed individual worker
mg	milligrams
MGD	million gallons per day
MHDT	medium-heavy duty truck
MHMP	Multi-Jurisdictional Hazard Mitigation Plan
MICR	Maximum Individual Cancer Risk
MIP	March Inland Port
MLD	Most Likely Descendent
mm	Millimeters
MM	Mitigation Measure
MMcfd	million cubic feet per day
MMRP	Mitigation Monitoring and Reporting Program
MMTs	million metric tons
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPG	Miles per Gallon
Mph	Miles per hour
MPO	Metropolitan Planning Organization

MRZ-3	Mineral Resource Zone 3
MS4	Municipal Separate Storm Sewer System
MSL	Mean Sea Level
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric ton
MTCO _{2e}	Metric Tons of Carbon Dioxide Equivalent
MUN	Municipal and Domestic Supply
MWD	Metropolitan Water District
MWELO	Model Water Efficient Landscape Ordinance
MWS	Modular Wetlands System
N/A	Not Applicable
NALs	Numeric Action Levels
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Communities Conservation Plan
NEPSSA	Narrow Endemic Plant Species Survey Area
NF ₃	Nitrogen Trifluoride
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIOSH	National Institute for Occupational Safety and Health
NOI	Notice of Intent
NOX	Nitrogen Oxides
N ₂ O	Nitrous Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
NRHP	National Register of Historic Places
O ₃	Ozone
OCP	Organochlorine Pesticides
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OHWM	Ordinary High-Water Mark
OPP	Organophosphorus Pesticides
OPR	Office of Planning and Research
ORD	Ordinance
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance

PAH	Polycyclic Aromatic Hydrocarbons
PC/PS	Pre-Cast/Pre-Stressed
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents
PCR	California Public Resources Code
PDF	Project Design Feature
PFCs	Perfluorocarbons
PG&E	Pacific Gas and Electric
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
PM _{2.5}	Fine Particulate Matter (2.5 microns or smaller)
PM ₁₀	Fine Particulate Matter (10 microns or smaller)
POLA	Port of Los Angeles
POLB	Port of Long Beach
pp.	pages
ppb	parts per billion
ppm	parts per million
ppt	parts per trillion
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PQP	Public/Quasi-Public
PV	photovoltaic
PVCCSP	Perris Commerce Center Specific Plan
PVCM DP	Perris Valley Channel Master Drainage Plan
PVL	Perris Valley Rail Line
PVMDP	Perris Valley Master Drainage Plan
PVRWRF	Perris Valley Regional Water Reclamation Facility
PVSD	Perris Valley Storm Drain
PWQMP	Preliminary Water Quality Management Plan
Qvofa	Pleistocene alluvial fan deposits
Qyv	younger alluvial valley sediments
RCA	Regional Conservation Authority
RCACCR	Riverside County Assessor County Clerk Recorder
RCACO	Riverside County Agricultural Commissioner's Office
RCALUC	Riverside County Airport Land Use Commission
RCB	Reinforced Concrete Box
RCDEH	Riverside County Department of Environmental Health
RCFC&WCD	Riverside County Flood Control & Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIT	Riverside County Information Technology

RCLS	Riverside County Library System
RCP	Reinforced Concrete Pipe
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
REC	Recognized environmental Conditions
REC1	Water Contact Recreation
REC2	Non-Contact Water Recreation
RIVTAM	Riverside Transportation Analysis Model
ROCs	Reactive Organic Compounds
ROG	Reactive Organic Gases
RPA	Register for Professional Archaeologists
RPS	Renewable Portfolio Standards
RR	Regulatory Requirement
RSLi	Regional Screening Levels for industrial/commercial land use
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
RWRF	Regional Water Reclamation Facilities
S	Farmland of Statewide Importance
S	shallow/stony soils
SA	Site Assessment
SB	Senate Bill
SB 18	Bill of Rights for Children and Youth of California
SB 32	Senate Bill 32
SB 375	California Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008
SB 535	Senate Bill 535
SB 610	10910–10915 of the California Water Code
SB 1016	Solid Waste Disposal Measurement Act of 2008
SB 1078	California Renewable Portfolio Standards
SoCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy

SCWR	Southern Cottonwood Willow Riparian
SDAB	San Diego Air Basin
SDG&E	San Diego Gas & Electric
SE	Sand Equivalent
SF/s.f.	square foot or square feet
SF ₆	Sulfur Hexafluoride
SLF	Sacred Lands File
SGC	Southern California Geotechnical
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Offices
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SLPS	Short-Lived Climate Pollutant Strategy
SMARA	Surface Mining Reclamation Act
SO ₂	Sulfur Dioxide
SOC	Statement of Overriding Considerations
SoCalGas	Southern California Gas Company
SR-60	State Route 60
SRA	State Responsibility Area
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
TAZ	Traffic Analysis Zone
TCR	Tribal Cultural Resources
TDM	Transportation Demand Management
TEA-21	Transportation Equality Act for 21st Century
TMDL	Total Maximum Daily Load
TIA	Traffic Impact Analysis
TOC	Toxic Organic Compounds
TPM	Tentative Parcel Map
TRUs	Transportation Refrigeration Units
TUMF	Transportation Uniform Mitigation Fee
U	Unique Farmland
UCR	University of California, Riverside
U.S.	United States
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USDA	U.S. Department of Agriculture

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
UWMP Act	Urban Water Management Planning Act
VdB	Vibration Decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VICS	Voluntary Interindustry Commerce Solutions
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds
VPH	Vehicles per Hour
VVUSD	Val Verde Unified School District
W	Water
WARM	Warm Freshwater Habitat
WB	Wheelbase
Webb	Albert A. Webb
WFP	Water Filtration Plan
WILD	Wildlife Habitat
WoUS	Waters of the United States
WQ	Water Quality
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRF	Water Reclamation Facility
WRI	World Resources Institute
WRP	Water Reclamation Plan
WRRRA	Water Reuse and Recycle Act
WSA	Water Supply Assessment
WSCP	Water Shortage Contingency Plan
WSJ	West San Jacinto
X	Other Land
Yr	year
ZE/NSE	Zero- and Near-Zero-emission
ZOI	Zone of Influence

<u>Section</u>	<u>Page</u>
1.0 Executive Summary	1-1
1.1 Introduction	1-1
1.2 Project Location and Setting.....	1-1
1.3 Project Description	1-2
1.3.1 Project Alternatives.....	1-2
1.4 Issues to be Resolved	1-2
1.5 Areas of Controversy.....	1-3
1.6 Summary of Significant Environmental Impacts.....	1-3

TABLES

<u>Table</u>	<u>Page</u>
Table 1-1 Summary of Environmental Impacts for the Project	1-5

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 First March Logistics 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, 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) which was 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 of this EIR. This EIR 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; and 3) issues to be resolved, including the choice among alternatives and how to mitigate significant effects.

1.2 PROJECT LOCATION AND SETTING

The Project site is located in the northwest portion of the PVCCSP planning area, in the City of Perris, in Riverside County. The Project site includes a 27.56-acre property generally located north of Nandina

Street, immediately west of Natwar Lane, and immediately south of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is located immediately east of Interstate (I)-215, 1.74 miles north of Ramona Expressway, and approximately 5.0 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.

1.3 PROJECT DESCRIPTION

The Project involves the construction and operation of two industrial buildings totaling 554,375 square feet (sf) on the approximately 27.56 acres (refer to Figure 3-4, *Overall Site Plan*, which provides the overview of the Project); and Figure 3-5, *Conceptual Site Plan - Building 1*, and Figure 3-6, *Conceptual Site Plan - Building 2*, which provide individual site plans for Building 1 and 2, respectively. The buildings would allow for either high-cube, non-refrigerated warehouse/distribution, or manufacturing uses. Building 1 would be 419,034 sf including warehouse and office space, and Building 2 would be 125,341 sf including warehouse and office space. Space to accommodate 8,000 sf and 7,000 sf of office space is provided in Buildings 1 and 2, respectively; the office locations are designated to be located at the corners of the buildings. The proposed buildings would comply with the development standards outlined in Table 4.0-1, Development Standards by Land Use, of the PVCCSP, including, but not limited to structure size/floor area ratio, lot coverage by structure, and height requirements.

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.
- Alternative 2 –Reduced Intensity

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 of this EIR. 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 Project and cumulative air quality and health risks to sensitive receptors from Project operations, including emission from trucks, and transportation impacts.

1.6 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

Table 1-1, *Summary of Environmental Impacts for the Project*, presents a summary of the environmental impacts resulting from the proposed First March Logistics Project as determined in this EIR. 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*, of this EIR, and include: mineral resources, population and housing, public services (schools, parks, and other public facilities), 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, public services (fire and police), 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
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Tribal Cultural Resources
- Utilities and Service Systems

Following implementation of mitigation measures, impacts related to greenhouse gas emissions and transportation would remain significant and unavoidable.

Table 1-1 Summary of Environmental Impacts for the 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>		
Have a substantial adverse effect on a scenic vista. Implementation of the Project would preserve existing views of scenic vistas. Impacts would be less than significant.	No mitigation is required.	Less than Significant
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 Freeway 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.	No mitigation is required.	Less than Significant
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 design. Impacts would be less than significant.	No mitigation is required.	Less than Significant
Light during operation, and glare during construction and operation.	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the 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 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>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>	
Potentially Significant Impacts		
<p>Light during operation, and glare during construction and operation. 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 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 or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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 not 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. Result in the loss of forest land or conversion of forest to a non-forest use. 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 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><i>Less Than Significant Impacts</i></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>Less than Significant</p>
<p>Cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment. With implementation of applicable PVCCSP EIR mitigation measures, emissions resulting from the Project would not exceed the regional thresholds established by the</p>	<p><i>Applicable PVCCSP EIR Mitigation Measures</i></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 South Coast AQMD. The results of the construction-related air quality</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>South Coast AQMD for criteria pollutants.</p>	<p>impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate South Coast AQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with South Coast AQMD. 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 B1 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 South Coast AQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the South Coast AQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:</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, 	

Table 1-1 Summary of Environmental Impacts for the 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"> • 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 South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, replacement of ground cover in disturbed areas as quickly as possible. <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 (South Coast AQMD 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</p>	

Table 1-1 Summary of Environmental Impacts for the 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>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> <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 South Coast AQMD'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>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 South Coast AQMD. 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 South Coast AQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with South Coast AQMD. 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 B1 of this EIR.</p>	

Table 1-1 Summary of Environmental Impacts for the 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 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 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 South Coast AQMD’s Carl Moyer Program, or other state programs that restrict operations to “clean” trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year 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 South Coast AQMD’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 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.</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 B2 of this EIR.</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</p>	

Table 1-1 Summary of Environmental Impacts for the 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>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 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>Exposure of sensitive receptors to substantial pollutant concentrations.</p> <p>With incorporation of PVCCSP EIR mitigation measures, Project construction activities would not exceed South Coast AQMD localized significance thresholds for criteria</p>	<p>Applicable PVCCSP EIR Mitigation Measures</p> <p>Refer to previously referenced PVCCSP EIR mitigation measures MM Air 1 through MM Air 10 and MM Air 15 above.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>pollutant emissions. This impact would be less than significant.</p> <p>Project operations would not exceed South Coast AQMD 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 South Coast AQMD thresholds for cancer risk and non-cancer risk (Hazard Index). This impact would be less than significant.</p> <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>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>

Table 1-1 Summary of Environmental Impacts for the 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
4.4 BIOLOGICAL RESOURCES		
<p>Have a substantial adverse effect on a candidate, sensitive, or special status species through habitat modification.</p> <p>Based on habitat requirements for specific species and the availability and quality of habitat, it was determined that the Project site does 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>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 does not occur in proximity to the MSHCP Conservation Area; therefore, the MSHCP Urban/Wildland Interface Guidelines do not apply to the Project. As such, the Project would result in a less than significant indirect impacts to special-status biological resources.</p>	<p>Additional Project-Level Mitigation Measures</p> <p>MM 4-1 The Project Proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of construction activities (i.e., vegetation clearing, grubbing, tree removal, site watering) at the Project site. The pre-construction survey shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP. The results of the survey shall be submitted to the City and the California Department of Fish and Wildlife (CDFW) within three (3) days of survey completion and prior to obtaining a grading permit. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls.</p> <p>If no burrowing owls are observed during the survey, site preparation and construction activities may begin with an approved grading plan.</p> <p>If burrowing owl are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the City, the CDFW, and the U.S. Fish and Wildlife Service (USFWS). The CDFW shall be sent written notification within 48 hours of the detection of the burrowing owls. No construction activities shall occur until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.</p> <p>The Project biologist and Project Proponent shall coordinate with the City, the CDFW, and the USFWS to develop a Burrowing Owl Plan in accordance with the guidelines in the CDFW Staff Report on Burrowing Owl (March 2012). The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project Proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. A final report shall be prepared by the Project biologist documenting the results of the Burrowing Owl Plan and detailing avoidance, minimization, and mitigation measures. The final report shall be submitted to the City and the CDFW within 30 days of completion of the Burrowing Owl Plan requirements.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>If burrowing owls occupy the Project site after Project activities have started , then construction activities shall be halted immediately. The Project Proponent shall notify the City and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.</p>	
<p>Have a substantial adverse effect on riparian habitat or other sensitive natural community. The Project will permanently impact Drainage A and its associated 0.15 acre of mulefat scrub. MSHCP riparian/riverine areas within the Project site are comprised entirely of Drainage A (743 linear feet of ephemeral streambed) and are identical to that of CDFW jurisdiction. Therefore, riparian areas on-site totals 0.15 acre (505 linear feet) and riverine areas on-site total 0.03 acre (238 linear feet). The entirety of MSHCP riparian/riverine areas within the Project site would be permanently impacted; no temporary or off-site impacts are currently proposed.</p> <p>Implementation of Project-level mitigation measure MM 4-1 would reduce Project impacts to less than significant level.</p>	<p>Applicable PVCCSP EIR Mitigation Measures</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 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 DBESP have been prepared for the Project to comply with this PVCCSP EIR mitigation measure, and are included in Appendix C2 of this EIR.</p> <p>Additional Project-Level Mitigation Measures</p> <p>MM 4-2 The Project Proponent shall compensate for permanent impacts to 0.15 acre of riparian area and 0.03 acre of riverine area at a 2:1 mitigation-to-impact ratio through the purchase of 0.36 acre of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed, such as the Riverpark Mitigation Bank. If enhancement or preservation credits are pursued due to the lack of availability of rehabilitation, re-establishment, and/or establishment mitigation credits, the ratio may be higher as determined on a case-by-case basis by the wildlife agencies.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>Have a substantial adverse effect on federally protected wetlands. The Project site does not contain any federally protected wetlands. The Project would permanently impact Drainage A and its associated approximately 0.03-acre (722 linear feet) of Corps and RWQCB jurisdiction, none of which consists of State wetlands and 0.18 acre of CDFW jurisdiction, 0.15 acre of which is riparian, resulting in a significant impact. With implementation of Project-level mitigation measure MM 4-2 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>Additional Project-Level Mitigation Measures</p> <p>MM 4-3 The Project Proponent shall compensate for permanent impacts to 0.03 acre of Regional Board jurisdiction and 0.18 acre of CDFW jurisdiction at a 2:1 mitigation-to-impact ratio through the purchase of 0.36 acre of rehabilitation (inclusive of the 0.03 acre of Regional Board jurisdiction collectively within the 0.18 acre of CDFW jurisdiction), reestablishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed, such as the Riverpark Mitigation Bank. If enhancement or preservation credits are pursued due to the lack of availability of rehabilitation, re-establishment, and/or establishment mitigation credits, the ratio may be higher as determined on a case-by-case basis by the Regional Board and/or CDFW. The mitigation receipt from this fee payment will be provided to the Lead Agency prior to initiation of jurisdictional impacts.</p>	<p>Less than Significant</p>
<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> <p>The Project would remove vegetation (i.e., immature trees, shrubs, and</p>	<p>Additional Project-Level Mitigation Measures</p> <p>MM 4-4 Site preparation activities (such as ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.</p> <p>If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. The Project biologist shall be experienced in: identifying local and migratory bird species of special concern; conducting bird</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>groundcover) that has the potential to provide roosting and nesting habitat for birds, including migratory and common raptor species. With implementation of the MM Bio 1, potential direct impacts to nesting birds protected by the federal MBTA would be reduced to below a level of significance.</p>	<p>surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.</p> <p>The pre-activity field surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of Project site-preparation activities. The surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.</p> <p>If no nesting birds are observed during the survey, site preparation and construction activities may be conducted during the nesting/breeding season.</p> <p>If active nests or nesting birds (including nesting raptors) are located during the pre-activity field survey, the Project biologist shall establish avoidance or minimization measures in consultation with the City of Perris and the CDFW. Measures shall include the establishment of a conservative avoidance buffer surrounding the nest based on the Project biologist’s best professional judgement and experience. The Project biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.</p>	
<p>Conflict with local policies or ordinances protecting biological resources. The removal of existing</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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>		
<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 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</p>	<p><i>Applicable PVCCSP EIR Mitigation Measures</i></p> <p>Previously referenced Project-level mitigation measures MM 4-1 and MM 4-2.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>(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 less than significant level with implementation of Project-level mitigation measure MM 4-2.</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. 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 and as replaced by Project-level mitigation measure MM 4-1, 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</p>		

Table 1-1 Summary of Environmental Impacts for the 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
Section 6.3.2 of the MSHCP. No impacts would occur.		
4.5 CULTURAL RESOURCES		
<i>Less than Significant Impacts</i>		
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.	No mitigation is required.	No impact
<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 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>Additional Project-Level Mitigation Measures</p> <p>MM 5-2 In the event that human remains (or remains that may be human) are discovered within the Project site during grading or earthmoving, 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 will notify the NAHC, which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American representatives 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 the Project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Section 5097.98[e] 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</p>	Less than Significant

Table 1-1 Summary of Environmental Impacts for the 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
	consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).	
Potentially Significant Impacts		
<p>Substantial adverse in the significance of archaeological resources pursuant to Section 15064.5. 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 through MM Cultural 4, as subsequently revised by the City, would reduce impacts to a less than significant level.</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 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:</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. 3. Field survey of the implementing development or infrastructure project site. <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.</p>	Less than Significant

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.

Table 1-1 Summary of Environmental Impacts for the 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>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> <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 D of this EIR.</p> <p>Additional Project-Level Mitigation Measures</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 Qualification Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary</p>	

Table 1-1 Summary of Environmental Impacts for the 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>task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities within the Project site or within the off-site Project 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 within the Project site or within the off-site Project 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, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be 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.</p> <p>The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going. The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> · An agreement that artifacts will be reburied on-site and in an area of permanent protection; · Reburial shall not occur until all cataloging and basic recordation have been completed by the 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 	

Table 1-1 Summary of Environmental Impacts for the 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>that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and</p> <ul style="list-style-type: none"> 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>The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.</p> <p>In the event that archaeological resources are discovered within 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. 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 Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the project site 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>	

Table 1-1 Summary of Environmental Impacts for the 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>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, 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.</p> <p>A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps 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 submitted to 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><i>Applicable PVCCSP EIR Mitigation Measures</i></p> <p>Refer to previously referenced mitigation measure MM Air 19 and MM Air 20.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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 Standards. This impact would be less than significant.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>
<p>4.7 GEOLOGY AND SOILS</p>		
<p><i>Less Than Significant Impacts</i></p>		
<p>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.</p>	<p>No mitigation is required.</p>	<p>No Impact</p>
<p>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</p>	<p><i>Applicable PVCCSP EIR Mitigation Measures</i> 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.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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
EIR and City of Perris Municipal Code. Impacts would be less than significant.		
<p>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 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><i>Applicable PVCCSP EIR Mitigation Measures</i> Refer to previously referenced mitigation measure MM Geo 1.</p>	Less than Significant
<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>	No mitigation is required.	No Impact
<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</p>	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the 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>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>Unstable geologic unit or soil. The Project site includes soils potentially subject to settlement and 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.</p>	<p>Applicable PVCCSP EIR Mitigation Measures Refer to previously referenced mitigation measure MM Geo 1.</p>	<p>Less than Significant</p>
<p>Table 18-I-B expansive soil. The Project site soils possess a low to medium 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.</p>	<p>Applicable PVCCSP EIR Mitigation Measures Refer to previously referenced mitigation measure MM Geo 1.</p>	<p>Less than Significant</p>
<p>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</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the 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
systems or septic tanks. No impacts would occur.		
Potentially Significant Impacts		
<p>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. 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>Additional Project-Level Mitigation Measures</p> <p>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 onsite and offsite subsurface excavation. 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 offsite Project improvement areas until the paleontologist has been approved by the City.</p> <p>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.</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>	Less than Significant
4.8 GREENHOUSE GAS EMISSIONS		
Less than Significant Impacts		
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions	No mitigation is required.	No Impact

Table 1-1 Summary of Environmental Impacts for the 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>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>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 13, MM 14, MM Air 18, MM Air 19, and MM Air 20.</p> <p>Additional Project-Level Mitigation Measures</p> <p>MM 8-1 Prior to the issuance of each building permit, the Project Applicant 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 8-2 All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.</p> <p>MM 8-3 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 onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite 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 8-4 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</p>	<p>Significant and Unavoidable</p>

Table 1-1 Summary of Environmental Impacts for the 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>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 8-5 Tenants who employ 250 or more employees on a full- or part-time basis shall comply with South Coast AQMD 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 South Coast AQMD 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). · 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: 	

Table 1-1 Summary of Environmental Impacts for the 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"> o Carpooling encouragement o Ride-matching assistance o Preferential carpool parking o Flexible work schedules for carpools o Half-time transportation coordinator o New employee orientation of trip reduction and alternative travel mode options o Vanpool assistance o Bicycle end-trip facilities (parking and lockers) <p>MM 8-6 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 8-7 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. · 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 8-8 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</p>	

Table 1-1 Summary of Environmental Impacts for the 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>truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required.</p> <p>MM 8-9 The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Department prior to the issuance of building permits.</p> <ul style="list-style-type: none"> · Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2. · Include solar panels to offset the office energy use. · Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2. 	
4.9 HAZARDS AND HAZARDOUS MATERIALS		
<i>Less than Significant Impacts</i>		
<p>Create hazard through the routine transport, use, or disposal of hazardous materials.</p> <p>Create hazard through reasonably foreseeable upset and accident conditions.</p> <p>There are no recognized environmental conditions, controlled recognized environmental conditions, or historical recognized environmental conditions identified for the Project site. The Project's construction activities would pose a standard risk that is present on all construction sites. During the Project's construction</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 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>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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>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.</p> <p>Operations of the high cube warehouses would have the potential to use common hazardous materials. 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>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. No existing or proposed schools are located within one-quarter mile of the</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the 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
Project site. Therefore, no impact would occur.		
Be located on a list of hazardous materials sites. The Project site is not included on any list of hazardous materials sites. No impacts would occur.	No mitigation is required.	No Impact
<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 B2. 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</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. 	Less than Significant

Table 1-1 Summary of Environmental Impacts for the 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>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 excessive noise for people working in the Project site. Accordingly, impacts would be less than significant.</p>	<p>(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.</p> <p>(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</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>During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would have to be maintained along public streets that abut the Project site. As part of the City's discretionary review process, the City of Perris reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the Project would</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 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
not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and impacts would be less than significant.		
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	No mitigation is required.	No Impact
4.10 HYDROLOGY AND WATER QUALITY		
<i>Less than Significant Impacts</i>		
<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>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. 	Less than Significant

Table 1-1 Summary of Environmental Impacts for the 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><i>Groundwater Impacts.</i> Groundwater is located at depths of 23.1, 23.8, 24, and 27.8 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 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"> • 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. <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</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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 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. The proposed storm drain improvements, 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</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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 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>No Impact</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</p>	<p>No mitigation is required.</p>	<p>No Impact</p>

Table 1-1 Summary of Environmental Impacts for the 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>been adopted. The Project would not deplete groundwater supplies or interfere with groundwater recharge. 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 involves the development of industrial uses consistent with development anticipated by the PVCCSP. Rather than dividing a community, development within the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office 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 General Industrial 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>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>Construction.</i> With implementation of PVCCSP EIR MM Noise 1 through MM Noise 4, construction noise levels would not exceed the established noise standards. Therefore, construction noise impacts would be less than significant.</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 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>	<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>Less than Significant</p>
<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>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>Exposure to excessive noise levels from airport operations. The Project is within the 70 dBA CNEL noise contour and would have a less than significant impacts related to the exposure of people to excessive noise levels from airport operations. The Project would not expose people working at the Project site to excessive noise levels from airport operations and this impact would be less than significant. 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 (MM Haz 4).</p>	<p><i>Applicable PVCCSP EIR Mitigation Measures</i></p> <p>Refer to previously referenced mitigation measure MM Haz 4.</p>	<p>Less than Significant</p>
<p>4.13 Public Services</p>		
<p><i>Less than Significant Impacts</i></p>		
<p>Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:</p> <p>Fire protection</p> <p>Police protection</p> <p>It is anticipated that implementation of the Project would generate a nominal increase in the demand for services. Mandatory DIF payments would</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>ensure that the Project provides fair share funds for the provision of additional protection services, which may be applied to fire and police facilities and/or equipment, to offset the Project's proposed incremental increase in the demand for fire protection services. Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire and police protection services. Impacts would be less than significant.</p>		
<p>4.14 TRANSPORTATION</p>		
<p><i>Less than Significant Impacts</i></p>		
<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, would not conflict with applicable plans, ordinances or policies addressing the 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. Impacts would be less than significant.</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>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</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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>Increase hazards due to a design feature. 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. Therefore, the Project would have a less than significant impact during construction associated with increased hazards.</p> <p>Roadway, circulation, and access improvements have been designed in compliance with Standards and</p>	<p>Applicable PVCCSP EIR Mitigation Measures</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 14-1 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>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 14-1, PDF 14-2, and PDF 14-3.</p>	<p>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 or the proposed Project and applicable City of Perris standards.</p> <ul style="list-style-type: none"> · Construct Natwar Lane at its ultimate half-section pavement width as a Collector (64-foot right-of-way) between the Project's northern and southern boundaries. · Construct Western Way as its ultimate full-section pavement width as a Secondary Arterial (94-foot right-of-way) between the Project's northern and southern boundaries <p>PDF 14-2 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site adjacent access improvements outlined below, consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The proposed Project shall improve these roadways as required by the final Conditions of Approval for the proposed Project and applicable City of Perris standards.</p> <ul style="list-style-type: none"> · Natwar Lane/Driveway 3 & Driveway 1 – Install a stop control on the eastbound and southbound approach, and construct the intersection with the following geometrics: <ul style="list-style-type: none"> o Northbound Approach: One shared left-through lane. o Southbound Approach (Project Driveway 3): One shared through-right turn lane. o Eastbound Approach (Project Driveway 1): One shared left-right turn lane. o Westbound Approach: N/A · Natwar Lane & Driveway 2 – Install a stop control on the eastbound approach and construct the intersection with the following geometrics: <ul style="list-style-type: none"> o Northbound Approach: One through lane. o Southbound Approach: One shared through-right turn lane. o Eastbound Approach (Project Driveway 2): One right turn lane. o Westbound Approach: N/A · Western Way & Driveway 4 – Install a stop control on the eastbound approach and construct the intersection with the following geometrics: 	

Table 1-1 Summary of Environmental Impacts for the 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"> o Northbound Approach: One through lane. o Southbound Approach: One shared through-right turn lane. o Eastbound Approach (Project Driveway 4): One right turn lane. o Westbound Approach: N/A <p>On-site traffic signing and striping should be implemented agreeable with the provision of the California Manual on Uniform Traffic Control Devices (CA MUTCD) 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 14-3 Prior to the issuance of occupancy permits, the Project proponent 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.</p> <ul style="list-style-type: none"> · Natwar Lane/Driveway 3 & Driveway 1 shall provide a 40-foot curb radius. · Natwar Lane & Driveway 2 shall provide a 45-foot curb radius. · Western Way & Driveway 4 shall provide a 40-foot curb radius. 	
<p>Result in inadequate emergency access. 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. 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.</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</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

Table 1-1 Summary of Environmental Impacts for the 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>access the Project site and surrounding properties. Impacts would be less than significant.</p>		
<p>Potentially Significant Impacts</p>		
<p>Be inconsistent or conflict with CEQA Guidelines Section 15064.3 subdivision (b). As noted in the City Guidelines, Projects that do not meet screening criteria and are below 2,500 daily vehicle trips are to utilize the City’s scoping form to perform a VMT analysis and subsequent VMT mitigation (if required) to reduce the Project’s VMT impact below the City’s adopted thresholds.</p> <p>As noted on the scoping form, project generated VMT exceeds the City’s baseline VMT threshold by 4.68%. When factoring in the Project’s inclusion of pedestrian network improvements (SDT-1) and a voluntary CTR program (TRT-1) as mitigation, the Project generated VMT is estimated to reduce VMT by 4.8%. However, the effectiveness of the pedestrian network improvements and CTR program measures listed in MM 14-1 in reducing the Project VMT are dependent on as yet unknown building tenant(s) and their future operations; therefore, VMT reductions from various 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</p>	<p>Additional Project-Level Mitigation Measures</p> <p>MM 14-1 Future tenants shall 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 shall be included in all leasing agreements. The CTR program would be a multi-strategy program that could include the following individual measures:</p> <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>The Project will require 4.68% VMT reduction to mitigate the Project’s potential impacts. Transportation demand management (TDM) strategies have been evaluated for the purpose of reducing VMT. The purpose of TDM strategies is to reduce the need for single occupancy automobile trips. The effectiveness of TDM strategies available to individual land use projects was thoroughly evaluated by the Quantifying Greenhouse Gas Mitigation Measures. The City Guidelines also provide a list of the transportation measures as identified by California Air Pollution Control Officers Association (CAPCOA). TDM strategies in the context of the Project are shown in Table 4.14-3, TDM Strategies.</p>	<p>Significant and Unavoidable</p>

Table 1-1 Summary of Environmental Impacts for the 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>goods and service, or orientating land uses towards alternative transportation. These regional transportation measures may be infeasible at the project level but will generally be implemented as the surrounding communities develop. There is no means, however, to quantify any VMT reductions that could result from implementation of the mitigation measures. Therefore, Project impacts would remain significant and unavoidable.</p>		
<p>4.15 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</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 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
potential impacts to tribal cultural resources would be less than significant.		
4.16 UTILITIES AND SERVICE SYSTEMS		
Less Than Significant Impacts		
<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. 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>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>	No mitigation is required.	Less than Significant
<p>Water supplies. Based on the water usage assumptions presented in Table 4.11-D, Perris Valley Commerce Center Project Water Usage, of the PVCCSP EIR, the Project is anticipated to have a water demand of approximately 20.7 AFY. This represents approximately 0.8% percent of the projected water usage for the entire Specific Plan area, which</p>	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the 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>is 2,671.5 AF. As stated above, the EMWD expects to have adequate water supplies to meet all its demands until at least 2045; therefore, the EMWD has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Impacts would be less than significant.</p>		
<p>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.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>
<p>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.</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

<u>Section</u>	<u>Page</u>
2.0 Introduction	2-1
2.1 Purpose of the EIR	2-1
2.2 Type of EIR	2-2
2.2.1 Review of an EIR.....	2-3
2.3 Scope of this EIR.....	2-3
2.3.1 Scoping Process.....	2-3
2.3.2 Effects Found Not to be Significant.....	2-6
2.3.3 Potentially Significant Impacts of the Proposed Project Addressed in this EIR	2-6
2.4 Incorporation by Reference.....	2-6
2.5 Public Review of the Draft EIR.....	2-7
2.6 References	2-8

TABLES

<u>Table</u>	<u>Page</u>
Table 2-1 Notice of Preparation Comments Received	2-4

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 First March Logistics Project (Project). The Project involves the construction and operation of two warehouse buildings—Building 1 (419,034 square feet [sf]) and Building 2 (125,341 sf)—totaling 544,375 sf and associated on-site parking and landscaping, and roadway and infrastructure improvements. The Project would be constructed in two phases: 1) Building 1 on 20.0 acres and a detention basin on 6.4 acres (between Natwar Lane and Western Way) would be constructed by 2023, and 2) Building 2 would replace the detention basin by 2025. 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 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 14 times prior to the publication of this EIR. The Project site is within the PVCCSP area and is consistent with the land use and growth assumptions anticipated in the PVCCSP. 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, *Incorporation by Reference*).

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 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 First March Logistics 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 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 by the City on December 22, 2021, to the State Clearinghouse and Planning Unit of the Governor’s Office of Planning and Research (SCH) for transmittal to state agencies identified in the SCH letter included in Appendix A to this Draft EIR. The City also directly distributed the NOP to 44 federal, state, regional, and local government agencies and interested parties for a 30-day public review period to solicit comments and to inform agencies and the public of the Project. 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 10 responses to the NOP. Table 2-1, *Notice of Preparation Comments Received*, 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 Section(s)
State Agencies			
Native American Heritage Commission (NAHC)	December 24, 2021	The NAHC summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation.	Section 4.15, Tribal Cultural Resources
Regional Agencies			
Riverside County Airport Land Use Commission (ALUC)	December 21, 2021	The ALUC confirms the Project site is within Zone B2 of the March Air Reserve Base/Inland Port Airport Influence Area and ALUC review for the Project is not required because City of Perris is consistent with the March Airport Land Use Compatibility Plan and the Project does not propose any legislative actions.	Section 4.9, Hazards and Hazardous; Section 4.11, Land Use and Planning
South Coast Air Quality Management District (South Coast AQMD)	January 11, 2022	The South Coast AQMD provides recommendations on the scope of the air quality and health risk analysis for the Project. The South Coast AQMD identifies that the EIR should include feasible mitigation measures to avoid or minimize the Project's significant air quality impact. The South Coast AQMD requests to be sent copies of the Draft EIR upon its completion and public release, as well as all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emissions calculation, spreadsheets, and air quality modeling and health risk assessment input and output files.	Section 4.3, Air Quality
Riverside County Transportation Department	January 18, 2022	The Riverside County Transportation Department provides recommendations on the scope of the traffic study for the Project and that the study should follow the Riverside County Transportation Analysis Guidelines.	Section 4.14, Transportation
Southern California Association of Governments (SCAG)	January 18, 2022	SCAG requests that the consistency of the Project with the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals be addressed. RTP/SCS strategies provide guidance for considering the project in the context of these goals. SCAG identifies that the most recently adopted growth forecasts should be used and recommends that the 2020-2045 RTP/SCS Final Program EIR mitigation measures be used for guidance, as appropriate.	Section 4.11, Land Use and Planning
March Joint Power Authority (MJPA)	January 20, 2022	MJPA identifies that the Project site is contiguous with the MJPA's planning boundary and the Veterans Industrial Park 215 (VIP 215) industrial development currently under construction by Hillwood development. MPJA	Section 4.10, Hydrology and Water Quality; Section 4.9, Hazards and

Agency	Date	Comments	Addressed in Section(s)
		recommends the following items be analyzed: (1) Incorporate the traffic analysis and assumptions for the VIP 215 Project; (2) Traffic Scoping Agreement be made available to MJPA prior to approval; (3) coordinate all proposed storm drainage with RCFC, TriLake Engineering and MARB; (4) identification of the use of Van Buren only for local deliveries; (5) file and receive FAA approval for an FAA 7460-1 prior to public review; and (6) review of the Project by ALUC and provides recommended mitigation measures/conditional for approval.	Hazardous Materials; Section 4.14, Transportation
Riverside County Flood Control & Water Conservation District (RCFC&WCD)	January 21, 2022	The RCFC&WCD states the EIR should address impacts to Master Drainage Plan facilities; requests that the Project Applicant submit an encroachment permit for any construction related activities occurring within District right-of-way or facilities; provide information on the Perris Valley Channel Lateral B, Stage 4 storm drain improvement project. RCFC&WCD would consider accepting ownership of proposed storm drains 36-inches or larger in diameter upon request from the City.	Section 4.10, Hydrology and Water Quality
Riverside Transit Agency (RTA)	January 27, 2022	The RTA has reviewed the Project's plans and has no comments at this time.	N/A
Organizations			
CARE CA	January 4, 2022	CARE CA requests that copies of records related to the Project and mailed notice of all hearings.	N/A
Center for Community Action and Environmental Justice (CCA EJ)	January 20, 2022	CCA EJ expresses concern on air quality and requests that mitigation be provided to reduce air quality impacts. Additionally, CCA EJ expressed concern on transportation options and requested that the EIR identify mitigation to reduce transportation impacts and the City's Active Transportation Plan and bikeway selection provide by the state and federal agencies are consulted.	Section 4.3 Air Quality; Section 4.14 Transportation

A Draft EIR public scoping meeting with the City of Perris Planning Commission was held at the Perris City Hall, City Council Chambers on January 19, 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 and the public were solicited. Organizations' representatives including CCA EJ and SCAG and individual members of the public were in attendance. In summary, the Planning Commissioners, organizations' representatives, and members of the public brought up the following environmental topics:

- Ensure adequate lighting is provided and that the architecture of the proposed buildings are visually compatible with the surrounding areas.

- Address Project and cumulative air quality and health risk impacts to sensitive receptors (e.g., residents and schools) from operations, including emissions from trucks, and identify mitigation measures for impacts.
- Ensure compliance with the Air Quality Management Plan and the City’s Climate Action Plan.
- Address traffic impacts due to the increase in trucks and employees and use truck routes that avoid sensitive receptors.
- Provide alternative modes of transportation to access 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, public services (schools, parks, and other public facilities), recreation, and wildfire, and that 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.

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)
- Public Services (Section 4.13)
- Transportation (Section 4.14)
- Tribal Cultural Resources (Section 4.15)
- Utilities and Service Systems (Section 4.16)

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 General Plan 2030 Draft Environmental Impact Report* (SCH No. 2004031135), certified April 26, 2005.
- *Perris Valley Commerce Center Specific Plan*, adopted January 10, 2012 and subsequently amended.
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (SCH No. 2009081086), certified January 10, 2012.

These documents are available for review at the address provided in Section 2.6, below.

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 April 28, 2023 and end on June 12, 2023**. 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 <https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>.

Written comments on the Draft EIR should be addressed to:

Nathan Perez, Senior Planner
City of Perris Planning Division
11 S. D Street
Perris, California 92570
NPerez@cityofperris.org
(951) 943-5003 ext. 279

2.6 **REFERENCES**

City of Perris, 2004. *Draft Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135*. October 2004, certified April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf

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

Albert A. Webb Associates, 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>

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

<u>Section</u>	<u>Page</u>
3.0 Project Description	3-1
3.1 Introduction.....	3-1
3.2 Project Background	3-1
3.3 Project Location.....	3-2
3.4 Environmental Setting.....	3-2
3.5 Project Objectives.....	3-5
3.6 Project Components	3-7
3.6.1 Proposed Industrial Buildings 1 & 2	3-8
3.6.2 Vehicular and Non-Vehicular Circulation and Parking.....	3-17
3.6.3 Landscape, Screen Walls, Hardscape, and Lighting.....	3-19
3.6.4 Utilities and Infrastructure	3-21
3.6.5 Operational Characteristics.....	3-25
3.6.6 Construction Activities	3-26
3.7 Summary of Requested Actions.....	3-33
3.8 References	3-36

TABLES

<u>Table</u>	<u>Page</u>
Table 3-1 Buildings 1 and 2 Summary	3-12
Table 3-2 Construction Duration	3-26
Table 3-3 Construction Equipment Assumptions	3-28
Table 3-4 Project Related Approvals/Permits	3-33

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 3-1 Regional and Local Vicinity Map.....	3-3
Figure 3-2 Aerial Photograph.....	3-4
Figure 3-3 Existing PVCCSP Land Use Designation.....	3-6
Figure 3-4 Overall Site Plan.....	3-9
Figure 3-5 Conceptual Site Plan - Building 1.....	3-10
Figure 3-6 Conceptual Site Plan - Building 2.....	3-11
Figure 3-7 Conceptual Building Elevations - Building 1	3-13
Figure 3-8 Conceptual Building Elevations - Building 2.....	3-14
Figure 3-9 Conceptual Colored Elevations - Building 1	3-15
Figure 3-10 Conceptual Colored Elevations - Building 2	3-16
Figure 3-11 Conceptual Landscape Plan	3-20

Figure 3-12	Screen Wall and Fence Plan - Part 1	3-22
Figure 3-13	Screen Wall and Fence Plan - Part 2	3-23
Figure 3-14	Conceptual Grading Plan - Phase 1	3-29
Figure 3-15	Conceptual Grading Plan - Phase 2	3-30
Figure 3-16	Conceptual Drainage Plan	3-31
Figure 3-17	Site Sections	3-32
Figure 3-18	Tentative Parcel Map	3-35

3.0 PROJECT DESCRIPTION

3.1 INTRODUCTION

This section provides a brief background for the proposed First March Logistics 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).

The Project is designed to implement the City's established land use vision, as set forth in the *Perris Valley Commerce Center Specific Plan (PVCCSP)* (Perris, 2022) and incorporates on- and off-site Design Standards and Guidelines, as described in this section.

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 area. The PVCCSP land uses allow for the development of approximately 3,500 acres which consist of industrial, commercial, and office uses, as well as public facilities. The PVCCSP has been subsequently amended eight times, with Amendment No. 12 approved in January 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) (Webb, 2011), which is incorporated by reference in this Draft EIR and is available for public review at the City of Perris Planning Division temporary counter, 11 S. D Street, Perris, California 92570 and online at <https://www.cityofperris.org/departments/development-services/specific-plans>.

The Perris Valley Master Drainage Plan (PVMDP) was adopted by the Riverside County Flood Control & Water Conservation District (RCFC&WCD) in July 1987, was revised in June 1991, and addresses drainage infrastructure required for the 38-square-mile Perris Valley area (RCFC&WCD, 1991). The infrastructure plans associated with the PVCCSP involve modifications to the PVMDP. The Perris Valley Channel Master Drainage Plan (PVCMDP) was adopted in October 1989 and addresses drainage needs along the PVSD Channel, which flows to the San Jacinto River (RCFC&WCD, 1989). The PVCMDP serves as long-term guide to the design and construction of the ultimate channel, and identifies the sizing and location of local drainage facilities to be constructed by developers and others within the area. The PVCCSP also anticipates the construction of other adopted PVMDP facilities to accommodate the 100-year storm flows in the area. There have been many changes and updates to the PVCMDP near the Project site, including the Caltrans box culvert in Harley Knox Boulevard to Patterson Avenue and Perris Valley Channel Lateral "B" for the Veterans Industrial Park (VIP-215) Project, which would collect flows from Interstate 215 (I-215) along the westerly side of the site and release flows at the southeast corner of the VIP-215 site. (Thienes, 2021c)

3.3 PROJECT LOCATION

The Project site is located in the northwest portion of the PVCCSP planning area, in the City of Perris, in Riverside County. The Project site includes a 27.56-acre property generally located north of Nandina Street, immediately west of Western Way, and immediately south of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is located immediately east of I-215, 1.74 miles north of Ramona Expressway, and approximately 5.0 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.

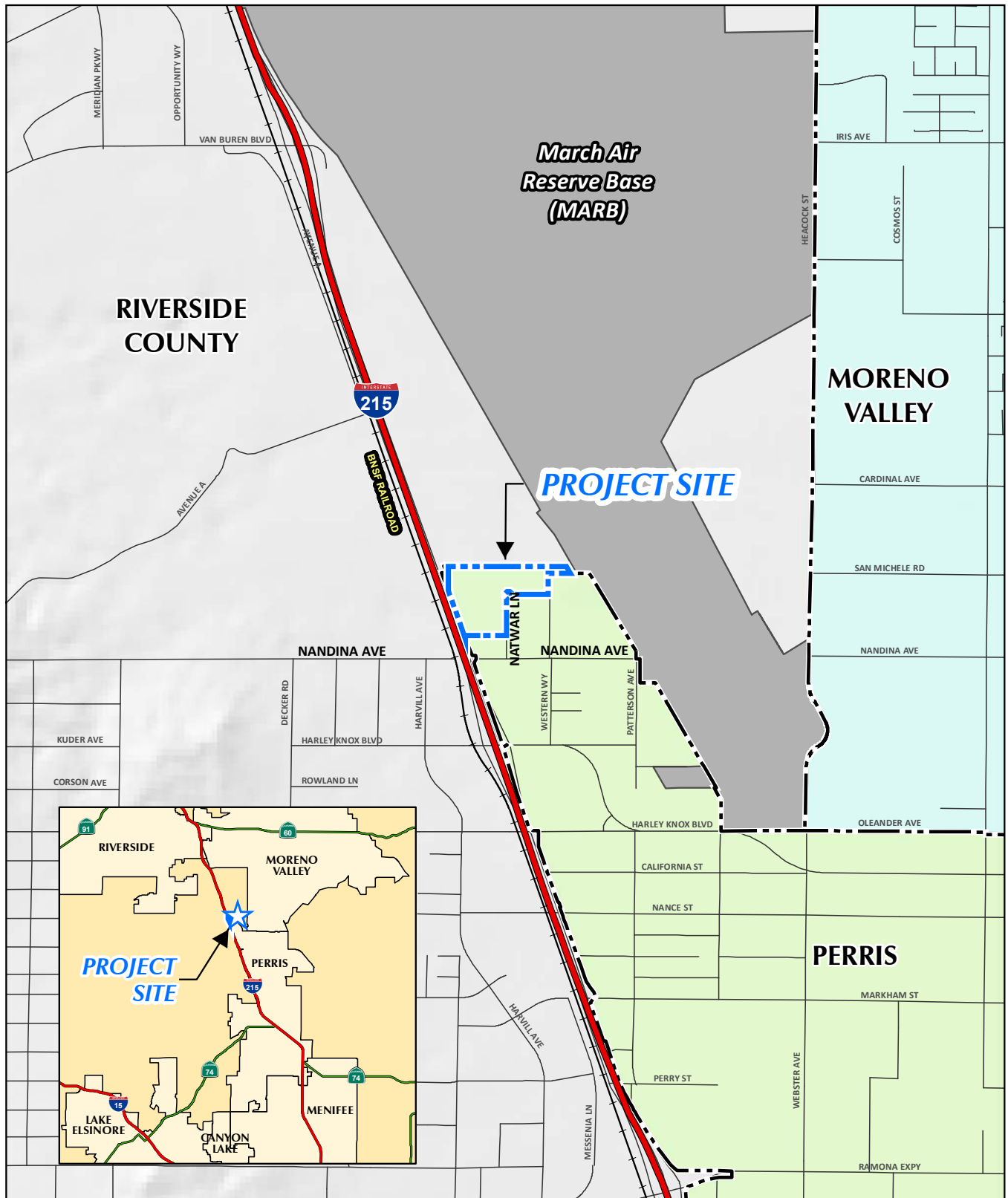
3.4 ENVIRONMENTAL SETTING

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. With the exception for termination of agricultural activities in the Project site, and construction of development anticipated by the PVCCSP, the physical setting for the Project site and adjacent areas, as described in the PVCCSP EIR, has not notably changed since the PVCCSP EIR was prepared and certified.

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 4.0 of this Draft 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.

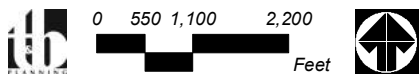
The City of Perris is in the Perris Block geologic unit, which lies within the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges Geomorphic Province is characterized by a series of northwesterly trending mountain ranges that extend from the coast of California eastward 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 in the aerial photograph provided in Figure 3-2, *Aerial Photograph*, the Project site is vacant and undeveloped. The site can generally be characterized as disked and disturbed vacant land. Land uses surrounding the Project site include vacant land to the north, an existing billboard to the northwest, MARB/IPA to the north and northeast; commercial/warehouse uses to the east, southeast, and south; I-215 to the west; and a water treatment facility to the west across the I-215. Areas to the east are designated as "General Industrial." Industries in this area are anticipated to be related to air-cargo support, due to its close proximity to MARB/IPA. High truck traffic volume is anticipated and the General Industrial designation wraps around the northerly boundary of the Specific Plan, bordering MARB/IPA. The Light Industrial designation covers the majority of the remaining Specific Plan area. According to the PVCCSP, this Project site is primarily intended to accommodate commercial and industrial uses and as such, requires a greater need for established truck routes to serve existing and future businesses.

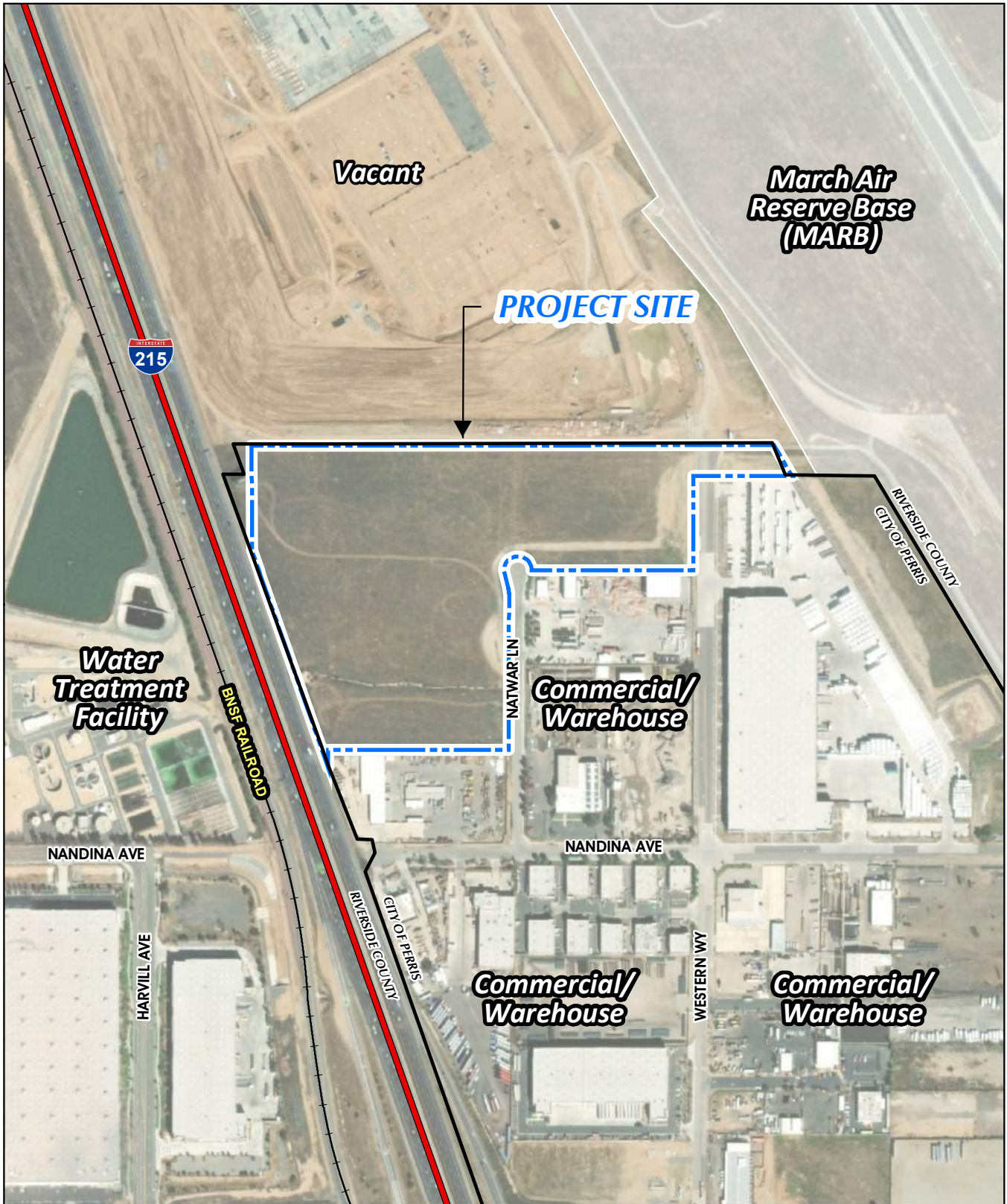


Source(s): ESRI, RCLMA (2021)

Figure 3-1



Regional and Local Vicinity Map



Source(s): ESRI, RCLMA (2021), Nearmap Imagery (2021)

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) (Perris, 2013). As shown in Figure 3-3, *Existing PVCCSP Land Use Designation*, the western portion of the Project site is designated for Light Industrial uses and the eastern portion of the Project site is designated for General Industrial uses in the PVCCSP (Perris, 2022). The Light Industrial zone 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 General Industrial zone provides for the development of basic industrial uses which may support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities and correlates with the “General Industrial” General Plan Land Use designation.

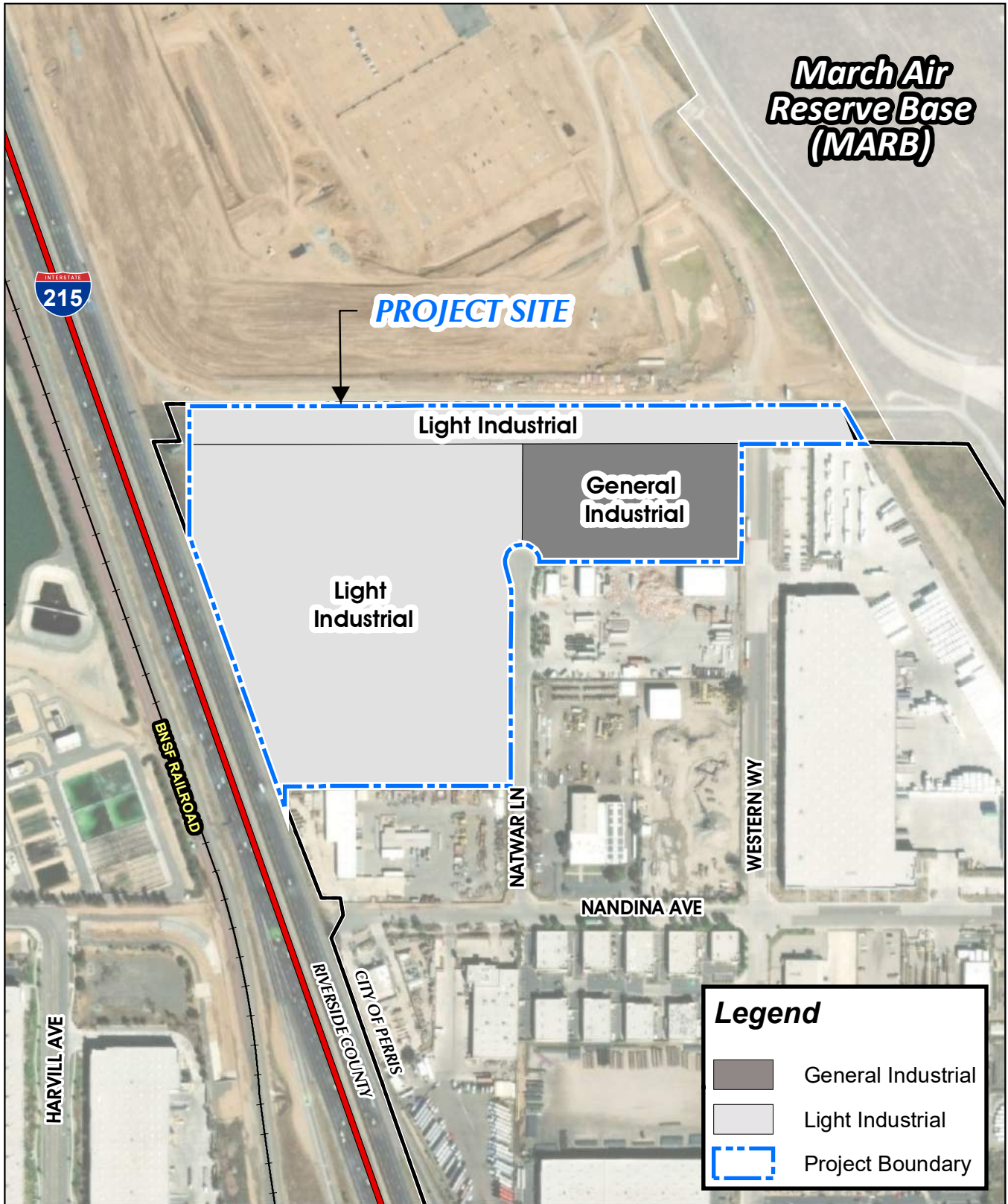
The Project site is generally flat with elevations ranging from approximately 1,511 to 1,521 feet above mean sea level (amsl), descending gradually to the southeast. An existing dirt road extends from Natwar Lane in a northwest-southeast orientation to an existing billboard located in the northwest corner of the site.

The Project site is within the San Jacinto Habitat Management Unit (HMU) of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and is not within an MSHCP Criteria Cell, Core or Linkage Area, or Mammal or Amphibian Survey Area. Additionally, the Project site is not located within the Criteria Area Plant Species Survey Area, Narrow Endemic Plant Species Survey Area. The Project site includes disturbed land ruderal vegetation types. The Project site is located within a Burrowing Owl Survey Area and the Project site contains a drainage channel (Drainage A) on the southern portion of the site, which is identified as an MSHCP riparian/riverine resource.

The Project site is located directly south and southeast of MARB/IPA, which covers approximately 7,000 acres. The site is within the MARB/IPA Airport Influence Policy Area, and the City’s Airport Overlay Zone. Specifically, the Project site is within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal Aviation Regulations (FAR), Part 77 (Imaginary Surfaces), and Compatibility Zone B2 (High Noise Zone) of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP).

3.5 PROJECT OBJECTIVES

Section 15124 of the State CEQA Guidelines 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.



Source(s): ESRI, RCTLMA (2021), Nearmap Imagery (2021), City of Perris (09-2021)

Figure 3-3



Existing PVCCSP Land Use Designation

The fundamental purpose and goal of the First March Logistics Project is to accomplish the orderly development of industrial warehouse buildings in the northwestern portion of the City of Perris, and near the designated truck route, to increase employment opportunities in a housing rich area. This 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 purpose and goal through the following objectives:

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Light Industrial and General Industrial land use designations and consistent with the Standards and Guidelines relevant to the Project site and proposed uses.
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed industrial development.
3. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
4. Maximize development of speculative high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings in the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are 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.
5. Attract new businesses to the City of Perris and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.
6. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property tax, to support the City's ongoing municipal operations.
7. Provide high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings that takes advantage of the area's proximity to various freeways and existing and planned transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources.
8. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
9. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

3.6 PROJECT COMPONENTS

It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion, that is coordinated with the provision of necessary infrastructure and public improvements, including regional storm drain facilities. Land use designations and permitted uses are defined in Section 2.0 of

the PVCCSP. Development standards, design guidelines, and landscape standards that define the City's expectations for development of the area are included in Sections 4.0 and 5.0 of the PVCCSP.

The PVCCSP designates the Project site for Light Industrial and General Industrial uses. As allowed under these land use designations, the Project involves the construction and operation of two industrial buildings that would allow for either high-cube, non-refrigerated warehouse/distribution uses, or manufacturing. 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. As described in this section, the proposed buildings are designed to comply with the standards and guidelines set forth in the PVCCSP including but not limited to the following: on-site design standards and guidelines (including site layout, architecture, lighting, and others), off-site design standards and guidelines (including circulation and infrastructure), landscaping, industrial design standards and guidelines, and infrastructure. The Project has also been designed to comply with applicable requirements of the 2014 MARB/IPA ALUCP relative to uses within Compatibility Zone B2.

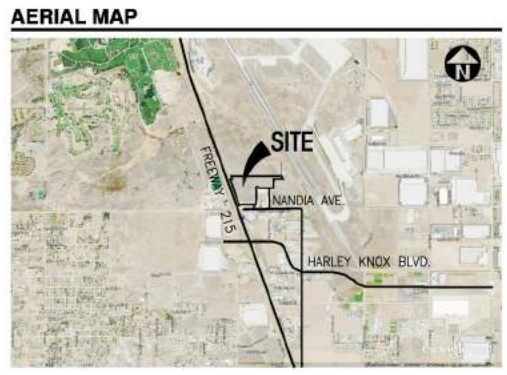
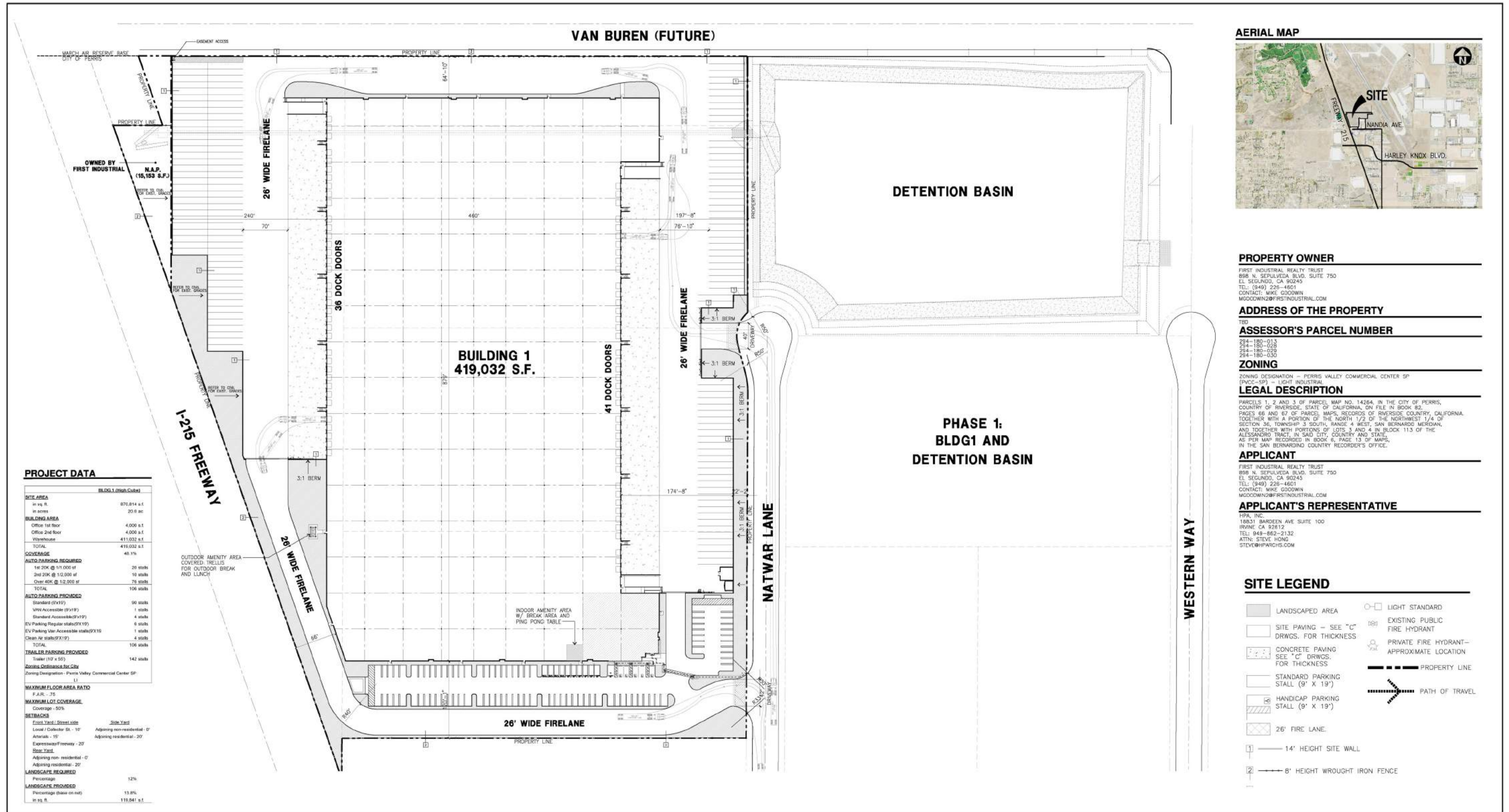
Discretionary approvals required for the Project include Development Plan Review (Case No. DPR20-00004) and Tentative Parcel Map (Case No. 37965) The following key Project components are described in this section, and applicable PVCCSP standards and guidelines that are incorporated into the Project design are identified:

- Proposed High-Cube, Non-Refrigerated Warehouse/Distribution use, or Manufacturing Buildings 1 & 2
 - Vehicular and Non-Vehicular Circulation and Parking
 - Landscape, Screen Walls, Hardscape and Lighting
 - Utilities/Infrastructure
 - Operational Characteristics
- Construction Activities

3.6.1 PROPOSED INDUSTRIAL BUILDINGS 1 & 2

The Project involves the construction and operation of two industrial buildings totaling 544,375 square feet (sf) on the approximately 27.56-acre Project site (refer to Figure 3-4, *Overall Site Plan*, which provides the overview of the Project); and Figure 3-5, *Conceptual Site Plan - Building 1*, and Figure 3-6, *Conceptual Site Plan - Building 2*, which provide individual site plans for Building 1 and 2, respectively. Building 1 would be constructed within the western portion of the Project site (Building 1 site) and Building 2 would be constructed within the eastern portion of the Project site (Building 2 site). The buildings would allow for either high-cube, non-refrigerated warehouse/distribution, or manufacturing uses.

As shown in Table 3-1, *Buildings 1 and 2 Summary*, Building 1 consists of a 419,034-square-foot warehouse including 8,000 sf of ancillary office space and Building 2 consists of a 125,341-square-foot warehouse with 7,000 sf of ancillary office space. The office locations are designated to be located at the corners of the buildings. The proposed buildings would comply with the development standards outlined in Table 4.0-1, *Development Standards by Land Use*, of the PVCCSP, including, but not limited to structure size/floor area ratio, lot coverage by structure, and height requirements.



PROPERTY OWNER
FIRST INDUSTRIAL REALTY TRUST
888 N. SEPULVEDA BLVD, SUITE 750
EL SEGUNDO, CA 90245
TEL: (949) 225-4601
CONTACT: MIKE GOODWIN
MGOODWIN2@FIRSTINDUSTRIAL.COM

ADDRESS OF THE PROPERTY
TBD

ASSESSOR'S PARCEL NUMBER
TBD

ZONING
ZONING DESIGNATION - PERRIS VALLEY COMMERCIAL CENTER 5P

LEGAL DESCRIPTION
PARCELS 1, 2 AND 3 OF PARCEL MAP NO. 14264, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ON FILE IN BOOK 82, PAGES 66 AND 67 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, TOGETHER WITH A PORTION OF THE NORTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDO MERIDIAN, AND TOGETHER WITH PORTIONS OF LOTS 3 AND 4 IN BLOCK 113 OF THE ALESSANDRO TRACT, IN SAID CITY, COUNTY AND STATE, AS PER MAPS RECORDED IN BOOK 6, PAGE 13 OF MAPS IN THE SAN BERNARDINO COUNTY RECORDER'S OFFICE.

APPLICANT
FIRST INDUSTRIAL REALTY TRUST
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TEL: (949) 225-4601
CONTACT: MIKE GOODWIN
MGOODWIN2@FIRSTINDUSTRIAL.COM

APPLICANT'S REPRESENTATIVE
HPA, INC.
18831 BARBEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2132
ATTN: STEVE HONG
STEVE@HPARCHS.COM

PROJECT DATA

BLDG 1 (Final Subst)	
SITE AREA	
in sq. ft.	870,814 s.f.
in acres	20.0 ac
BUILDING AREA	
Office 1st floor	4,000 s.f.
Office 2nd floor	4,000 s.f.
Warehouse	411,032 s.f.
TOTAL	419,032 s.f.
COVERAGE	48.1%
AUTO PARKING REQUIRED	
1st 20K @ 111,000 sf	20 stalls
2nd 20K @ 112,000 sf	10 stalls
Over 40K @ 112,000 sf	79 stalls
TOTAL	109 stalls
AUTO PARKING PROVIDED	
Standard (9'x19')	90 stalls
Van Accessible (9'x19')	1 stall
Standard Accessible (9'x19')	4 stalls
EV Parking Regular stalls (9'x19')	6 stalls
EV Parking Van Accessible stalls (9'x19')	1 stall
Clean Air stalls (9'x19')	4 stalls
TOTAL	106 stalls
TRAILER PARKING PROVIDED	
Trailer (10' x 55')	142 stalls
Zoning Ordinance for City	
Zoning Designation - Perris Valley Commercial Center 5P	
LI	
MAXIMUM FLOOR AREA RATIO	
F.A.R. - 35	
MAXIMUM LOT COVERAGE	
Coverage - 50%	
SETBACKS	
Front Yard / Street side	Side Yard
Local / Collector St. - 10'	Adjoining non-residential - 0'
Arterials - 15'	Adjoining residential - 20'
Expressway/Freeway - 20'	
Back Yard	
Adjoining non-residential - 0'	
Adjoining residential - 20'	
LANDSCAPE REQUIRED	
Percentage	12%
LANDSCAPE PROVIDED	
Percentage (based on net)	13.8%
in sq. ft.	119,841 s.f.

SITE LEGEND

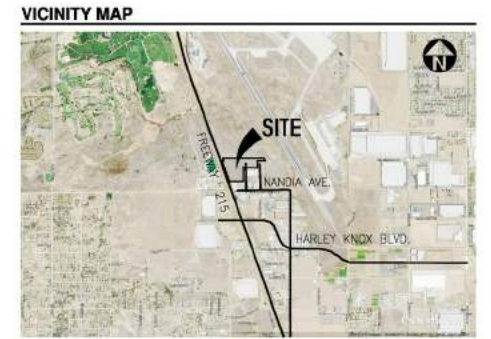
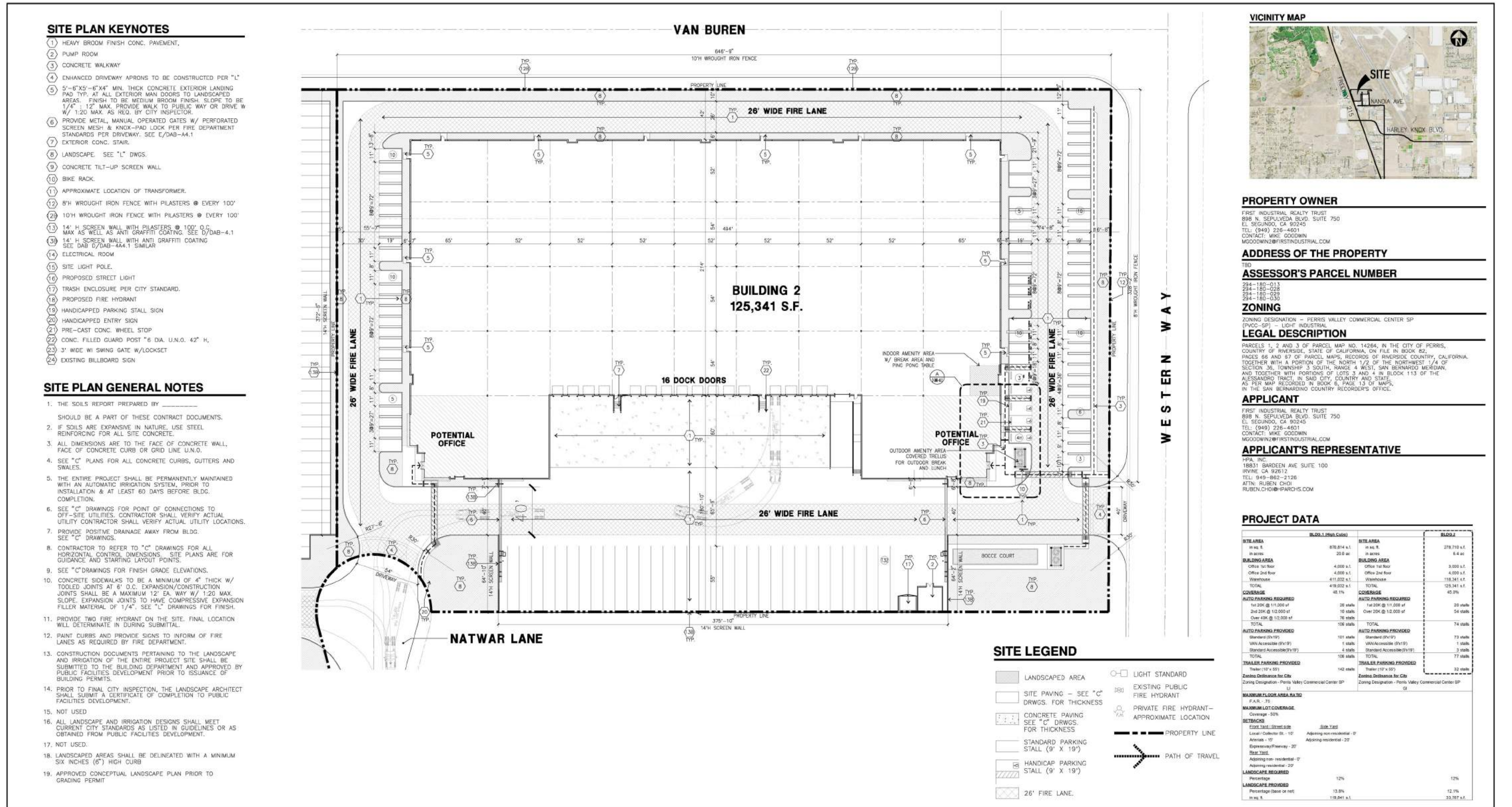
	LANDSCAPED AREA		LIGHT STANDARD
	SITE PAVING - SEE "C" DRWGS. FOR THICKNESS		EXISTING PUBLIC FIRE HYDRANT
	CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS		PRIVATE FIRE HYDRANT - APPROXIMATE LOCATION
	STANDARD PARKING STALL (9' X 19')		PROPERTY LINE
	HANDICAP PARKING STALL (9' X 19')		PATH OF TRAVEL
	26' FIRE LANE		
	14' HEIGHT SITE WALL		
	8' HEIGHT WROUGHT IRON FENCE		

Source(s): HPA (12-12-2022)

Figure 3-5



Conceptual Site Plan - Building 1



PROPERTY OWNER
FIRST INDUSTRIAL REALTY TRUST
898 N. SEPULVEDA BLVD. SUITE 750
EL SEGUNDO, CA 90245
TEL: (949) 236-4601
CONTACT: MIKE GOODWIN
MGOODWIN@FIRSTINDUSTRIAL.COM

ADDRESS OF THE PROPERTY
TBD

ASSESSOR'S PARCEL NUMBER
294-180-013
294-180-028
294-180-029
294-180-030

ZONING
ZONING DESIGNATION - PERRIS VALLEY COMMERCIAL CENTER SP (PVCC-SP) - LIGHT INDUSTRIAL

LEGAL DESCRIPTION
PARCELS 1, 2 AND 3 OF PARCEL MAP NO. 14264, IN THE CITY OF PERRIS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ON FILE IN BOOK 82, PAGES 66 AND 67 OF PARCEL MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, TOGETHER WITH A PORTION OF THE NORTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 36, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDO MERIDIAN, AND TOGETHER WITH PORTIONS OF LOTS 3 AND 4 IN BLOCK 113 OF THE ALESSANDRO TRACT, IN SAID CITY, COUNTY AND STATE, AS PER MAP RECORDED IN BOOK 6, PAGE 13 OF MAPS, IN THE SAN BERNARDINO COUNTY RECORDERS' OFFICE.

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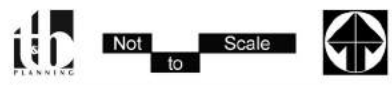
APPLICANT'S REPRESENTATIVE
HPA, INC.
18831 BARDEEN AVE SUITE 100
IRVINE CA 92612
TEL: 949-862-2126
ATTN: RUBEN CHOI
RUBEN.CHOI@HPARCHS.COM

PROJECT DATA

BLDG. 1 (5th Floor)		BLDG. 2	
SITE AREA	870,814 s.f. 20.0 ac	SITE AREA	278,710 s.f. 6.4 ac
BUILDING AREA	Office 1st floor: 4,000 s.f. Office 2nd floor: 4,000 s.f. Warehouse: 411,032 s.f. TOTAL: 419,032 s.f.	BUILDING AREA	Office 1st floor: 3,000 s.f. Office 2nd floor: 4,000 s.f. Warehouse: 118,341 s.f. TOTAL: 125,341 s.f.
COVERAGE	48.1%	COVERAGE	40.3%
AUTO PARKING REQUIRED	1st 20K @ 11,200 s.f.: 20 stalls 2nd 20K @ 12,000 s.f.: 10 stalls Over 40K @ 12,000 s.f.: 76 stalls TOTAL: 106 stalls	AUTO PARKING REQUIRED	1st 20K @ 11,200 s.f.: 20 stalls Over 20K @ 12,000 s.f.: 54 stalls TOTAL: 74 stalls
AUTO PARKING PROVIDED	Standard (9'x19'): 101 stalls VAN Accessible (9'x19'): 1 stall Standard Accessible (9'x19'): 4 stalls TOTAL: 106 stalls	AUTO PARKING PROVIDED	Standard (9'x19'): 73 stalls VAN Accessible (9'x19'): 1 stall Standard Accessible (9'x19'): 3 stalls TOTAL: 77 stalls
TRAILER PARKING PROVIDED	Trailer (10' x 55'): 142 stalls Zoning Ordinance for City: Zoning Designation - Perris Valley Commercial Center SP	TRAILER PARKING PROVIDED	Trailer (10' x 55'): 32 stalls Zoning Ordinance for City: Zoning Designation - Perris Valley Commercial Center SP
MAXIMUM FLOOR AREA RATIO	F.A.R. - .75	MAXIMUM FLOOR AREA RATIO	F.A.R. - .75
MAXIMUM LOT COVERAGE	Coverage - 50%	MAXIMUM LOT COVERAGE	Coverage - 50%
SETBACKS	Front Yard (Street side): 10' Local / Collector St. - 10' Arterial - 15' Expressway/Freeway - 20' Rear Yard: Adjoining non-residential - 0' Adjoining residential - 20'	SETBACKS	Side Yard: Adjoining non-residential - 0' Adjoining residential - 20'
LANDSCAPE REQUIRED	Percentage: 12%	LANDSCAPE REQUIRED	Percentage: 12%
LANDSCAPE PROVIDED	Percentage (base or net): 13.8% 119,641 s.f.	LANDSCAPE PROVIDED	Percentage: 12.1% 33,797 s.f.

Source(s): HPA (12-12-2022)

Figure 3-6



Conceptual Site Plan - Building 2

Lead Agency: City of Perris

Table 3-1 Buildings 1 and 2 Summary

	Building 1	Building 2	Total
Office Floor Space	8,000 sf	7,000 sf	15,000 sf
Warehouse Floor Space	411,034 sf	118,341 sf	529,375 sf
Total Building Area	419,034 sf	125,341 sf	544,375 sf
Lot Coverage (maximum 50% of lot allowed)	48.1%	45.0%	
Floor Area Ratio (FAR) (maximum 0.75 FAR allowed)	.50	.49	
Building Height (maximum height of 50 feet allowed) ¹	51'	51'	
sf: square feet 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.			

As shown on the site plans, the proposed buildings are rectangular-shaped. Building 1 is approximately 879 feet long and 460 feet wide with 77 dock doors located on the west and east sides of the building. Building 2 is approximately 214 feet long and 494 feet wide with 16 dock doors located on the south side of the building. The truck courts for each building would be enclosed and screened from view, as further discussed in Section 3.6.3, *Landscape, Screen Walls, Hardscape, and Lighting*, below.

Conceptual building elevations are provided in Figure 3-7, *Conceptual Building Elevations - Building 1*, and Figure 3-8, *Conceptual Building Elevations - Building 2*, and conceptual colored elevations are provided in Figure 3-9, *Conceptual Colored Elevations - Building 1*, and Figure 3-10, *Conceptual Colored Elevations - Building 2*. The proposed buildings have been 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 buildings 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, gray, and beige with accent colors and black brick veneer façade accent. The proposed buildings would be a maximum of 51 feet in height above the exterior finish grade level at the top of parapet, although the roof height would vary based on the building’s architectural features. As shown by the building’s elevations, visual relief from building form would be achieved through fenestration, mullions, exterior canopies at the office entries, and through variations in height and rooflines, and the use of parapets.

The various architectural elements would effectively avoid monotony and repetition in building elevations and would minimize glare. It should also be noted that rooftop equipment would be screened behind the parapet and would not be visible from the street.

The Project would also include PVCCSP-required employee amenities. Specifically, a break room with ping-pong table, would be provided within the proposed buildings. A Bocce Court would be provided near the southwestern side of Building 1 and southeastern corner of Building 2 site adjacent to the truck parking. Outdoor break and lunch area with covered trellis would also be provided next to the two Bocce courts and one on the southeastern corner of the Building 1 site adjacent to the truck parking. Further, trash enclosures would be provided in the truck parking areas near the proposed office space in Building 1 and next to the pump room in Building 2 site; the trash enclosures would be screened as required by the PVCCSP.

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). FINISH GRADE VARIES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DAYLIGHT TO CURB OR TAKE TO STORM DRAIN. NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.D.
- 4 OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 CONCRETE STAIR LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
- 7 METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER STRIPPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
- 9 EXTERIOR DOWNSPOUT AND OVERFLOW SCUPPER
- 10 DOCK BUMPER
- 11 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS. GLAZING ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- 12 TUBE STEEL CANOPY WITH 3 FORM COGA XT COVER OVER ENTRANCE.
- 13 METAL SIDING
- 14 INTERIOR DOWNSPOUT AND OVERFLOW SCUPPERS

GENERAL NOTES - ELEVATIONS

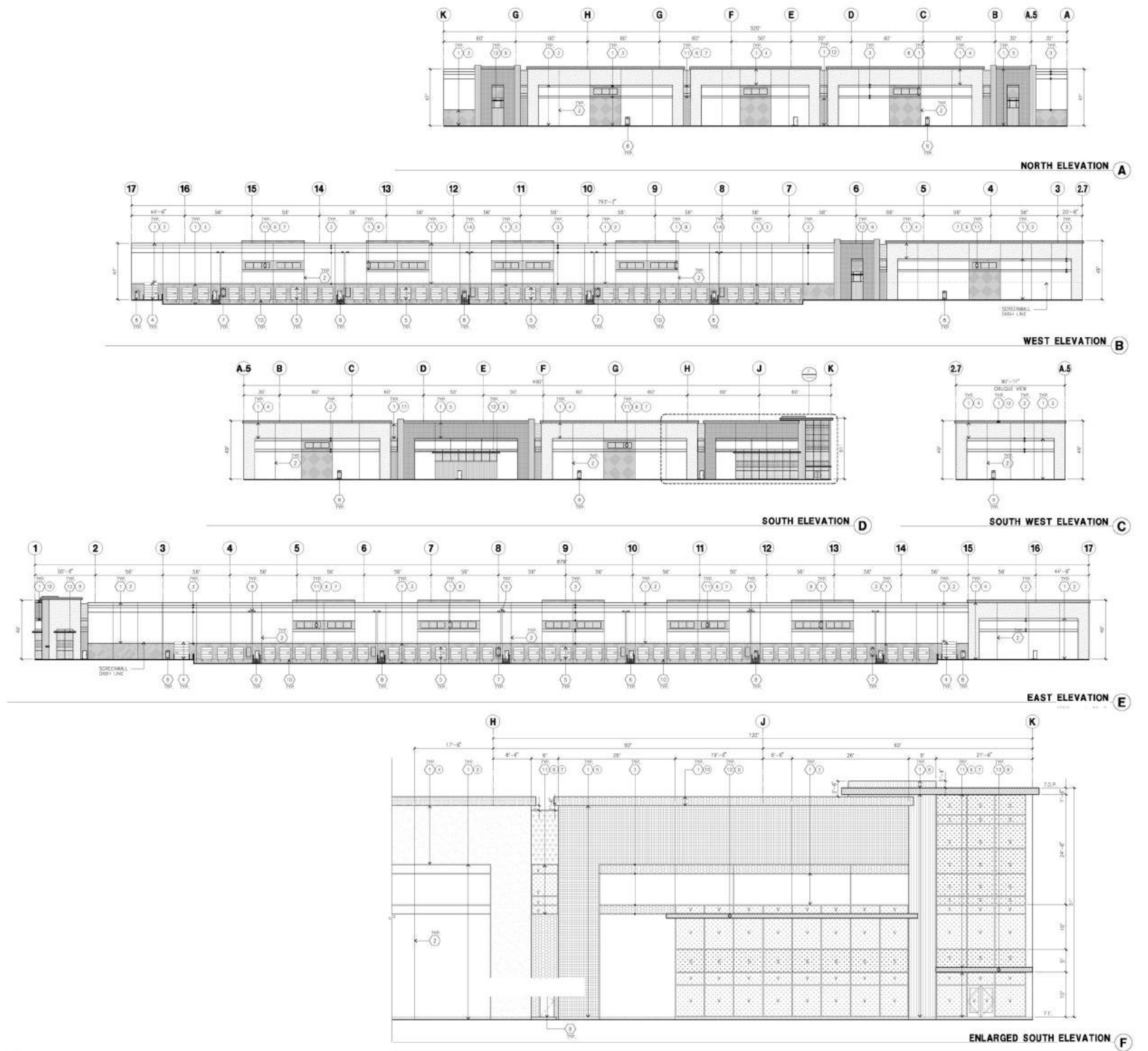
- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. EL. = TOP OF PARAPET ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH. EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- V. THE FIRST COAT OF PAINT TO BE APPLIED ON AND THE SECOND COAT

COLOR SCHEDULE - ELEVATIONS

	1 CONCRETE TILT-UP PANEL	PAINT BRAND_SHERWIN WILLIAMS SW 7071 GRAY SCREEN
	2 CONCRETE TILT-UP PANEL	PAINT BRAND_SHERWIN WILLIAMS SW 7072 ONLINE
	3 CONCRETE TILT-UP PANEL	PAINT BRAND_SHERWIN WILLIAMS SW 7073 NETWORK GRAY
	4 CONCRETE TILT-UP PANEL	PAINT BRAND_SHERWIN WILLIAMS SW 7074 SOFTWARE
	5 CONCRETE TILT-UP PANEL	PAINT BRAND_SHERWIN WILLIAMS SW 7076 CYBERSPACE
	6 MULLIONS	COLOR CLEAR ANODIZED MULLIONS
	7 GLAZING	COLOR BLUE REFLECTIVE GLAZING
	8 CONCRETE TILT-UP PANEL	COLOR FORMLINER PAINTED IN SHERWIN WILLIAMS SW 7071 GRAY SCREEN
	9 TUBE STEEL CANOPY	COLOR SHERWIN WILLIAMS ACRYLIC LATEX SYSTEM HIGH GLOSS/HIGH PERFORMANCE IN COLOR: SW 7076 CYBERSPACE @ METAL CANOPY
	10 CONCRETE TILT-UP PANEL	FAÇADE ACCENT TILE 1 PAINT BRAND_ ARIZONA TILE KONKRETE BEIGE
	11 CONCRETE TILT-UP PANEL	FAÇADE ACCENT TILE 2 PAINT BRAND_ ARIZONA TILE KONKRETE GRIGIO
	12 CONCRETE TILT-UP PANEL	FAÇADE ACCENT TILE 1 PAINT BRAND_ ARIZONA TILE ALLOY RAME MATTE

GLAZING LEGEND

- NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.
- | | | | |
|--|--------------------------|--|-------------------------------------|
| | INSULATED VISION GLASS | | SPANDREL GLASS WITH CONCRETE BEHIND |
| | SINGLE LITE VISION GLASS | | SPANDREL GLASS |



Source(s): HPA (05-2022)

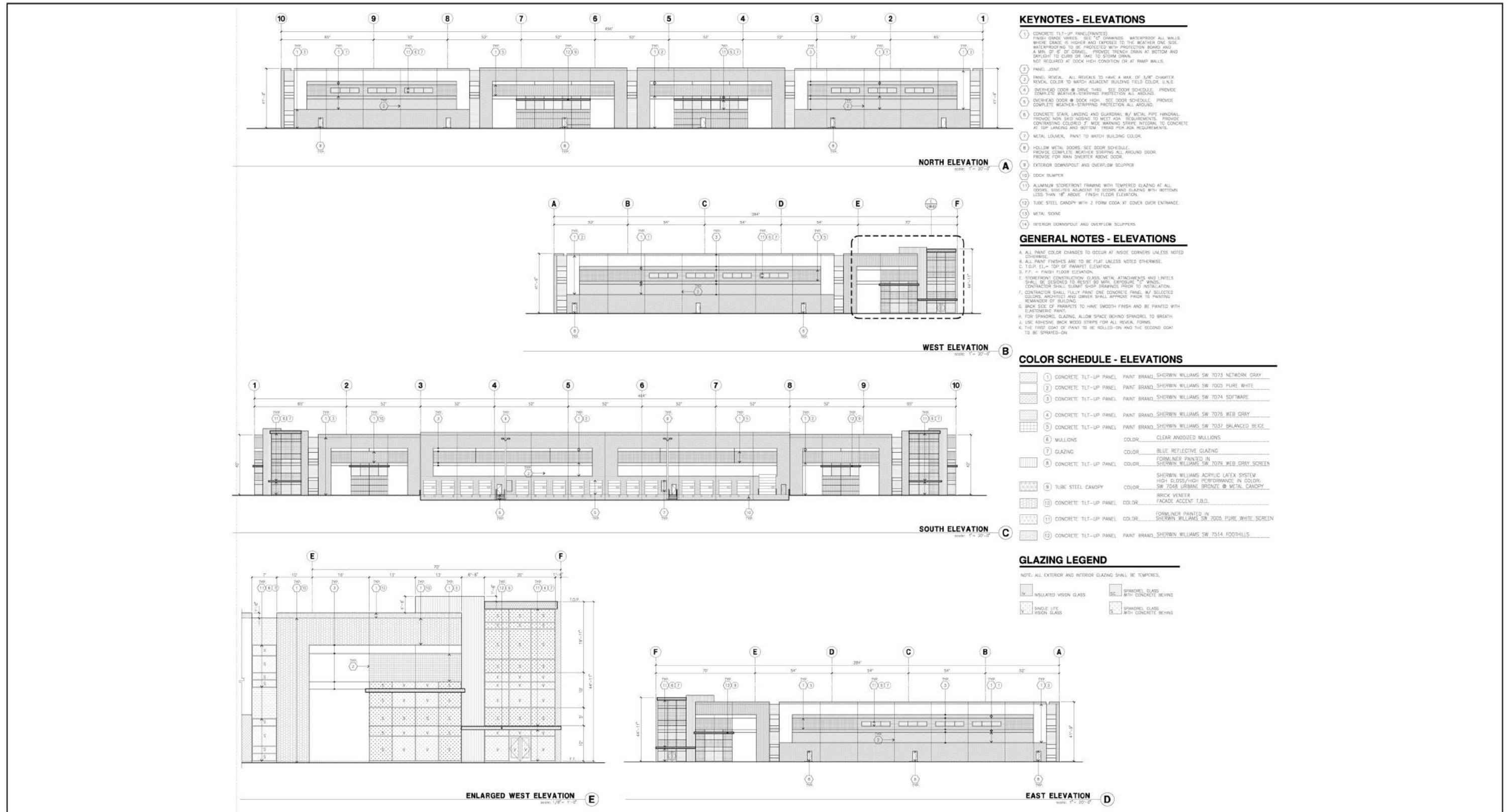
Figure 3-7



Conceptual Building Elevations - Building 1

Lead Agency: City of Perris

SCH No. 2021120497
Page 3-13



Source(s): HPA (12-12-2022)

Figure 3-8



Lead Agency: City of Perris

Conceptual Building Elevations - Building 2



Source(s): HPA (01-31-2022)

Figure 3-9



Conceptual Colored Elevations - Building 1



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

Source(s): HPA (12-12-2022)

Figure 3-10



Conceptual Colored Elevations - Building 2

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 and the Title 24 California Green Building Standards Code (CALGreen Code). The Project would also pursue the LEED Core & Shell rating program and is expected to reach the equivalent of a LEED “Silver” rating. Additionally, as presented in Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR, the Project incorporates PVCCSP EIR mitigation measures that serve to reduce greenhouse gas emissions.

3.6.2 VEHICULAR AND NON-VEHICULAR CIRCULATION AND PARKING

Section 3.0 of the PVCCSP 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). Additionally, Section 4.2.2.2 of the PVCCSP contains standards and guidelines related to vehicular access and on-site circulation. The Project has been designed to comply with the applicable standards and guidelines related to circulation, as applicable, and as described below.

Vehicular Circulation

The Project has been designed to comply with applicable PVCCSP standards and guidelines related to truck routes and driveway spacing to minimize vehicular conflict as well as large truck maneuverability. Roadway/circulation improvements that would be constructed as part of the Project are described below, and the physical impacts associated with construction of these improvements are evaluated in this Draft EIR.

- **Natwar Lane.** Natwar Lane is an existing north-south oriented roadway located along the Project site’s eastern boundary. Street improvements for Natwar Lane are being constructed to its ultimate half section pavement width as a Collector (64-foot right-of-way) between the Project site’s northern and southern boundaries. This includes installing a 34-foot-wide asphalt paving, 6-inch curb and gutter 22 feet west of the centerline, sidewalk and streetlights per the City of Perris, County of Riverside, and Caltrans standards. The Project Applicant would be required to improve Natwar Lane as required by the final Conditions of Approval for the Project and applicable City of Perris standards.
- **Western Way.** Western Way is a north-south oriented roadway that will traverse along the eastern boundary of the Project site and is planned to be extended northerly to connect to a future extension of Van Buren Boulevard. Street improvements for Natwar Lane are being constructed to its ultimate full-section pavement width as a Secondary Arterial (94-foot right-of-way) between the Project site’s northern and southern boundaries.

Project truck traffic would be required to use Harley Knox Boulevard to access I-215. Signage would be posted on-site directing truck drivers to use the existing City truck routes. The traffic analysis in this Draft EIR conservatively assumes that all truck traffic would use the Harley Knox Boulevard interchange to access I-215.

Regardless of the truck route used, truck and automobile access to the Project site would be provided from Natwar Lane via three Project driveways. Access would also be provided from one driveway off

Western Way. A future east-west roadway (Van Buren Boulevard) connecting to MARB/IPA will be constructed adjacent to the northern boundary of the Project site; the roadway would not be developed as part of the Project. No access to/from the Project site would occur off the MARB/IPA roadway.

It should be noted that the proposed buildings may accommodate multiple tenants. To avoid operational conflicts, the driveway locations are located to provide efficient access to each side of the buildings. The Project would include construction of the following site adjacent access improvements:

- **Natwar Lane/Driveway 3 & Driveway 1** – Install a stop control on the eastbound and southbound approach, and construct the intersection with the following geometrics:
 - *Northbound Approach*: One shared left-through lane.
 - *Southbound Approach (Project Driveway 3)*: One shared through-right turn lane.
 - *Eastbound Approach (Project Driveway 1)*: One shared left-right turn lane.
 - *Westbound Approach*: N/A

- **Natwar Lane & Driveway 2** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:
 - *Northbound Approach*: One through lane.
 - *Southbound Approach*: One shared through-right turn lane.
 - *Eastbound Approach (Project Driveway 2)*: One right turn lane.
 - *Westbound Approach*: N/A

- **Western Way & Driveway 4** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:
 - *Northbound Approach*: One through lane.
 - *Southbound Approach*: One shared through-right turn lane.
 - *Eastbound Approach (Project Driveway 4)*: One right turn lane.
 - *Westbound Approach*: N/A

Internal site circulation would also comply with applicable City and Riverside County emergency access requirements; fire lanes are shown on the conceptual site plan provided in Figure 3-5 and Figure 3-6 for Buildings 1 and 2, respectively.

Non-Vehicular Circulation

Section 4.2.2.3 of the PVCCSP contains standards and guidelines related to pedestrian access and on-site circulation and the Project has been designed to comply with applicable standards and guidelines. The proposed improvements to Natwar Lane associated with the proposed building would include the improvements to the existing sidewalk along the Project site's frontage. Additionally, to meet the requirements for bicycle parking, bicycle racks would be provided at the primary building entrances.

Parking

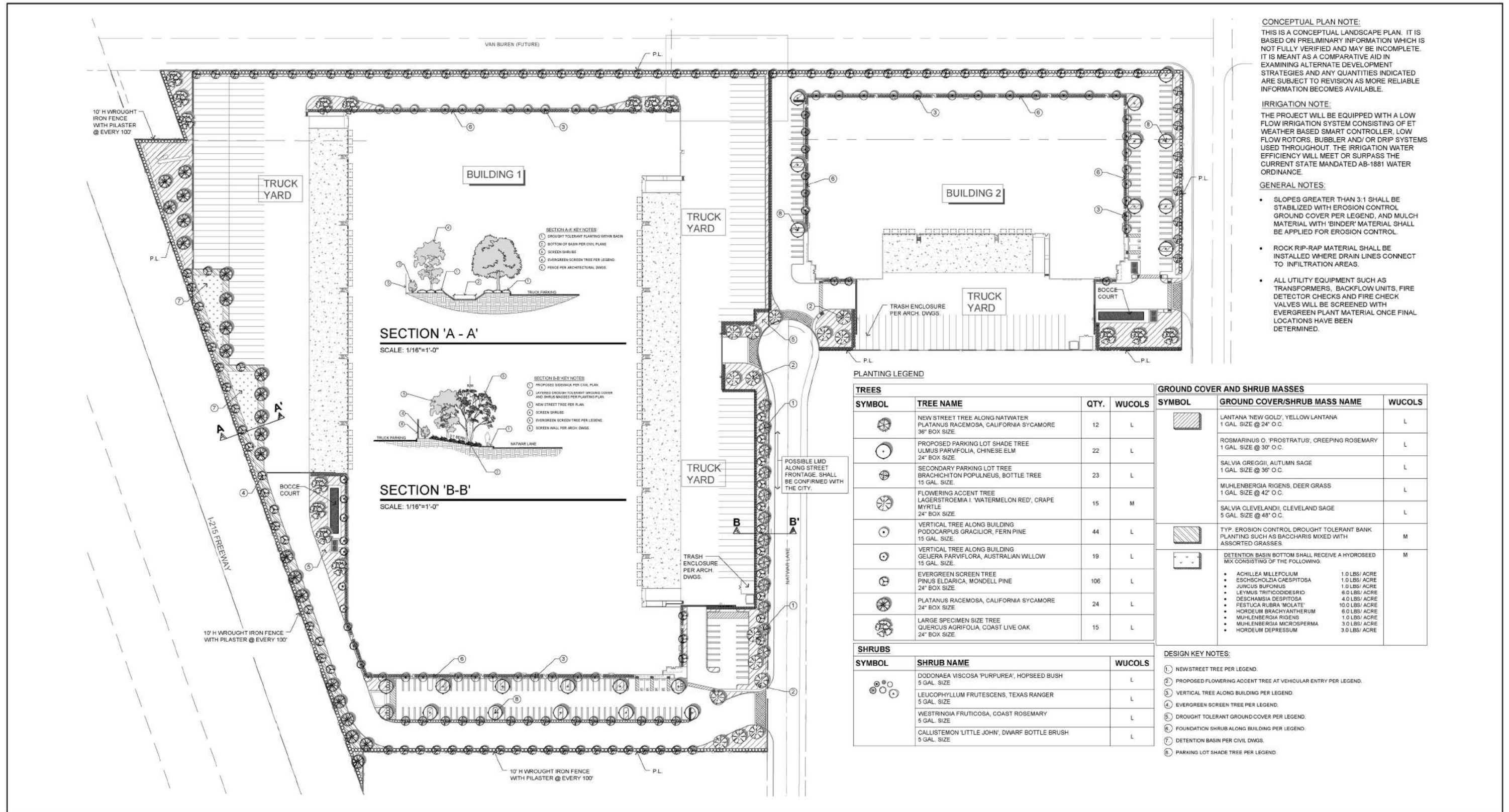
The Project is designed to comply with Section 4.2.2.4 of the PVCCSP and Chapter 19.69 of the City of Perris Zoning Ordinance related to parking requirements. As shown on the conceptual site plans presented on Figure 3-5 and Figure 3-6, the Project is designed to include a total of 183 surface automobile spaces: 106 automobile spaces for Building 1, and 77 automobile spaces for Building 2. Additionally, 174 trailer spaces would be provided: 142 trailer spaces for Building 1, and 32 trailer spaces for Building 2. Automobile parking would consist of standard spaces, van accessible spaces, and accessible spaces. The automobile parking would meet or exceed the required amount of 106 spaces for Building 1 and 74 spaces for Building 2. Of the parking spaces provided, 13 of the spaces at Building 1 would be designated for electric vehicle (EV) parking with 6 installed EV chargers and Building 2 would have 9 designated EV spaces with 4 installed EV chargers.

3.6.3 LANDSCAPE, SCREEN WALLS, HARDSCAPE, AND LIGHTING

Landscape

Section 6.0 of the PVCCSP 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. Section 6.0 of the PVCCSP identifies recommended plant species and provides specific streetscape standards and associated streetscape section figures for the various types of roadways within the PVCCSP area. The PVCCSP also includes a Visual Overlay Zone (refer to Figure 4.0-17 of the PVCCSP) along I-215 and 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. The Project site is located immediately east of the I-215 freeway corridor and the further Van Buren Boulevard, which is subject to the standards and guidelines outlined in Section 4.2.9.1, Freeway Corridor, and Section 4.2.9.2 Major Roadway Visual Zones, of the PVCCSP, respectively.

The conceptual landscape plan for the Project is shown on Figure 3-11, *Conceptual Landscape Plan*. The PVCCSP requires a minimum 12 and 10 percent landscape coverage for development in Light Industrial and General Industrial areas, respectively. Building 1 includes 13.8 percent landscape coverage and Building 2 includes 12.1 percent landscape coverage, which are consistent with the requirements of the PVCCSP. Landscape materials would include a variety of trees (e.g., for accent, screening, shade, and street), shrubs (e.g., for accent, groundcover, screening), and grass mix (for the detention basin). Proposed plant materials would have either low or moderate water needs and would be consistent with Section 6.1.3 of the PVCCSP, On-Site Plant Palette, or if approved by the City, plants that are consistent with California Friendly Landscape and that meet all minimum City of Perris Water Conservation Requirements, as defined in Chapter 19.70 of the City's Zoning Ordinance.



Source(s): SPLA (12-12-2022)

Figure 3-11



Screen walls/Hardscape

A combination of screen walls and fencing would be provided on the Project site for screening, privacy, noise control, and security. Figure 3-12, *Screen Wall and Fence Plan - Part 1*, and Figure 3-13, *Screen Wall and Fence Plan - Part 2*, depicts the location of the proposed walls and fences and the typical elevations. As shown, 14-foot-high concrete tilt-up screen walls would be provided along part of the northern boundary of the Building 1 site, the perimeter of the truck trailer parking areas on the eastern and western sides of the Building 1 site, and the perimeter of the truck trailer parking areas on the southern side of the Building 2 site. Wrought iron fencing (8 feet high) would be provided along the perimeters of the Project site, with the exception of the western boundary of the Building 1 site and northern and southern boundaries of Building 2 site.

The Project would also include various hardscape elements throughout the Project site. Paving would consist of concrete for the parking areas, and decorative concrete paving (colored) at the access driveways along Natwar Lane and Western Way.

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. New sources of light would primarily include parking lot lighting, and outdoor security lighting for the proposed buildings. Pursuant to the PVCCSP and the City's Municipal Code Section 19.02.110, lighting would be directed away from adjoining properties and the public right-of-way.

3.6.4 UTILITIES AND INFRASTRUCTURE

Section 4.2.7, *Utilities*, of the PVCCSP requires that utility connections be coordinated with the development of project sites. On-site utility infrastructure would be provided, as necessary, to serve the proposed buildings and would connect to the existing infrastructure previously installed by the Project Applicant in the adjacent roadways. Approximately 10 to 15 feet of excavation is required for the utility connections and no new or expanded off-site utility infrastructure is required. The required on-site utility infrastructure is within the physical impact area for the Project evaluated in this Draft EIR. The conceptual utility infrastructure plans are depicted on the site plans provided on Figure 3-5 and Figure 3-6, and are subject to refinements during final design including specifications required by the utility provider.

- **Domestic Water.** Water services to the Project site vicinity is provided by the Eastern Municipal Water District (EMWD). There is an existing 8-inch water line located in Natwar Lane that would serve the Project. As part of the Project, water distribution lines would be installed within the building sites to connect to the existing water lines in Natwar Lane and Western Way. These on-site facilities would be sized to accommodate the required fire flow and anticipated water demand based on the proposed land use.

- **Sewer.** The EMWD is responsible for all wastewater collection and treatment in vicinity of the Project site. There is an existing 8-inch sewer line in Natwar Lane that would serve the Project. The Project would include installation of on-site sewer lines and sewer laterals to connect with the existing sewer line in Natwar Lane and Western Way.
- **Storm Water and Water Quality.** As further discussed in Section 4.10, *Hydrology and Water Quality*, of this Draft EIR, the storm water runoff from Building 1 currently sheet flows from west to east toward Natwar Lane. In addition, off-site runoff flow enters the Building 1 site from an existing double 6' x 3' culvert beneath the I-215 Freeway and flows easterly across the Project site into an existing 24-inch storm drain beneath Natwar Lane. Building 2 site surface flows surface drain from west to east and enter the site at the surface along the westerly property line. The western property will be improved prior to the development of the Project and runoff will be directed away from Building 2, to a proposed public storm drain system.

During Phase 1, all Project off-site runoff from Building 1 would be discharged to a public storm drain system that will drain into the temporary detention basin, which will be constructed on the Building 2 site. Once the future proposed storm drain is constructed, the detention basin will not be required and runoff from Buildings 1 and 2 would discharge to the northeast portion of the Project site. Flows will continue south on Western Way to Nandina. The public storm drain system ultimately connects east to the future storm drain along the MARB/IPA western boundary.

Building 1 Site

Runoff flows from the eastern half of Building 1, the eastern truck yard and the northeastern parking lot and drive aisle will drain to catch basins located in the truck yard area. Runoff from the southern parking lot and drive aisle will drain to a catch basin at the southeastern portion of the parking lot. A proposed storm drain will convey flows from the southern parking to the north and confluence with runoff from the easterly truck yard. The easterly storm drain system continues northerly and connects to the proposed public storm drain that conveys offsite flow. Similarly, runoff from the western half of Building 1, the westerly truck yard, the northwesterly parking lot, and the southwestern drive aisle will drain to catch basins located in the western truck yard. A storm drain will convey runoff northerly to the proposed public storm drain system that will convey offsite flow. Stormwater that enters the landscaped areas adjacent to the Freeway will be behind the Project site's screen wall and conveyed to the south via a proposed gutter.

A portion of the freeway drains toward the site and runoff will also be collected by the proposed gutter. A wall along the southerly neighbor's westerly property line will block offsite runoff and flows will continue southerly, discharging into Nandina Drive. Drainage from the landscape area fronting Natwar Lane and the southeastern driveway will surface directly into the street.

Building 2 Site

Runoff from the westerly parking stalls and drive aisle on the Building 2 site will surface drain to a catch basin within the northern portion of the parking lot. Flow from Building 2, truck yard, and southeastern parking lot will surface drain to catch basins located in the truck yard area. A proposed onsite storm drain system, Line A, will convey stormwater from the northwest parking to the south, then east around the building, and confluence with flows from the building and truck yard. Line A will continue east, then north around the southeast corner of the building and collect runoff from the northeastern parking lot that will surface drain to a catch basin on the east side of

the building. The drive aisle north of the building will surface drain to several catch basins adjacent to the northern side of the building. A proposed storm drain system, Line B, will convey flow to the east and confluence with Line A. Line A then continues north and ultimately discharges to the proposed 84" public storm drain traversing through the Project site. Drainage from the landscaping along the easterly property line and a portion of the driveway will surface drain directly into Western Avenue.

In addition to the site design and water quality treatment-control best management practices (BMPs) identified above (i.e. detention basin), structural and non-structural source-control BMPs would be installed as part of the Project, including, but not limited to the following:

- Maintain and periodically repaint or replace inlet markings annually.
 - Provide stormwater pollution prevention information to new site owners, lessees, or operators upon occupancy and annually thereafter.
 - Inspect and maintain drains semi-annually to prevent blockages and overflow.
 - Maintain landscaping only using minimum pesticides, when needed.
 - Move loaded and unloaded items indoors as soon as possible.
 - Sweep plazas, sidewalks, and parking lots monthly 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.
- **Dry Utilities.** Southern California Edison (SCE) supplies electric power to the Project site vicinity, the Southern California Gas Company (SoCalGas) supplies natural gas to the Project site vicinity, and Charter Communications supplies communications and data. The Project would include installation of on-site dry utility infrastructure that would connect to the existing infrastructure.

3.6.5 OPERATIONAL CHARACTERISTICS

At the time this Draft EIR was prepared, the Project' site plan consists of a single 419,034-square-foot warehouse building (Building 1) and a second 125,341-square-foot warehouse building (Building 2), totaling 544,375 sf. The Project's site plan has been revised to reduce the overall building square footage. The analysis conducted for the technical studies included as appendices to this EIR (including Air Quality, Energy, Greenhouse Gas Emissions, Noise, and Transportation) assumed a higher building square footage (589,971 sf) and, therefore, provides an overly conservative analysis of Project operations in this EIR. The future occupants of the proposed buildings are currently unknown. The Project Applicant anticipates that a high-cube warehouse distribution operator and/or warehousing operation would occupy the buildings. For purposes of evaluation in this Draft EIR, the Project is assumed to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The buildings are designed such that business operations would be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of truck trailers at designated loading bays. 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. As a practical matter, dock doors on warehouse buildings are not occupied by a truck all times of the day. There are typically many more dock door positions on warehouse 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 carried by the truck are stored inside the warehouse. As a result, many dock door positions are frequently inactive throughout the day. 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).

During long-term operating conditions, employees, visitors, and vehicles hauling goods would travel to and from the Project site daily. Using the trip generation rates given in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition), the Project is estimated to generate approximately 1,390 total vehicle trips daily, including 1,146 daily passenger vehicle trips (actual trips) and 244 daily truck trips (actual trips).

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 planning area. As this relates to industrial uses, 1 employee per 1,030 square feet is estimated for Light Industrial floor space and one employee per 1,500 sf is estimated for General Industrial floor space. Assuming the employment generation for the proposed would be consistent with Table 4.8-E of the PVCCSP EIR, the Project could generate up to approximately 529 new employees.

3.6.6 CONSTRUCTION ACTIVITIES

The Project would be constructed in two phases: 1) Building 1 on 20.2 acres and a detention basin on 6.4 acres (between Natwar Lane and Western Way) on the Building 2 site would be constructed over a period of 16-months and 2) Building 2 would be constructed over 12 months. The estimated construction phase durations, which are also used for purposes of analysis in this Draft EIR, are summarized in Table 3-2, *Construction Duration*.

Table 3-2 Construction Duration

Phase	Construction Phase/Activity	Estimated Number of Days
Building 1 (Phase 1)	Site Preparation	10
	Grading	30
	Building Construction	300
	Paving	20
	Architectural Coating	40
Project Buildout (Phase 2)	Site Preparation	10
	Grading	20

Phase	Construction Phase/Activity	Estimated Number of Days
	Building Construction	230
	Paving	20
	Architectural Coating	40

It is estimated that the Project would require approximately 69,053 cubic yards (cy) of cut and 69,054 cy of fill during Phase 1 and 18,666 cy of cut and 18,666 cy of fill during Phase 2, resulting in no import/export of soil due to the 10 percent shrinkage in soils. The conceptual grading for the Project is provided in Figure 3-14, *Conceptual Grading Plan - Phase 1*, and Figure 3-15, *Conceptual Grading Plan - Phase 2*, respectively, and the drainage plan and site sections are presented in Figure 3-16, *Conceptual Drainage Plan*, and Figure 3-17, *Site Sections*.

Although the exact calendar dates of each construction phase are subject to change, dates are analyzed herein for purposes of presenting a specific and reasonably foreseeable construction schedule.

As further discussed in Section 4.12, *Noise*, of this EIR, the City of 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. Construction equipment is expected to operate on the Project site eight 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 reasonable assumption, and likely overstates the actual amount of time that each piece of construction equipment would operate on a daily basis. Should construction activities need to occur outside of the hours permitted by the Municipal Code, the Project Applicant would be required to obtain authorization from the City. Should on-site concrete pouring activities need to occur at night to facilitate proper concrete curing, pours would typically occur between the approximate hours of 2:00 a.m. and 8:00 a.m.

In addition to on-site construction activities, the Project would involve site adjacent roadway and driveway access improvements along Natwar Lane and Western Way, as previously described. Utility infrastructure would be installed on site and would connect to existing utility lines in the adjacent roadways. Construction staging would occur within the Project impact limits and would be located the farthest distance feasible from existing residential uses.

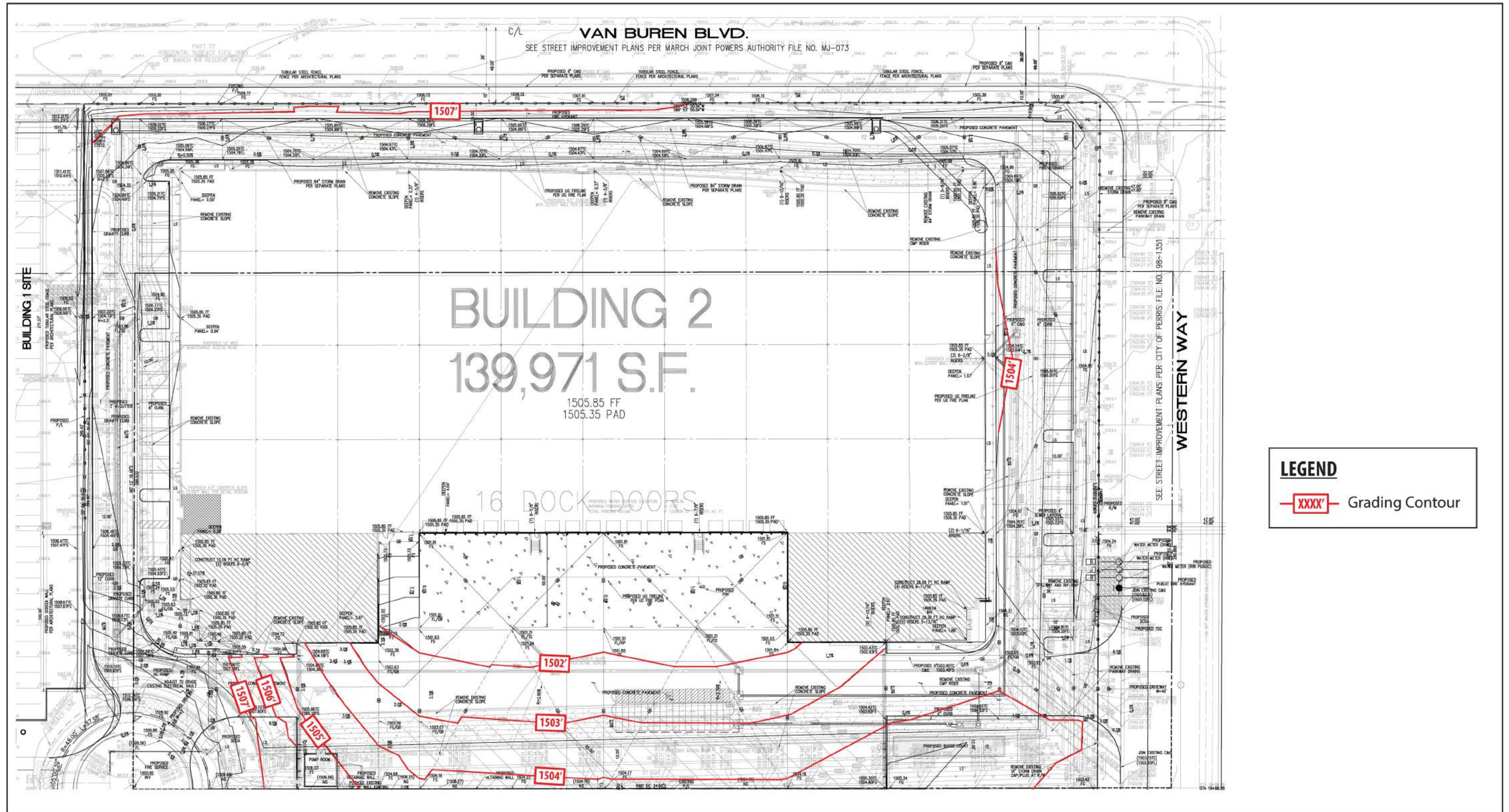
Lights may be used within the construction areas, notably the construction staging areas, to provide security for construction equipment and construction materials. This type of temporary security lighting is often unshielded and may shine onto adjacent properties and roadways. Further, if construction-related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

Construction workers would travel to the Project site by passenger vehicle and materials deliveries would occur by medium- and heavy-duty trucks. Construction of the Project would require common construction equipment. The site-specific construction fleet may vary due to specific needs at the time of construction; however, a summary of construction equipment assumptions by construction phase used for purposes

of analysis in this EIR is provided in Table 3-3, *Construction Equipment Assumptions*. Additional information about the construction equipment assumptions is provided in Section 4.3, *Air Quality*, of this EIR.

Table 3-3 Construction Equipment Assumptions

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

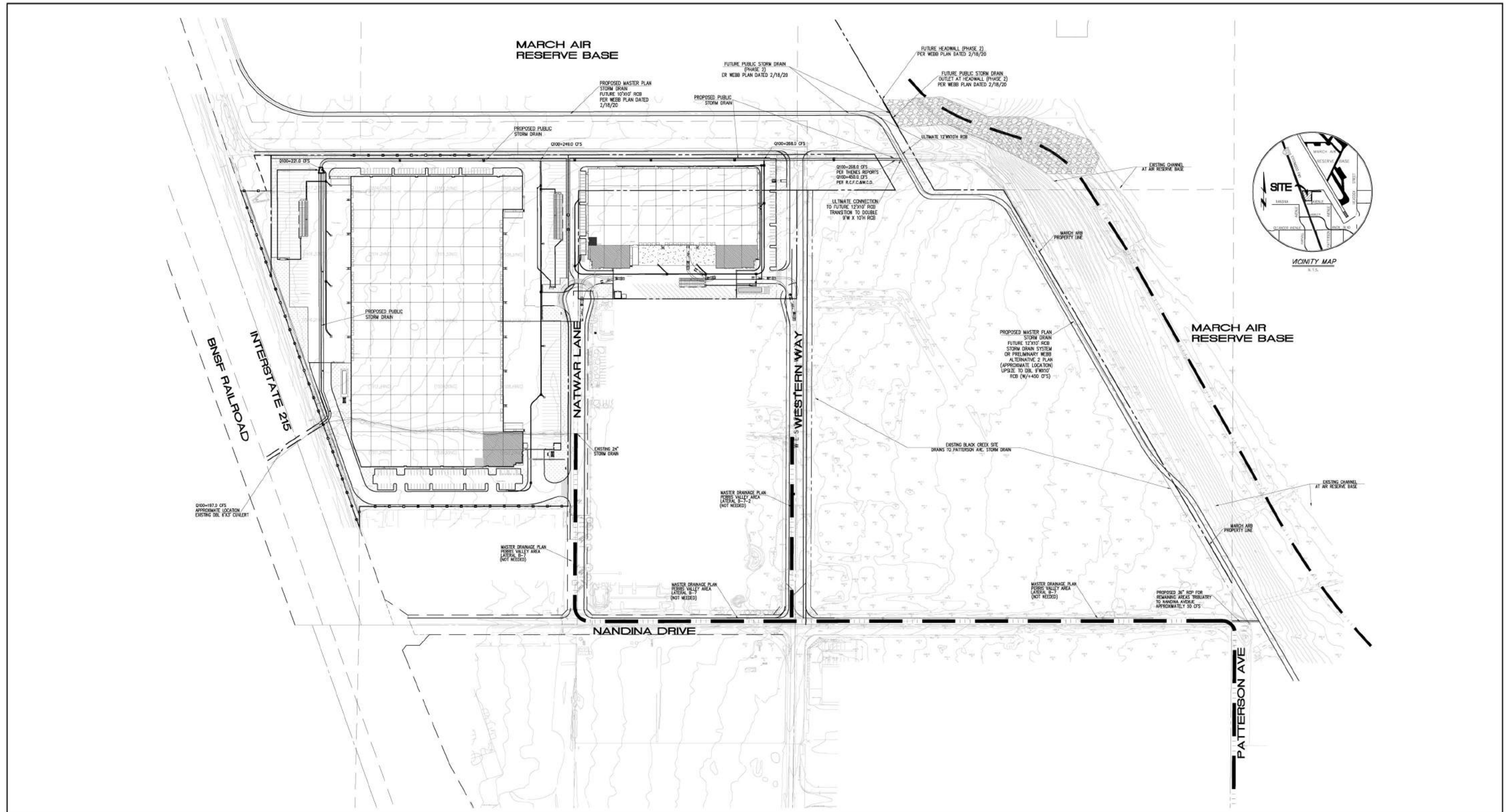


Source(s): Thienes Engineering, Inc. (11-10-2021)

Figure 3-15



Conceptual Grading Plan - Phase 2

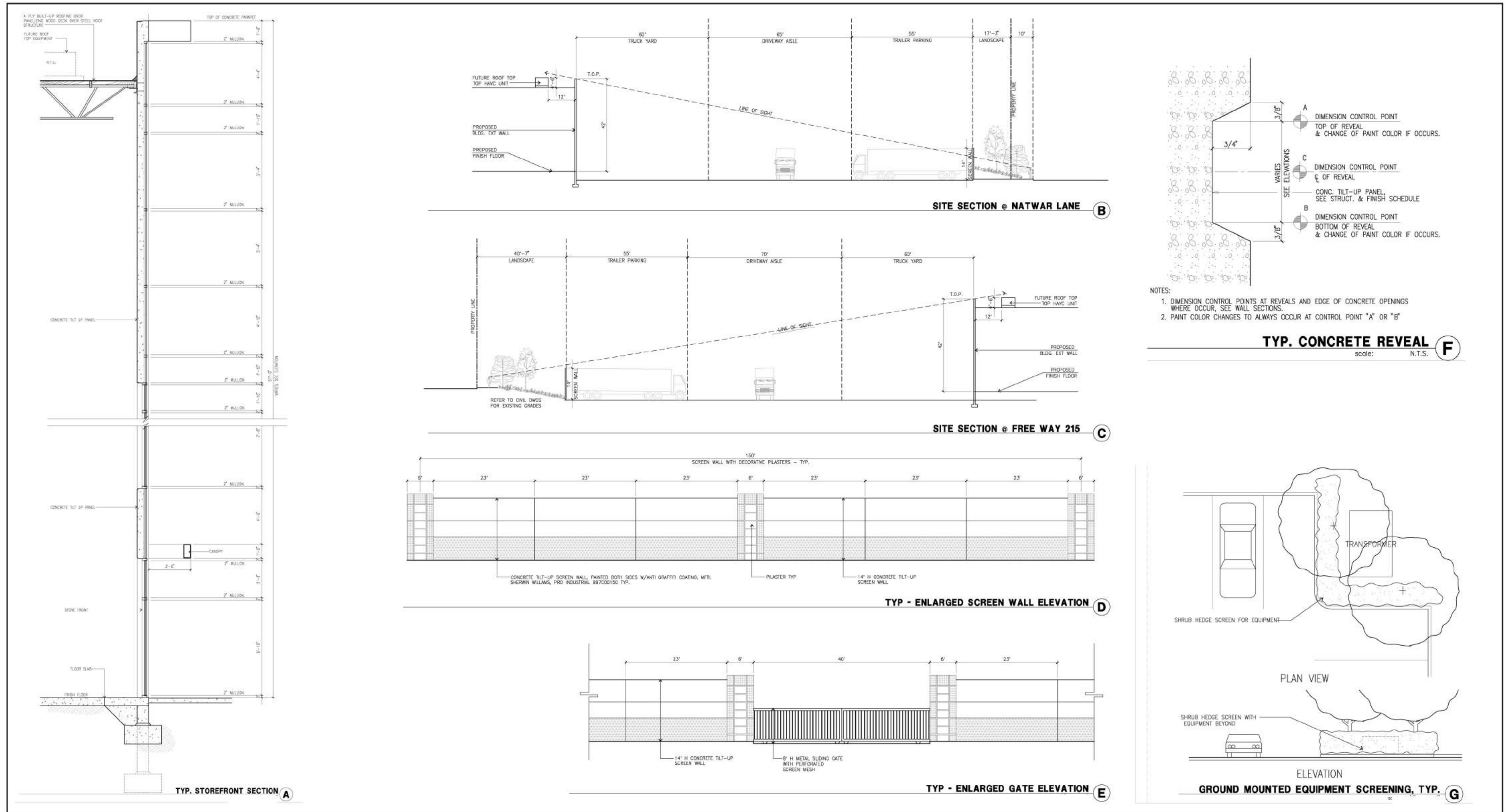


Source(s): Thienes Engineering, Inc. (12-22-2020)

Figure 3-16



Conceptual Drainage Plan



Source(s): HPA (11-04-2021)

Figure 3-17



3.7 SUMMARY OF REQUESTED ACTIONS

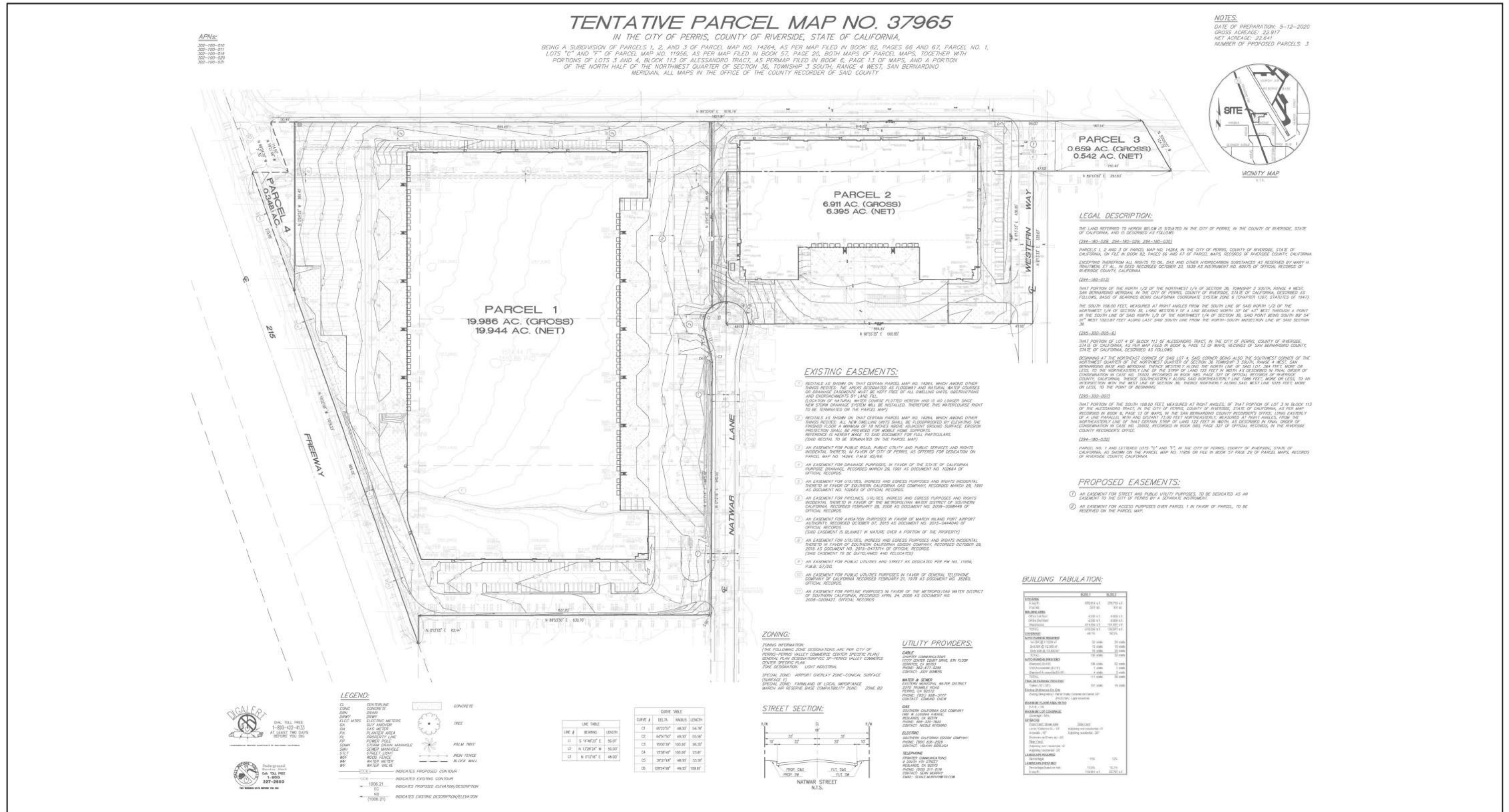
The City of Perris has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this EIR pursuant to State CEQA Guidelines Section 15050. Pursuant to Section 13.0, Implementation and Administrative Process, of the PVCCSP, the City’s Planning Commission is the decision-making authority for the Project Applicant’s requested discretionary applications (Development Plan Review and Tentative Parcel Map). The Planning Commission will make a decision regarding whether the Final EIR should be certified, and whether to approve, approve with changes, or deny the Project. The Planning Commission decision may be appealed to the City Council. 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 3-4, *Project Related Approvals/Permits*. In addition, additional actions may be necessary from other government agencies to fully implement the Project. Table 3-4 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 3-4 Project Related Approvals/Permits

Public Agency	Approvals and Decisions
Proposed Project – City of Perris Discretionary Approvals	
City of Perris Planning Commission	<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. • Development Plan Review (DPR) (Case No. 20-00004) for the First March Logistics Project site plan and building elevations. • Tentative Parcel Map (Case No. 37965)
Subsequent City of Perris Non-discretionary Approvals	
City of Perris	<ul style="list-style-type: none"> • Review and approval of off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval; • Review all on-site plans, including grading and on-site utilities; and • Approval of a Final Water Quality Management Plans (FWQMP) to mitigate post-construction runoff flows.
Other Agencies – Subsequent Approvals and Permits	
Regional Water Quality Board (RWQCB)	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
Eastern Municipal Water District (EMWD)	<ul style="list-style-type: none"> • Approval of Water Supply Assessment and 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 install and operate new stationary sources of equipment that emit or control air

Public Agency	Approvals and Decisions
	contaminants, such as HVAC units and diesel fire water pumps.
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.



Source(s): Thienes Engineering, Inc. (03-18-2021)

Figure 3-18



3.8 REFERENCES

- Albert A. Webb Associates, 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>
- City of Perris, 2013. *Perris General Plan Land Use Map*. January, 2013. Available at <https://www.cityofperris.org/home/showpublisheddocument?id=457>
- City of Perris, 2022. *Perris Valley Commerce Center Specific Plan Amendment No. 12*. Adopted January 10, 2012 and subsequently amended and approved January 11, 2022. Available at <https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>
- Riverside County Flood Control and Water Conservation District (RCFC&WCD), 1989. Master Drainage Plan for the Perris Valley Channel. October, 1989. Available at <http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%204/Reports/PV%20Channel%20MDP%20report.pdf>
- RCFC&WCD, 1991. Master Drainage Plan for Perris Valley Area. Adopted July 1987 and revised June, 1991. Available at http://rcflood.org/Downloads/Master%20Drainage%20Plans/Updated/Zone%204/Reports/PerrisValleyMDP_report.pdf

<u>Section</u>	<u>Page</u>
4.0 Environmental Impact Analysis	4-1
4.0.1 Introduction to the Environmental Analysis	4-1
4.0.2 Mitigation and Monitoring Program	4-2
4.0.3 Assumptions Regarding Cumulative Impacts.....	4-3
4.0.4 References	4-4

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 INTRODUCTION TO THE ENVIRONMENTAL ANALYSIS

Sections 4.1 through 4.16 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) (Webb, 2011). 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 Notice of Preparation (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.

As described in Section 3.0, *Project Description*, the Project includes three primary components: 419,034-square-foot Building 1 and associated improvements; 125,341-square-foot Building 2 and associated improvements; and a temporary detention basin. Off-site improvements primarily include site-adjacent roadway and infrastructure improvements. These Project components collectively encompass

approximately 27.56 acres. Unless otherwise noted, the analysis presented in Section 4.1 through 4.16 of this EIR addresses the entire Project.

4.0.2 MITIGATION AND MONITORING 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-Level 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-level 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.”

Because the Project is consistent with the PVCCSP and this EIR is tiered from the PVCCSP EIR, Section 15130(d) of the State CEQA Guidelines is particularly relevant to the analysis of cumulative impacts for the Project and states:

Previously approved land use documents, including, but not limited to, general plans, specific plans, regional transportation plans, plans for the reduction of greenhouse gas emissions, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

Section 15130(b)(1) of the State CEQA Guidelines further 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.

As discussed in Section 3.6, *Project Components*, of this EIR, the Project implements and is consistent with the land use envisioned for the Project site under the PVCCSP. As such, and because this EIR is tiered from the PVCCSP EIR, no further cumulative impact analysis is required. 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, 2004). 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 for the Traffic Analysis (included in Appendix K1 of this EIR) based on information provided by the City of Perris Planning Division in conjunction with research conducted to identify pending development projects and development applications on file with adjacent jurisdictions, including portions of the City of Moreno Valley, and unincorporated Riverside County. Figure 4.14-7, *Cumulative Development Location Map*, in Section 4.14, *Transportation*, of this EIR, illustrates the cumulative development location map (Urban Crossroads, 2021f). A summary of cumulative development projects and their proposed land uses are provided in Table 4-3 of the Traffic Analysis included as Appendix K1 of this EIR.

4.0.4 REFERENCES

City of Perris, 2004. *Draft Environmental Impact Report City of Perris General Plan 2030, State Clearinghouse #2004031135*. October 2004, certified April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf

Albert A. Webb Associates, 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/Home/ShowDocument?id=2645>

Urban Crossroads, 2021f. *First March Logistics Project Traffic Analysis, City of Perris*. June 28, 2021. Included in Appendix K1 of this EIR.

<u>Section</u>	<u>Page</u>
4.1 Aesthetics	4.1-1
4.1.1 Existing Setting	4.1-1
4.1.2 Existing Policies and Regulations	4.1-7
4.1.3 Thresholds of Significance.....	4.1-7
4.1.4 Environmental Impacts	4.1-8
4.1.5 Cumulative Impacts	4.1-19
4.1.6 References	4.1-20

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.1-1 Natural Landforms.....	4.1-3
Figure 4.1-2 Site Photo from Natwar Lane Looking Northwest.....	4.1-4
Figure 4.1-3 Site Photos from Natwar Lane Looking Southwest.....	4.1-5
Figure 4.1-4 Site Photo from Natwar Lane Looking Northwest.....	4.1-6

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 Draft EIR.

There were no comments received on the Notice of Preparation regarding aesthetics. At the January 19, 2022 Draft EIR public scoping meeting, the Planning Commissioners requested that adequate lighting be provided and that the architecture of the proposed buildings are visually compatible with the surrounding areas.

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 215 (I-215), south of State Route (SR-60), north of SR-74, and west of Lake Perris. The visual character of the Project site and surrounding area is typical of areas transitioning from a rural area to industrial and other urban uses, consistent with development standards established through previously approved Specific Plans. The Project site is undeveloped, except for existing dirt roads that generally transect the Project site in an east-west orientation. As previously shown in Figure 3-2, *Aerial Photograph*, of this Draft EIR, the Project site is bordered by I-215 to the west; a billboard to the northwest; undeveloped, vacant land within March Air Reserve Base/Inland Port Airport (MARB/IPA) to the north; MARB/IPA to the east; vacant, commercial/warehouse uses to the east, southeast, and south; and a water treatment facility to the west across the I-215.

Under existing conditions, the Project site is vacant and does not contain any sources of artificial light with the exception of billboard at the northwest corner. Existing sources of light from the surrounding land uses primarily include security lighting associated with the industrial uses and headlights from trucks and passenger vehicles and minimal lighting from the existing billboard to the northwest. There are no existing buildings or man-made features on-site or near the Project site that are constructed of materials that cause glare. As identified in Section 12.0, Airport Overlay Zone, of the PVCCSP, the Airport Overlay Zone for MARB/IPA extends through the central part of the PVCCSP area. The Project site is located immediately south and west of MARB/IPA. According to the MARB/IPA ALUCP, the Project site is located within Compatibility Zone B2 (High Noise Zone). Development of the Project site is required to comply with applicable regulations of the 2014 MARB/IPA ALUCP relative to uses within Compatibility Zone B2 to ensure that MARB/IPA operations are not affected by light or glare from the proposed uses; this issue is further addressed in Section 4.9, *Hazards and Hazardous Materials*, of this Draft EIR.

Topographic/Vegetation Features

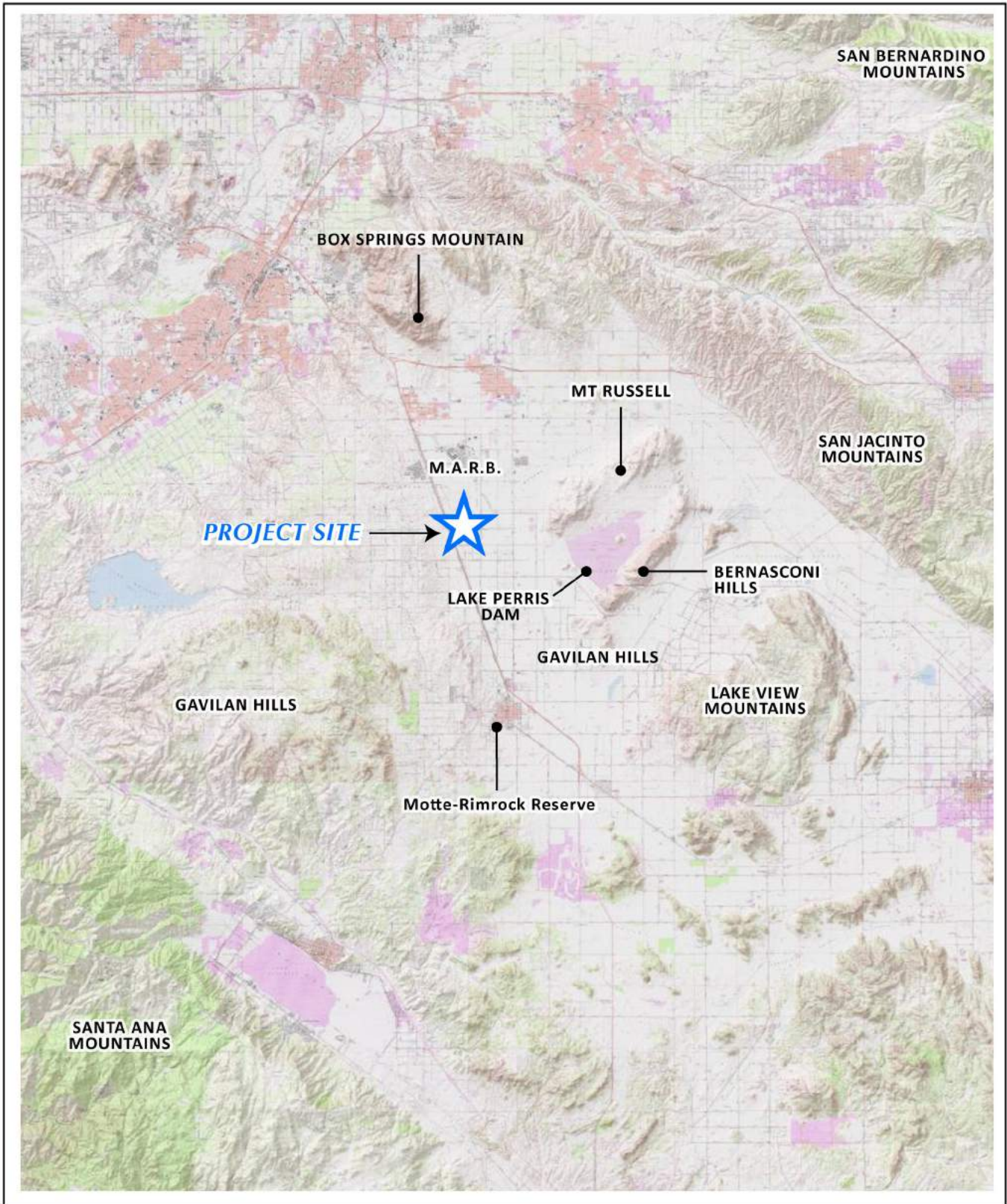
As shown in Figure 4.1-1, *Natural Landforms*, the Project site is situated in the Perris Valley between the San Jacinto and Santa Ana Mountains. The Project site is relatively flat, descending gradually from northwest to southeast; the elevations range from approximately 1,521 feet above mean sea level (amsl) in northwest corner to approximately 1,507 feet amsl in the southeast corner. Under existing conditions, the Project site consists of ruderal vegetation and disturbed land. There are no trees or other vegetation types on the Project site that are prominent visual features (Google Earth, 2020).

Views

Figures 4.1-2 through 4.1-4 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 points adjacent to the Project site and are representative of views from the surrounding roadways and pedestrian facilities. It should be noted that the Project site is immediately east of I-215 and immediately south and west of MARB. Therefore, there is a limited number of viewers and public viewsheds. Due to the relatively flat topography of the Project site, views of the site from distant vantage points are also limited.

Each of the viewsheds presented in Figures 4.1-2 through 4.1-4 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 currently undeveloped, except for the northwest corner of the site, which contains an existing billboard.

- **View 1 – View from Natwar Lane looking northwest.** View 1, shown in Figure 4.1-2, represents existing views from a vantage point east of the Project site at the cul-de-sac of Natwar Lane, looking generally west that would be experienced from pedestrians. As shown in this photograph, the Project site is undeveloped, except for the existing billboard northwest of the Project site, and relatively flat allowing for unobstructed distant views of the San Bernardino and Box Springs Mountains and existing development to the northwest. Mature trees and transmission poles and lines visible in the background views are offsite, and primarily along I-215 and Nandina Avenue.
- **Views 2 and 3 – Views from Natwar Lane looking southwest.** Views 2 and 3, shown in Figure 4.1-3, represent existing views from a vantage point east of the Project site near the cul-de-sac of Natwar Lane and from the mid-point of Natwar Lane, respectively, looking southwest that would be experienced from pedestrians. As shown in these photographs, existing industrial development and partial obstructed distant views to the local hills are available from this vantage point. Mature trees and transmission poles and lines visible in the background views are offsite, and primarily along I-215 and Nandina Avenue.
- **View 4 – View from Natwar Lane looking northwest.** View 4, shown in Figure 4.1-4, represents existing views from a vantage point east of the Project site in proximity to the existing masonry wall located at the site's southern boundary looking northwest that would be experienced from pedestrians. As shown in this photograph, unobstructed and distant views of the San Bernardino and Box Spring Mountains are available. Mature trees, transmission poles and lines, and existing development, visible in the background views are offsite.



Source(s): Google Imagery (2019)

Figure 4.1-1



Not to Scale



Natural Landforms



Figure 4.1-2

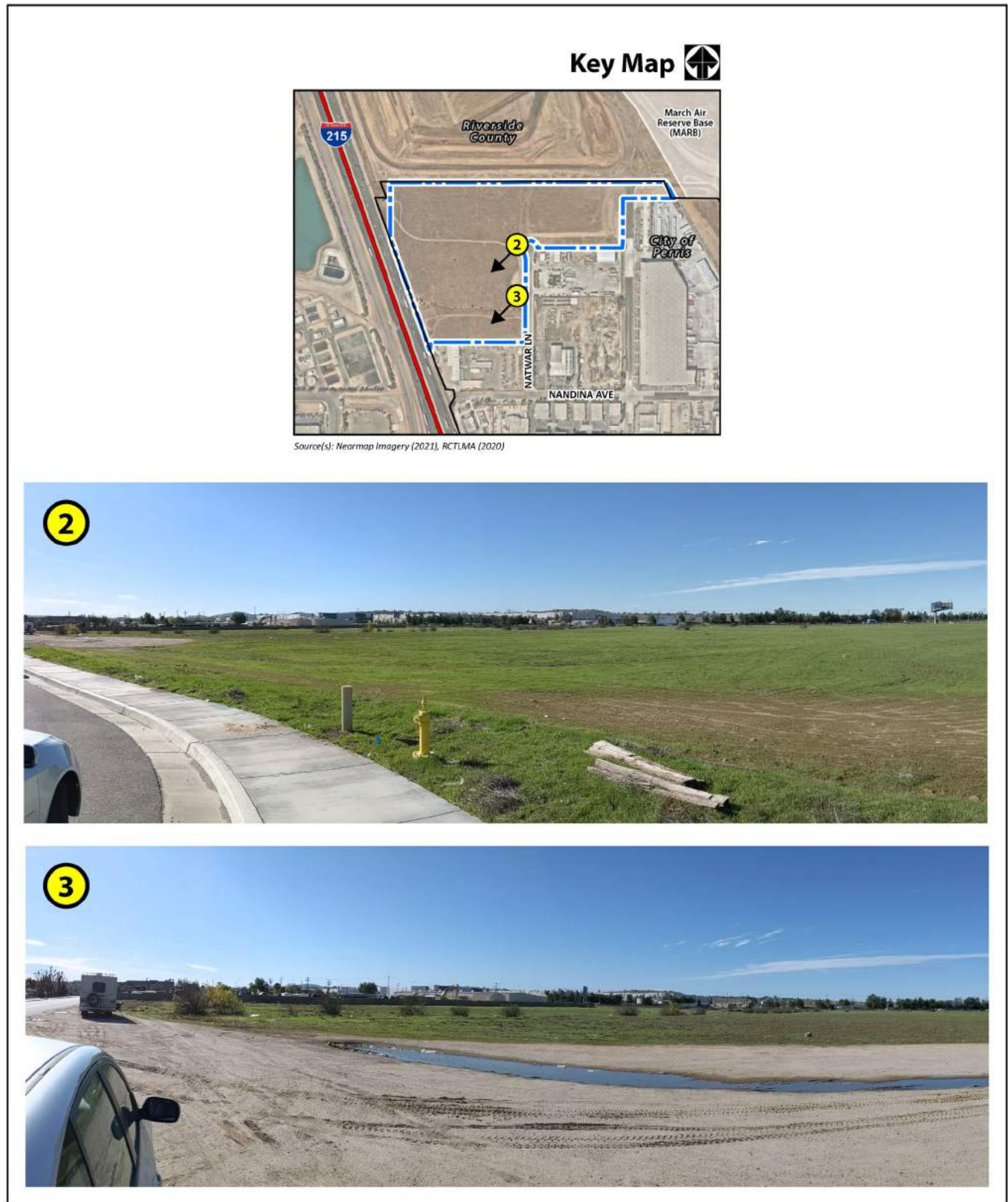


Figure 4.1-3



Figure 4.1-4

Light and Glare

There are no sources of light originating from the Project site. As previously discussed, existing sources of the light in the Project vicinity primarily include exterior lighting from nearby industrial uses and vehicle headlights along existing roadways and minimal lighting from the existing billboard to the northwest. There are no existing buildings or other man-made features on-site or near the Project site that are constructed of materials that cause substantial glare.

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.

Local

County of Riverside Ordinance No. 655

In the absence of a specific City regulation for the purpose of protecting astronomical observation and research, Riverside County Ordinance No. 655 would be applicable to the Project. 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:

- Have a substantial adverse effect on a scenic vista;
- Substantially degrade scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway;
- 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
- 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, and are summarized in Table 4.0-1, Development Standards by Land Use, of the PVCCSP. A summary of the standards applicable to Aesthetics for industrial projects within the PVCCSP area is provided below.

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

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

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
- **4.2.2.4 Parking and Loading:** Screening Parking Lot
- **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

4.2.4 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

- 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

- **4.2.9.1 Freeway Corridor Visual Zone:** Orientation, Architectural Enhancements, Rear Building Elevations, Outdoor Storage, Screening, Anti-Graffiti Protection, Signage, Lighting, Window, Wall/Fences, Billboards, Line of Sight Study
- **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

- Secondary Arterial (with Striped Median)

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/IP Airport 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:*

- (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.*

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, 2004):

...[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 Figures 4.1-2 through 4.1-4, the site is vacant and 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 further discussed below under Threshold c, the Project proposes the construction and operation of two warehouse buildings (Building 1 and 2) and the implementation of landscaping as required by the PVCCSP; specifically, landscape setbacks are provided along Natwar Lane and Western Way. Therefore, based on the foregoing analysis, the 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 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 the 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 6.13 miles south of the Project site that extends from Hemet to the coast (Caltrans, 2019). Therefore, implementation of the Project would not have the potential to substantially degrade scenic resources within a state scenic highway. No impacts to State highways would occur.

It should be noted that the Project site is located immediately east of I-215, which is identified as a Freeway Corridor in Figure 4.0-17, Visual Overlay Zone, of the PVCCSP (City of Perris, 2022). Additionally, the PVCCSP identifies the future Van Buren Boulevard as a “visual zone, which the PVCCSP emphasizes that “visual zones” should include aesthetic enhancements with high caliber industrial development. 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

The Project would result in no impacts. 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 the 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 area. Chapter 8.0 (Industrial Design Standards and Guidelines) provides guidance on industrial site layout and landscaping.

The following analysis addresses the visual change resulting from the Project and determines whether the Project would substantially degrade the existing visual character or quality of public views of the site. Additionally, the analysis 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 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 site, 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. The following analysis addresses public views and not private views, which mostly consist of travelers along I-215, Natwar Lane, and Western Way.

Due to the relatively flat topography of the Project site and surrounding area, and existing development surrounding the Project site, views of the Project site are largely limited to vantage points adjacent to the site. The photographs presented in Figures 4.1-2 through 4.1-4 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 the adjacent roadways. It should be noted that there is a limited number of viewers from these public vantage points; the vast majority of viewers would be from travelers along I-215.

Development of the Project site would involve the construction and operation of the following use on the currently vacant Project site: two warehouse buildings with associated truck trailer and automobile parking lots, landscaping, and infrastructure, and the and the construction of a detention basin during phase I, which would ultimately be replaced by Building 2. 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., vacant land) to an urban setting with industrial warehouse uses. The site would be developed in compliance with the Standards and Guidelines outlined in the PVCCSP.

The Project's construction phase would occur for approximately 29 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.

The western portion of the Project site is designated for Light Industrial uses and the eastern portion of the site is designated for General Industrial uses under the PVCCSP. Building 1 would be constructed in the western portion of the Project site and the detention basin and Building 2 would be constructed in the eastern portion of the Project site. As further described in Section 3.6, *Project Components*, of this Draft EIR, Building 1 would be 419,034 sf including warehouse and office space, and the Building 2 would be 125,341 sf including warehouse and office space. As identified above, Section 4.2.3 of the PVCCSP provides on-site Standards and Guidelines specifically related to architecture. The proposed buildings are designed to comply with these requirements, including scale, massing, and building relief, architectural elevations and details, roofs and parapets, and color and materials. Figures 3-6 through 3-9 in Section 3.0, *Project Description*, show the conceptual building elevations for the Project. While the Project's final design may differ slightly from the conceptual elevations provided in these figures, they are sufficient to assess the effect that the Project's development may have on the aesthetic character of the Project site and its surrounding area. The proposed buildings would be a maximum of 51 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 maximum structure height for development within the PVCCSP-designated Light Industrial and General Industrial areas is 51 feet. However, 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 (as identified in Table 4.0-1 of the PVCCSP). As shown in Table 4.1-1, *PVCCSP Setback Requirements*, the Project would be in compliance with the height and setback requirements established in the PVCCSP.

Table 4.1-1 PVCCSP Setback Requirements

Setbacks	Required	Provided	
Front & Street Side Yard	Local/Collector Street: 11ft Arterials ¹ : 16 ft Expressway and Freeway 20 ft	Building 1: Front: 120'-1" Street Side: 66'	Building 2: Front: 108'-9" Street Side: 91'-2"
Side & Rear Yards	Adjoining nonresidential: 0.5 ft	Building 1: Rear: 64'-10" Side: 116'-3"	Building 2: Rear: 42' Side: 60'-7"

¹Western Way is classified as a second arterial All other surrounding streets are local/collector street.

The primary form of the proposed buildings would be painted concrete tilt-up panels. The finish of the building would have low reflectance characteristics. In general, the architectural style consists of modern industrial design. The exterior color palette would be comprised of various shades of white, gray, and beige with accent colors and black brick veneer façade accent. The building is designed with multiple areas of geometric form to provide variation in building plane and form. As shown by the building elevations, visual relief from massive building form would be achieved through fenestration, through the incorporation of windows, mullions, exterior canopies at the office entries, and through variations in height and rooflines, and the use of parapets. These various architectural elements would effectively avoid monotony and repetition in building elevations. It should also be noted that rooftop equipment would be screened behind the parapet and would not be visible from adjacent streets.

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 building. As previously identified, I-215 is located immediately west of the Project site and is subject to the standards and guidelines outlined in Section 4.2.9.1, Freeway Corridor, of the PVCCSP.

The conceptual landscape plan for the proposed buildings is shown in Figure 3-10, in Section 3.0, *Project Description*, of this Draft EIR. As shown, and previously described in Section 3.6.3 of this Draft EIR, the Project would include installation of the required landscaping and screening along Natwar Lane and Western Way. Additionally, extensive landscaping and screening would be provided along the site’s western boundary, which would primarily be viewed from I-215. The water quality features along the site’s western portion would follow the landscape requirements outlined in Section 4.2.2.7, Water Quality Site Design, of the PVCCSP. 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. Fourteen-foot-high concrete tilt-up screen walls would be provided along part of the northern boundary of the Building 1 site, the perimeter of the truck trailer parking areas on the eastern and western sides of the Building 1 site, and perimeter of the truck trailer parking areas on the southern side of the Building 2 site. Wrought iron fencing (10 feet high) would be provided along the perimeters of the Project site, with the exception of the western boundary of the Building 1 site and northern and southern boundaries of Building 2 site.

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 and would result in the

development of the site in an attractive, well-designed manner using architectural elements, landscaping, and Project design. The streetscapes and screening adjacent to the Project site would be the primary visual focal point for motorists traveling along I-215, Natwar Lane, and Western Way. Therefore, the development of the proposed buildings and associated Project features would not degrade the visual character or quality of public views of the Project site and its surroundings. 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 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, except for the northwest corner of the site that contains an existing billboard, which is a source of artificial light. The temporary construction trailers include exterior lighting for security purposes. Existing sources of lighting in the surrounding area primarily include exterior lighting associated with existing development, and street lights along Natwar Lane. There are no existing buildings or other man-made features on or near the Project site that are constructed of materials that cause substantial glare.

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 most construction activities are not expected to occur during these hours, nighttime

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 would 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. The Project would implement Project-level mitigation measure MM 1-1, which 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 residential properties. With the implementation of Project-level 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 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 in loading areas would consist of building-mounted lighting. Exterior lighting would be similar to that provided for the surrounding industrial buildings and other warehouse uses in the PVCCSP area.

All development in the PVCCSP area, which includes light generated from industrial buildings and parking lots, is required to adhere to lighting requirements contained in the PVCCSP. The PVCCSP requires compliance with Riverside County Ordinance No. 655 and the 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 42 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 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 the 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. 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. As identified in the building elevations presented in Section 3.6 of this Draft EIR, the buildings would be constructed of painted concrete tilt-up panels and low-reflective materials, including low-reflective glass. Compliance with the requirements of the PVCCSP related to building materials would ensure that glare does not create a nuisance to on- and off-site viewers of the Project site or aircraft traveling to or from MARB/IPA. 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 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 or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.

Level of Significance After Mitigation

With the implementation of the Project-level mitigation measure identified above (MM 1-1), 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 area, which includes the Project site, and the May Ranch and New Horizons Specific Plan area east of the PVCCSP area, 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. The vacant area east of the Project site is planned for development with General Industrial uses.

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 areas 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 respective Specific Plans, and with applicable City regulations. The PVCCSP EIR concludes that the development of the land uses identified in the PVCCSP, including the development of the Project site, would not result in cumulative aesthetic impacts.

As previously noted, the PVCCSP area, which includes the Project site, is not located within a scenic vista. The City' 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 Freeway Corridors along I-215 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 and would have no impact on 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 other Specific Plans or 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 approved Specific Plans, including the PVCCSP, would be reduced through the adherence to applicable lighting standards established in the respective Specific Plans and through City regulations; applicable PVCCSP and City regulations are outlined in this section. Implementation of Project-level 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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<u>Section</u>	<u>Page</u>
4.2 Agriculture and Forestry Resources.....	4.2-1
4.2.1 Existing Setting.....	4.2-1
4.2.2 Existing Policies and Regulations	4.2-7
4.2.3 Thresholds of Significance.....	4.2-10
4.2.4 Environmental Impacts	4.2-11
4.2.5 Cumulative Impacts	4.2-15
4.2.6 References	4.2-16

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.2-1 Zone of Influence	4.2-3
Figure 4.2-2 FMMP Farmlands Map.....	4.2-4
Figure 4.2-3 Soils Map	4.2-5

TABLES

<u>Table</u>	<u>Page</u>
Table 4.2-1 Project Site Soils Summary.....	4.2-7
Table 4.2-2 California LESA Model Scoring Thresholds.....	4.2-11
Table 4.2-3 LESA Score Sheet	4.2-14

4.2 AGRICULTURE AND FORESTRY RESOURCES

This section addresses the potential impacts to agricultural and forestry 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 or at the January 19, 2022 Draft EIR public scoping meeting 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 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 188,019 acres in 2017 to 194,346 acres in 2018 (RCACO, 2018), the total planted acreage has decreased from 246,012 acres in 2008 (Webb, 2011). 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. District total agricultural production in the District in 2018 was valued at about \$1.53 million, compared to \$1.56 million in 2017 (RCACO, 2018). Based on inventories of agricultural acreage prepared 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 37 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, 2021). 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 area (69 percent) was designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance (Webb, 2011). Subsequent to approval of the PVCCSP EIR in 2012, farmland in the PVCCSP area has continued to transition to non-agricultural uses. As concluded in the PVCCSP EIR, the conversion of farmland to urban uses would result in no new significant impact as the conversion was previously addressed in the City of Perris 1991 General Plan EIR. A Statement of Overriding Considerations was adopted for the loss of designated farmland related to the 1991 General Plan.

Project Site and Surrounding Areas

Based on site reconnaissance conducted in June 2019 and November 2020 by AEC and Weis for the Phase I Environmental Site Assessment, the Project site is not currently being used for agricultural production. Based on review of aerial photographs, the northern and western portion of Project site was historically undeveloped and vacant from at least 1963 until the present (AEC, 2019). Similarly, the eastern portion of Project site was historically undeveloped and vacant from at least 1938 until the present (Weis, 2020). 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, or is under construction. There are currently no areas under agricultural production near the Project site (refer to Figure 4.2-1, *Zone of Influence*).

Farmland Mapping

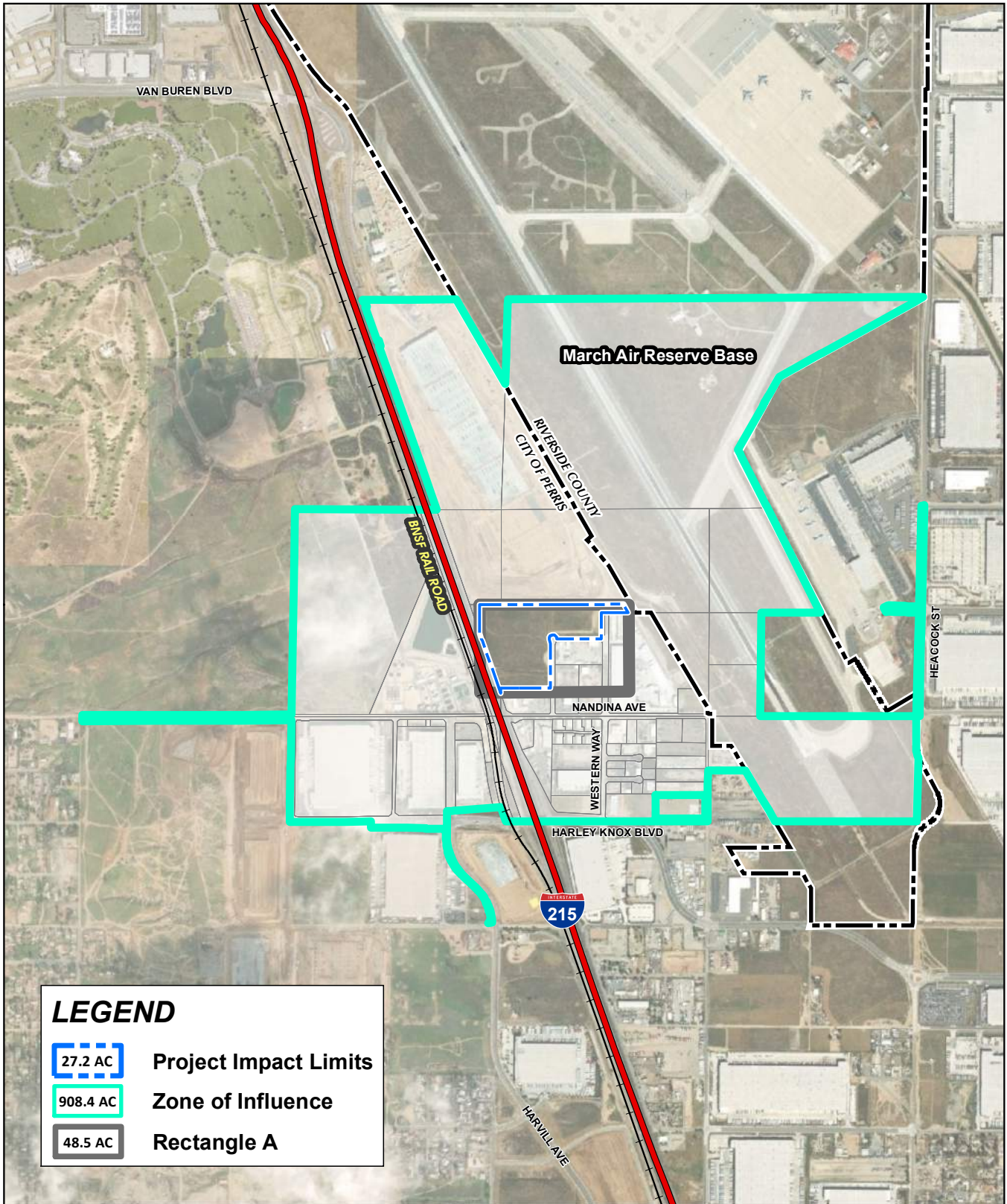
As further discussed under Section 4.2.2, *Existing Policies and Regulations*, below, the Farmland Mapping and Monitoring Program (FMMP) administered by the DOC's Division of Land Resource Protection divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. Based on review of the 2018 FMMP, the Project site is designated as Farmland of Local Importance (25.7 acres) and Urban Built-Up Land (1.5 acres) (refer to Figure 4.2-2, *FMMP Farmlands Map*).

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 4.2-3, *Soils Map*, illustrates the distribution of soils across the Project site. The mapping symbols shown on Figure 4.2-3 correspond to the United States Department of Agriculture (USDA) soil series classifications. Provided below is a description of the soils found within the Project site (USDA, 2021).

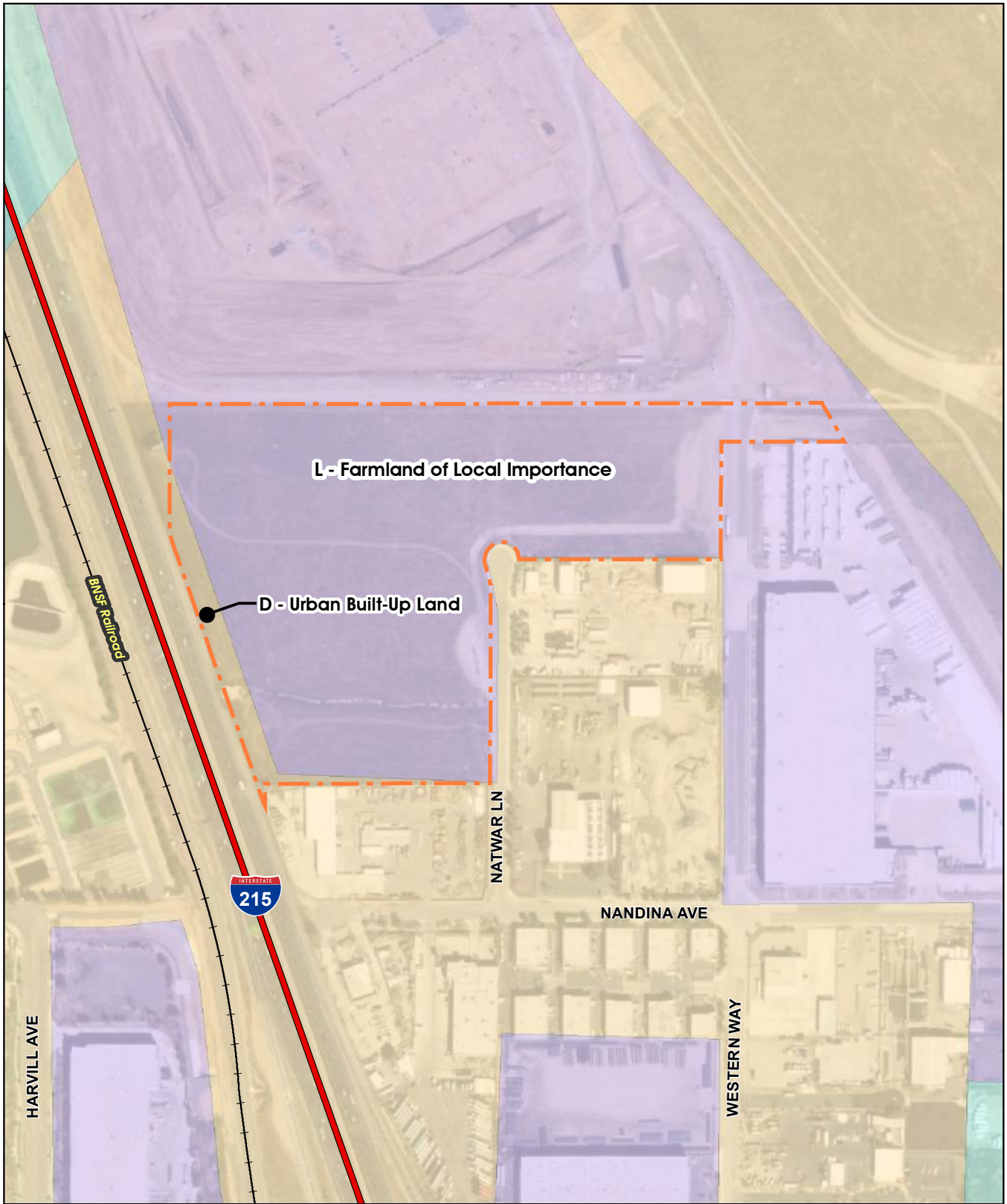


Source(s): ESRI, RCTLMA (2021), Nearmap Imagery (2021)

Figure 4.2-1



Zone of Influence



Source(s): ESRI, RCTLMA (2021), Nearmap Imagery (2021)

Figure 4.2-2



FMMP Farmlands Map



Source(s): ESRI, RCTLMA (2021), USDA (09-2021), Nearmap Imagery (2021)

Figure 4.2-3



Soils Map

- **GyA – Greenfield Sandy loam, 0 to 2 percent slopes.** Approximately 8.1 acres (29.9 percent) of the Project site contains Greenfield sandy loam, 0 to 2 percent slopes. This soil is characterized as well drained with very slow permeability.
- **HgA – Handford Fine Sandy loam, 0 to 2 percent slopes.** Approximately 3.9 acres (14.4 percent) of the Project site contains Handford fine sandy loam, 0 to 2 percent slopes. This soil is characterized as well drained with very slow permeability.
- **MmB – Monserate Sandy loam, 0 to 5 percent slopes.** Approximately 15.1 acres (55.8 percent) of the Project site contains monserate sandy loam, 0 to 5 percent slopes. This soil is characterized as well drained with moderate permeability.

☐ **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 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*. As shown, approximately 56% of the Project site is Grade 4 (poor) and 44% is Grade 1(excellent).

☐ **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, 2021). 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	Acreage	% of Project Site	Land Compatibility Classification ¹	Storie Index ²
GyA	Greenfield Sandy Loam, deep, 0 to 2 percent slopes	8.1	29.9	I	81.2
HgA	Hanford Fine Sandy Loam, deep, 0 to 2 percent slopes	3.9	14.4	I	85.5
MmB	Monserate Sandy Loam, deep, 0 to 2 percent slopes	15.1	55.8	IIle	30.4

¹Source for the Project site's mapping unit names and land compatibility classifications: (USDA, 2021)
²Source for the Project's soil storie indices: (UC Davis, 2021)

Forestry Resources

According to the PVCCSP (Figure 2.0-1, Specific Plan Land Use Designations), there are no areas within the PVCCSP planning area, including the Project site, designated for forest land (City of Perris, 2018).

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, 2021)

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 area when the PVCCSP EIR was prepared (Webb, 2011). 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. 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, 2021):

- **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.
- **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.

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 continues, 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, 2005):

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 Comprehensive General Plan 2030 approved in 2005 also does not include any agricultural land use designations, with the exception of one small parcel that is designated "Light Agriculture." 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".

The Project site is designated “Specific Plan” in the *City of Perris General Plan*. The specific policies outlined in the City’s General Plan that are related 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 (updated October 2016) (Perris, 2016). There is only one parcel zoned A-1, Light Agriculture, on the City’s Zoning Map; this is the same parcel designated Light Agriculture in the City’s General Plan and it is not located in the vicinity of the Project site.

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 (Perris, 2019). 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. The PVCCSP EIR concluded that impacts to agriculture resources would be less than significant. Details on PVSCCSP EIR findings is further discussed below under each threshold.

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 site 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 site as Farmland of Local Importance (25.7 acres) and Urban Built-Up Land (1.5 acres), and there are no existing agricultural operations at the Project site. 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 at the Project site, 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 additional mitigation measures are required.

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 (Webb, 2011).

According to the City of Perris Zoning Map, the Project site is not zoned for agricultural use; the Project site is zoned for Light Industrial and General Industrial uses (City of Perris, 2016b). The Project is not subject a Williamson Act contract (City of Perris, 2005). 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, 2005). 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.

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))?

Threshold d Would the Project result in loss of forest land or conversion of forest land non-forest use?

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 site, designated for forest land (City of Perris, 2018). Further, the Project site 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 of 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.

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?

The PVCCSP EIR (Section 4.1, Agricultural Resources) identifies that development of future projects in the PVCCSP 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 (Webb, 2011; City of Perris, 2005).

As previously identified and shown on Figure 4.2-3, based on the most recent FMMP data available for Riverside County (2018), the Project site is designated as “Farmland of Local Importance” and Urban Built-Up Land (DOC, 2021). Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agriculture use.

However, since 25.7 acres of the Project site is designated as “Farmland of Local Importance”, the LESA model would be used 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. 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 site) within or intersecting a one-quarter-mile buffer around the “smallest rectangle” that can fully contain the Project site. Figure 4.2-1, *Zone of Influence*, illustrates the ZOI for the Project site. The ZOI includes a total of 908.4 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 site received a LE subscore of 34.2 and a SA subscore of 19.5, which sums to a final LESA score of 53.7. Pursuant to the LESA Model scoring system, a final LESA score between 40 to 59 points corresponds to a significant impact when both the LE and SA factor scores are each equal to or greater than 20. Because the Project site received a final LESA score of 53.7, with the LE factor score greater

than 20 and the SA factor score less than 20, the Project's the conversion of Farmland to a non-agricultural use would be less than significant.

Table 4.2-3 LESA Score Sheet

	Factor Scores	Factor Weight ¹	Weighted Factor Scores
LE Factors			
Land Compatibility Classification	83.28 ²	0.25	20.8
Storie Index	53.51 ³	0.25	13.4
<i>LE Subscore</i>		<i>0.50</i>	<i>34.2</i>
SA Factors			
Project Size	30.00 ⁴	0.15	4.5
Water Resource Availability	100 ⁵	0.15	15
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>19.5</i>
Final LESA Score			53.7
¹ Defined by LESA Model. ² Approximately 12 acres of the site has a LCC classification of Is, which corresponds to a LESA LCC rating of 100; and approximately 15.1 acres of the site has a LCC classification of IIle, which corresponds to a LESA LCC rating of 70. The weighted LCC score for the site is 83.28. ³ Approximately 8.1 acres of the site has a Storie Index of 81.2; approximately 3.9 acres of the site has a Storie Index of 85.5; and approximately 15.1 acres of the site has a Storie Index of 30.4. The adjusted score for the site is 53.51. ⁴ The site contains between 10-19 acres of LCC Class I soils, which corresponds to a LESA score of 30 points. The site contains 10-19 acres of LCC Class III soils, which corresponds to a LESA score of 10 points. ⁵ The entire Project site is assumed to have access to water without restrictions during non-drought and drought years, which corresponds to a LESA score of 100 points. ⁶ None of the site's approximately 908-acre Zone of Influence (ZOI) is under agricultural production, which corresponds to a LESA score of 0 points. ⁷ None of the site's approximately 908-acre ZOI is protected agricultural land, which corresponds to a LESA score of 0 points.			

As shown on Figure 4.2-1, *Zone of Influence*, there are no agricultural activities occurring in the area surrounding the Project site, and as shown on Figure 4.2-3, *FMMP Farmlands Map*, site adjacent areas are either designated as Urban and Built-Up Land or as Farmland of Local Importance that is located within the MARB and not used for agricultural purposes. There are no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project site. Therefore, the Project would have a less than significant impact related to the conversion of Farmland to non-agricultural uses.

As disclosed above under the analysis for Thresholds c and d, the Project would not involve other changes in the existing environment that would result in 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 would be less than significant. This is consistent with the conclusions of the PVCCSP EIR for Farmland.

4.2.5 CUMULATIVE IMPACTS

As identified in the PVCCSP EIR, build out of the PVCCSP planning area, which includes the Project site, 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 37 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, and 32,121 acres of Unique Farmland 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 parcel in the current General Plan. 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 and, therefore, impacts would not be 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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<u>Section</u>	<u>Page</u>
4.3 Air Quality	4.3-1
4.3.1 Existing Setting	4.3-1
4.3.2 Existing Policies and Regulations	4.3-10
4.3.3 Methods.....	4.3-18
4.3.4 Thresholds of Significance.....	4.3-20
4.3.5 Environmental Impacts	4.3-22
4.3.6 Cumulative Impacts	4.3-45
4.3.7 References	4.3-46

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.3-1 Sensitive Receptor Locations – Phase 1.....	4.3-8
Figure 4.3-2 Sensitive Receptor Locations – Phase 2.....	4.3-9
Figure 4.3-3 Modeled Onsite Emission Sources	4.3-39
Figure 4.3-4 Modeled Offsite Emission Sources	4.3-40

TABLES

<u>Table</u>	<u>Page</u>
Table 4.3-1 California and National Ambient Air Quality Standards	4.3-3
Table 4.3-2 Project Area Air Quality Monitoring Summary (2018-2020).....	4.3-6
Table 4.3-3 Attainment Status of Criteria Pollutants in the SoCAB	4.3-6
Table 4.3-4 Maximum Daily Regional Emissions Thresholds.....	4.3-21
Table 4.3-5 Maximum Daily Localized Construction Emissions Thresholds.....	4.3-21
Table 4.3-6 Maximum Daily Localized Operational Emissions Thresholds.....	4.3-22
Table 4.3-7 Construction Emissions Summary	4.3-29
Table 4.3-8 Summary of Peak Operational Emissions.....	4.3-30
Table 4.3-9 Summary of Potential Overlap of Construction Operational Emissions	4.3-32
Table 4.3-10 Localized Construction Emissions Summary	4.3-35
Table 4.3-11 Localized Operations Emissions Summary	4.3-36
Table 4.3-12 DPM Emissions from Project Trucks (2024 Analysis Year)	4.3-38

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 a Project-specific Air Quality Impact Analysis ("AQIA"; Appendix B1). A mobile source health risk assessment ("HRA"; Appendix B2) also has been conducted to address emissions from diesel-powered trucks. Emissions calculations and model results can be found in Appendices B. All references used in this Section are listed in Section 4.3.7, *References*.

- Urban Crossroads, 2023a. *First March Logistics Project – Air Quality Impact Analysis [AQIA]*. March 6, 2023. Included in Appendix B1 of this EIR.
- Urban Crossroads, 2023b. *Mobile Source Health Risk Assessment [HRA]*. March 6, 2023. Included in Appendix B2 of this EIR.

Comments relating to the issue of air quality were raised in response to the Notice of Preparation (NOP) for this EIR. Specifically, in its NOP comment letter, the South Coast Air Quality Management District (South Coast AQMD) provided recommendations for the scope of the Project's AQIA and health risk analyses for the Project. The South Coast AQMD also identifies that the EIR should include feasible mitigation measures to avoid or minimize the Project's significant air quality impact and requests to be sent copies of the Draft EIR upon its completion and public release, as well as all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emissions calculation, spreadsheets, and air quality modeling and health risk assessment input and output files. The Center for Community Action and Environmental Justice (CCA EJ) also commented on the Project's NOP, and expresses concern on air quality and requests that mitigations be provided to reduce air quality impacts.

At the January 19, 2022 Draft EIR public scoping meeting, the Planning Commissioners, organizations' representatives, and members of the public requested that the EIR address Project and cumulative air quality and health risk impacts to sensitive receptors (e.g., residents and schools) from operations, including emissions from trucks, and to identify mitigation measures for impacts. They also requested compliance with the Air Quality Management Plan and the City's Climate Action Plan. An analysis of the Project's consistency with the CAP is provided in Section 4.8, Greenhouse Gas Emissions, of this Draft EIR.

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, which is under the jurisdiction of South Coast AQMD.

Air Pollution Constituents

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.

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, NO₂, O₃, lead (Pb), 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 B1 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 NAAQS and CAAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They 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.

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 ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

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.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

Source: (Urban Crossroads, 2023a, Table 2-2)

Toxic Air Contaminants

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 Emissions

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 (DPM), which is present in diesel engine exhaust, as a TAC.

Monitored Air Quality

The Project site is located within South Coast AQMD Source Receptor Area (SRA) 24, Perris Valley. O₃ and PM₁₀ are monitored at the Perris Valley monitoring station, approximately 5.4 miles south of the Project site. The Metropolitan Riverside County monitoring station which is located 12.7 miles northwest of the Project site in SRA 23, records air quality data for CO, NO₂, and PM_{2.5}. It should be noted that data from the Metropolitan Riverside County monitoring station was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available. The most recent published data for SRAs 24 and 25 are for 2018 through 2020 and are presented in Table 4.3-2, *Project Area Air Quality Monitoring Summary (2018-2020)*.

The monitoring data show that O₃ is the air pollutant of primary concern in the Project site. 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.

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. Areas that are in nonattainment are required to prepare plans and implement measures that will bring the region into attainment. When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as “maintenance,” and there must be a plan and measures established that will

keep the region in attainment for the following ten years. Table 4.3-3, *Attainment Status of Criteria Pollutants in the SoCAB*, lists the current attainment designations for the SoCAB.

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

Pollutant	Standard	Year		
		2016	2017	2018
O₃				
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
NO₂				
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
PM₁₀				
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

Data for O₃, CO, NO₂, PM₁₀, and PM_{2.5} was obtained from South Coast AQMD Air Quality Data Tables.

Source: (Urban Crossroads, 2023a, Table 2-4)

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

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

Note: See Appendix 2.1 of the Project's AQIA (Appendix B1) 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, 2023a, Table 2-3)

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, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors”. These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. Receptors in the Project study area for Building 1 and Building 2 and are shown on Figure 4.3-1, *Sensitive Receptor Locations – Phase 1* and Figure 4.3-2, *Sensitive Receptor Locations – Phase 2*.

Building 1 Receptors

As shown, representative sensitive receptors in the Project study area include single-family residences, an adult day care center, and an industrial facility, as described below. Other sensitive land uses in the Project study area that are located at greater distances than those identified below will experience lower emission levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Project site boundary to each receptor location.

- R1: Location R1 represents the existing residence at 4929 Patterson Avenue, approximately 3,037 feet southeast of the Project site.
- R2: Location R2 represents the existing adult day care center at 1323 Jet Way, approximately 1,613 feet south of the Project site.
- R3: Location R3 represents the existing residence 1341 West Oleander Avenue, approximately 3,282 feet south of the Project site.
- R4: Location R4 represents the JR Pipeline Co, Inc. facility at 1530 Nandina Avenue, approximately 36 feet south of the Project site.

Building 2 Receptors

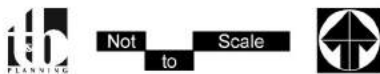
As shown, representative sensitive receptors in the Project study area include single-family residences, an adult day care center, and a recycling facility, as described below. Other sensitive land uses in the Project study area that are located at greater distances than those identified below will experience lower emission levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Project site boundary to each receptor location.

- R1: Location R1 represents the existing residence at 5137 Patterson Avenue, approximately 2,129 feet southeast of the Project site.
- R2: Location R2 represents the existing residence at 4929 Patterson Avenue, approximately 3,214 feet southeast of the Project site.



Source(s): Urban Crossroads (11-19-2021)

Figure 4.3-1



Not to Scale

Sensitive Receptor Locations - Phase 1

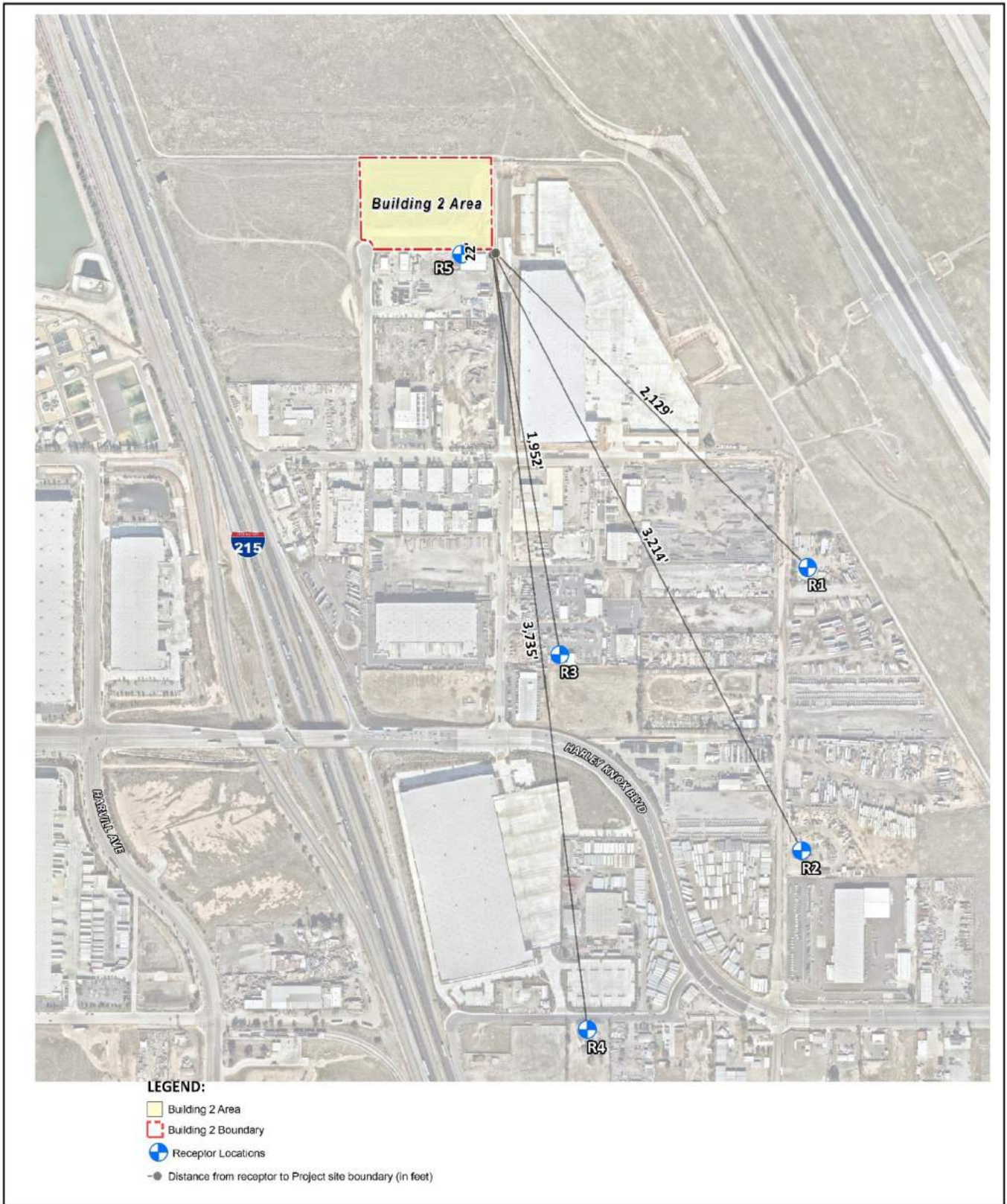
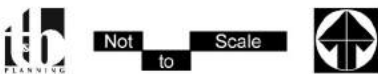


Figure 4.3-2



Sensitive Receptor Locations - Phase 2

- R3: Location R3 represents the existing adult day care center at 1323 Jet Way, approximately 1,952 feet south of the Project site.
- R4: Location R4 represents the existing residence 1341 West Oleander Avenue, approximately 3,735 feet south of the Project site.
- R5: Location R5 represents the Western Way Recycling, Inc. facility at 6175 Natwar Lane, approximately 22 feet south of the Project site.

4.3.2 EXISTING POLICIES AND REGULATIONS

Section 4.2 of the PVCCSP EIR and AQIA included in Appendix B1 of this EIR provides a complete 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. Additional information regarding the regulatory background for air quality is presented in the AQIA.

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, ships, and certain locomotives. The USEPA's air quality mandates are drawn primarily from the Clean Air Act (CAA), which was first enacted in 1955 and subsequently amended; the most recent major amendments made by Congress were in 1990. The CAA established the federal air quality standards, NAAQS and specifies 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 are shown in Table 4.3-1, *California and National Ambient Air Quality Standards*.

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 to 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 California Air Resources Board (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 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.

Local air quality management districts, such as the South Coast AQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or nonattainment for each CAAQS. Serious nonattainment areas are required to prepare Air Quality Management Plans (AQMPs) that include specified emission reduction strategies in an effort to meet clean air goals. These Plans are required to include.

- 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 ROGs, NO_x, CO and PM₁₀. However, air basins may use an 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 products, 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 (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 B1 of this EIR.

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. Moreover, 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.

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 South Coast AQMD is not responsible for direct regulation of mobile sources, including diesel trucks, except for publicly-owned fleets with 15 or more vehicles. The South Coast AQMD becomes involved in DPM 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 South Coast AQMD 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, 2018)

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, 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) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective on January 1, 2023. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements.

The 2022 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SoCAB and across the State of California. The California Energy Commission (CEC) anticipates that nonresidential buildings (such as the Project) will use approximately 30% less energy due to lighting upgrade requirements.

Because the Project will be constructed after January 1, 2023, the 2022 CALGreen standards are applicable to the Project and require, among other items:

- **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).
- **Electric vehicle (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).
- **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 reused 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 portable water use 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 (MWEL0), 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 (5.303.1.1 and 5.303.1.2).
- **Outdoor water use 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 South Coast AQMD is the agency principally responsible for comprehensive air pollution control. As a regional agency, the South Coast AQMD 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 South Coast AQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines when necessary. The South Coast AQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of AQMPs. As further discussed below, an AQMP establishes a program of rules and regulations directed at attaining the NAAQS and CAAQS.

South Coast AQMD 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. South Coast AQMD 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 the South Coast AQMD's efforts, emissions and emission levels of O₃, NO_x, VOC, CO, PM₁₀, PM_{2.5} have been decreasing in the SoCAB since 1975 and are projected to continue to decrease despite projected growth. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Refer to Subsection 2.9 of the Project's AQIA (Appendix B1 of this EIR) for a complete description of regional air quality improvement.

Air Quality Management Plan

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 November 8, 2019, CARB released a SIP Update, which includes a joint CARB/South Coast AQMD strategy to achieve the remaining NO_x emissions reductions needed to achieve the ozone standard in 2023. This revision is identified as the "2019 South Coast 8-Hour Ozone SIP Update." On December 12, 2019, the CARB Board approved a resolution to submit the 2019 South Coast 8-Hour Ozone SIP Update to the EPA (CARB, 2020).

On March 3, 2017, the South Coast AQMD adopted the 2016 AQMP, which is a regional and multi-agency effort (South Coast AQMD, 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 the latest scientific and technical information and planning assumptions including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories. 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.

In June 2016, SCAG received its conformity determination from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) indicating that all air quality conformity requirements for the 2016 RTP/SCS have been met.

South Coast AQMD Rules

The Project would be required to comply with existing South Coast AQMD rules for the reduction of fugitive dust emissions. Under South Coast AQMD Rule 402, a person 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 that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

South Coast AQMD Rule 403 regulates fugitive dust emissions. Procedures to prevent and reduce fugitive dust emissions include applying water or chemical stabilizers to disturbed soils, managing haul road dust by applying water, covering all haul vehicles before transporting materials, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, it is required to establish vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph.

South Coast AQMD Rule 1113 governs the sale of architectural coatings and limits the VOC content in paints and paint solvents. Although this rule does not directly apply to the project, it does dictate the VOC content of paints available for use during building construction and under long-term operating conditions.

South Coast AQMD Rule 1301 is intended to provide that pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the National Ambient Air Quality Standards (NAAQS), while future economic growth within the SoCAB 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).

Under South Coast AQMD Rule 401, 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.

On May 7, 2021, the South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 establishes a fee system to support the Rule 2305 program on an ongoing basis. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000 square feet within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must “earn” a specific number of WAIRE Points. However, warehouse owners are only required to earn WAIRE Points if they are also a warehouse operator. If a warehouse owner is not an operator, they are not required to earn WAIRE Points even if the operator in their warehouse does not earn the required number of WAIRE Points. Warehouse owners are only required to submit a Warehouse Operations Notification to the South Coast AQMD.

The number of WAIRE Points required for a specific operator is based on the intensity of operations (i.e., number of truck trips and type of trucks) at each of their warehouses every year. The required points are known as the WAIRE Points Compliance Obligation (WPCO). The WPCO is calculated based on a 12-month survey of truck trips entering or exiting the site, the truck data is weighted based on the types of

trucks, and activity is projected for the next year. Thus, the WAIRE Points pay for the prior year's emissions based on points earned in subsequent years.

WAIRE Points are earned by implementing a menu of items including purchasing/renting/leasing near-zero (NZE) and zero emission (ZE) yard equipment, installing on-site ZE fueling stations, and proving on-site solar PV systems that are intended to offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to South Coast AQMD approval; or pay mitigation fees to have the South Coast AQMD implement measures within the SCAB. Owners and operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. WAIRE Points cannot be transferred to other operators and expire after 3 years. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities.

Although the Project would comply with the above regulatory requirements, it should be noted that emission reductions associated with Rules 402, 1301, 1401, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod.

City of Perris General Plan

The Conservation Element and Healthy Community Element of the City of Perris General Plan include goals and 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

California Emissions Estimator Model™ (CalEEMod)

In May 2021, the South Coast AQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, including the South Coast AQMD, released the latest version of the CalEEMod version 2020.4.0. 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 Greenhouse Gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the Project to determine construction and operational air quality emissions. Output from the model runs for construction and operational activities are provided in Appendices 3.1 through 3.4 of the AQIA included in Appendix B1 of this EIR.

Emissions Factors Model (EMFAC)

In August 19, 2019, the Environmental Protection Agency (EPA) approved the 2017 version of the Emissions FACtor model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption,

Vehicle Miles Travelled (VMT) 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 Project's AQIA utilizes summer, winter, and annual EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors. The equations applied to obtain CalEEMod vehicle emission factors for each emission type are detailed in CalEEMod User's Guide Appendix A: Calculation Details for CalEEMod.

Construction Modeling Assumptions

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:

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

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Construction of the Project would involve excavation of the Project site. It is estimated that the Project would require approximately 69,053 cubic yards (cy) of cut and 69,054 cy of fill during Phase 1 and 18,666 cy of cut and 18,666 cy of fill during Phase 2, resulting in no import/export of soil.

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information from CalEEMod defaults. The construction schedule utilized in the analysis, is shown in Table 3-2, *Construction Duration*, of this EIR, and represent 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 stringent². The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines.

Site specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment was based on CalEEMod defaults and Project-specific information

² As shown in the CalEEMod User's Guide Version 2016.3.2, Section 4.3 "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.

provided by the Project Applicant. A detailed summary of construction equipment assumptions by phase is provided in Table 3-3, *Construction Equipment Assumptions*, of this EIR.

Operational Modeling Assumptions

Operational 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:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions

Details on each source are provided in Section 3.5 of the AQIA included in Appendix B1 of this EIR.

Localized Significance Thresholds (LST) Analysis Methodology

Localized Significance Thresholds (LSTs) represent the maximum emissions from a project that will 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 South Coast AQMD Final Localized Significance Threshold Methodology (LST Methodology). Refer to Subsection 3.6 of the Project's AQIA (Appendix B1) for a description of the methodology used to evaluate the Project's localized air quality impacts.

Diesel Particulate Matter (DPM) Health Risk Assessment Methodology

Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM₁₀) generated with the 2017 version of EMFAC, as described previously. Several distinct emission processes are included in EMFAC 2017. Emission factors calculated using EMFAC 2017 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. Refer to Subsection 2.2 of the Project's HRA (Appendix B2) for a detailed description of the methodologies used to estimate the Project's DPM emissions.

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:

- Conflict with or obstruct implementation of the applicable air quality plan;
- 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;
- Expose sensitive receptors to substantial pollutant concentrations; and

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

The South Coast AQMD has established significance thresholds to assess the regional and localized 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 South Coast AQMD Regional Emissions Thresholds for both construction and operational activities. The South Coast AQMD’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	Construction Regional Thresholds	Operational Regional 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, 2023a, Table 3-1)

As described in the Project’s AQIA, the South Coast AQMD’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 would occur within a concentrated 5-acre area. Consistent with South Coast AQMD guidance, the thresholds presented in Table 4.3-5, *Maximum Daily Localized Construction Emissions Thresholds*, and Table 4.3-6, *Maximum Daily Localized Operational Emissions Thresholds*, were calculated by interpolating the threshold values for the Project’s disturbed acreage.

Table 4.3-5 Maximum Daily Localized Construction Emissions Thresholds

Phase	Construction Activity	Construction Localized Thresholds			
		NO _x	CO	PM _{2.5}	PM ₁₀
Building 1 (Phase 1)	Site Preparation	270 lbs/day	1,577 lbs/day	204 lbs/day	103 lbs/day
	Grading	270 lbs/day	1,577 lbs/day	204 lbs/day	103 lbs/day
Project Buildout (Phase 2)	Site Preparation	270 lbs/day	1,577 lbs/day	207 lbs/day	105 lbs/day
	Grading	270 lbs/day	1,577 lbs/day	207 lbs/day	105 lbs/day

Source: Localized Thresholds presented are based on the South Coast AQMD LST Methodology, July 2008.

(Urban Crossroads, 2023a, Table 3-10)

Table 4.3-6 Maximum Daily Localized Operational Emissions Thresholds

Phase	Operational Localized Thresholds			
	NO _x	CO	PM _{2.5}	PM ₁₀
Building 1 (Phase 1)	270 lbs/day	1,577 lbs/day	49 lbs/day	26 lbs/day
Project Buildout (Phase 2)	270 lbs/day	1,577 lbs/day	50 lbs/day	26 lbs/day

Source: Localized Thresholds presented are based on the South Coast AQMD LST Methodology, July 2008.

(Urban Crossroads, 2023a, Table 3-12)

With respect to “cumulative considerable” increases in emissions, the AQMD 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 AQMD 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 South Coast AQMD 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 South Coast AQMD’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 South Coast AQMD thresholds for project-specific impacts would be considered cumulatively considerable.

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 (MMs) 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. To satisfy mitigation measure MM Air 18, the Riverside Transit Agency (RTA)

submitted an NOP comment letter (see *Technical Appendix A*) on December 23, 2021 stating that they reviewed the development plans and have no comments on the Project.

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 South Coast AQMD. 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 South Coast AQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with South Coast AQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.*

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

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

- *requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),*
- *keeping disturbed/loose soil moist at all times,*
- *requiring trucks entering or leaving the 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 PM-10 generation,*
- *sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of South Coast AQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,*
- *replacement of ground cover in disturbed areas as quickly as possible.*

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

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

MM Air 6 *The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (South Coast AQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or 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 South Coast AQMD'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 South Coast AQMD. 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 South Coast AQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with South Coast AQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.
- MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.
- MM Air 13** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year 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 South Coast AQMD'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 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.

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 should 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.*

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 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.*

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 or obstruct the implementation of the AQMP.

Subsequent to certification of the PVCCSP EIR in 2012, in March 2017 the South Coast AQMD released the Final 2016 AQMP. 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 2016 Regional Transportation/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. The Project's consistency with the AQMP has been determined using the 2016 AQMP.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the *1993 CEQA Handbook*. These indicators are discussed below:

Consistency Criterion No. 1

The proposed 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.

Construction Impacts – Consistency Criterion 1

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized or regional significance thresholds were exceeded. As concluded below in Threshold b, the Project would not exceed the applicable regional significance thresholds for construction activity. Therefore, the Project does not have the potential to conflict with the AQMP according to this criterion.

Operational Impacts – Consistency Criterion 1

As evaluated, the Project would not exceed the applicable regional and localized significance thresholds for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion.

On the basis of the preceding discussion, the Project is determined to be consistent with the first criterion.

Consistency Criterion No. 2

The Project will not exceed the assumptions in the AQMP at Project build-out.

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.

Construction Impacts – Consistency Criterion 2

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. As such, when considering that no emissions thresholds will be exceeded, a less than significant impact would result.

Operational Impacts – Consistency Criterion 2

As previously stated, according to the PVCCSP, the Project site is designated as a Light Industrial and General Industrial uses. The Light Industrial 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 General Industrial designation provides for the development of basic industrial uses which may support a wide range of manufacturing and non-

manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities.

The Project is proposed to consist of two warehouse buildings: Building 1 (419,034 sf) and Building 2 (139,971 sf), which is consistent with the City's General Plan and PVCCSP land use designations and intensity. The Project would not require a general plan amendment or zone change and therefore would be consistent with the City's growth projections. Additionally, the Project's construction and operational-source air pollutant emissions would not exceed the regional or localized significance thresholds.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

Conclusion

The Project would not result in or cause NAAQS or CAAQS violations. The Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or localized thresholds. As such, the Project is consistent with the AQMP and a less than significant impact 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 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 South Coast AQMD thresholds of significance.

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 area. These analyses have been conducted for the Project, as discussed in this subsection.

Regional Construction Impacts

Based on the methodologies 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 B1 of this EIR, and detailed construction model outputs are presented in Appendices 3.1 and 3.2 to the AQIA.

The estimated maximum daily construction emissions without mitigation are summarized in Table 4.3-7, *Construction Emissions Summary*. As shown, the emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the South Coast AQMD for emissions of any criteria pollutant. Therefore, regional construction impacts would be less than significant.

Table 4.3-7 Construction Emissions Summary

Phase	Year	Emissions (lbs/day)					
		VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)							
Building 1 (Phase 1)	2022	4.56	50.63	34.01	0.10	17.71	6.82
	2023	17.07	32.82	37.47	0.11	6.94	2.71
Project Buildout (Phase 2)	2023	3.90	41.99	22.15	0.06	11.50	5.82
	2024	7.14	27.47	24.86	0.07	2.92	1.52
Winter							
Building 1 (Phase 1)	2022	4.55	50.64	31.31	0.10	17.71	6.82
	2023	16.96	33.09	34.49	0.11	6.94	2.71
Project Buildout (Phase 2)	2023	3.89	41.99	21.36	0.06	11.50	5.82
	2024	7.11	27.56	23.97	0.07	2.92	1.52
Maximum Daily Emissions		17.07	50.64	37.47	0.11	17.71	6.82
South Coast AQMD Regional Threshold		75	100	550	150	150	55
Threshold Exceeded?		NO	NO	NO	NO	NO	NO

Note: Construction-source (unmitigated) emissions are presented in Appendices 3.1 through 3.2 of the AQIA in Appendix B1 of this EIR.

Source: (Urban Crossroads, 2023a, Table 3-5)

Long-Term Regional Operational Impacts

There are four general sources of long-term operational emissions: area sources, energy sources, mobile sources (i.e., vehicles), and on-site cargo handling equipment. The primary source of operational emissions generated by the Project would be from mobile sources, specifically, the trucks that would travel to and from the Project site and operate within the Project site. Trip generation data for the Project is shown on Table 4.14-1, *Trip Generation Summary*, in Section 4.14, Transportation, of this EIR. As shown in Table 4.14-1, the Project is expected to generate 1,390 average daily trips (127 AM peak hour trips and 152 PM peak). The Project trip generation includes 1,146 average daily passenger car trips (114 AM peak hour trips and 135 PM peak) and 244 average daily truck trips (13 AM peak hour trips and 17 PM peak) from the proposed buildings.

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 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 B1

of this EIR. For vehicle emissions, traffic data was obtained from the Traffic Impact Analysis prepared by Urban Crossroads (see Appendix K1 of this EIR).

Project operation would be required to comply with previously-identified mitigation measures from the PVCCSP EIR. Specifically, the Project would comply with PVCCSP EIR mitigation measure MM Air 20, which sets performance standards on energy and water usage. Project operation is also assumed to comply with the following PVCCSP EIR mitigation measures, which would aid in the reduction of criteria pollutant emissions: mitigation measure MM Air 11 (which limits idling time of trucks), mitigation measure MM Air 13 (which promotes the use of “clean” truck fleets), mitigation measure MM Air 14 (which requires parking to accommodate ride-sharing vehicles), mitigation measure MM Air 18 (which requires coordination with RTA for transit service, and mitigation measure MM Air 19 (which requires installation of energy-efficient street lighting). Although the Project would implement the PVCCSP EIR mitigation measures, it should be noted that there is no way to definitively quantify these reductions in CalEEMod. As such, no reductions are shown in the emissions calculations below, providing a conservative analysis and overstatement of impacts.

Operational-source emissions are summarized on Table 4.3-8, *Summary of Peak Operational Emissions*. As indicated, the Project’s daily regional emissions from on-going operations will not exceed any of the thresholds of significance. Therefore, regional operational impacts would be less than significant.

Table 4.3-8 Summary of Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Building 1 (Phase 1)						
Summer (Smog Season)						
Area Source	10.20	1.27E-03	0.14	2.00E-05	4.90E-04	4.90E-04
Energy Source	0.12	1.06	0.89	6.34E-03	0.08	0.08
Mobile Source	5.05	34.42	55.96	0.29	18.38	5.28
On-Site Equipment Source	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	15.59	37.55	58.48	0.30	18.54	5.43
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Area Source	10.20	1.27E-03	0.14	2.00E-05	4.90E-04	4.90E-04
Energy Source	0.12	1.06	0.89	6.34E-03	0.08	0.08
Mobile Source	4.43	36.35	49.60	0.28	18.38	5.28
On-Site Equipment Source	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	14.96	39.48	52.13	0.29	18.54	5.43
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Project Buildout (Phase 2)						

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Area Source	13.38	1.67E-03	0.18	2.00E-05	6.50E-04	6.50E-04
Energy Source	0.12	1.13	0.95	6.79E-03	0.09	0.09
Mobile Source	5.69	44.21	62.74	0.36	22.52	6.50
On-Site Equipment Source	0.33	2.92	2.25	9.51E-03	0.11	0.10
Total Maximum Daily Emissions	19.52	48.27	66.12	0.37	22.71	6.68
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Area Source	13.38	1.67E-03	0.18	2.00E-05	6.50E-04	6.50E-04
Energy Source	0.12	1.13	0.95	0.01	0.09	0.09
Mobile Source	5.00	46.70	55.88	3.49E-01	22.52	6.50
On-Site Equipment Source	0.33	2.92	2.25	9.51E-03	0.11	0.10
Total Maximum Daily Emissions	18.83	50.75	59.27	0.37	22.71	6.68
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Note: Operational-source emissions are presented in Appendices 3.3 and 3.4 to the Project’s AQIA, included as Appendix B1.

Source: (Urban Crossroads, 2023a, Table 3-8)

Potential Overlap of Construction and Operational Impacts

Based on the assumed construction and buildout schedule of the proposed Project, there is potential for overlap between construction and operational activity. The preceding analysis of the construction emissions and operational emissions was completed pursuant to the South Coast AQMD 1993 CEQA Handbook which details parameters to quantify construction and operation emissions separately and compare each to the applicable construction and operational thresholds of significance. The South Coast AQMD has not developed or published a combined construction and operational emission significance threshold.

Combining the construction emissions with the operational emissions will present a maximum daily emission representing peak building construction activity and half of the Project site operational activity, a scenario that may not occur.

As such, construction and operational emissions have been totaled to show the theoretical overlap of the construction and operational activities. It should be noted that the South Coast AQMD does not have different thresholds for overlapping activities; rather the South Coast AQMD has separate thresholds for construction activity and operational activity. However, because the Project would not be complete and construction-related activity would be occurring during this time period, the South Coast AQMD’s

thresholds of construction activities would apply to this scenario. As shown in Table 4.3-9, *Summary of Potential Overlap of Construction Operational Emissions*, the overlap construction and operational activity would not exceed any of the thresholds of significance. The impact of the project would be less than significant.

Table 4.3-9 Summary of Potential Overlap of Construction Operational Emissions

Emissions	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Project Buildout (Phase 2) Construction	17.07	50.63	37.47	0.11	17.71	6.82
Building 1 (Phase 1) Operational	15.59	37.55	58.48	0.30	18.54	5.43
Total Maximum Daily Emissions	32.66	88.17	95.95	0.41	36.24	12.24
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Project Buildout (Phase 2) Construction	16.96	50.64	34.49	0.11	17.71	6.82
Building 1 (Phase 1) Operational	14.96	39.48	52.13	0.29	18.54	5.43
Total Maximum Daily Emissions	31.92	90.12	86.62	0.40	36.24	12.24
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Note: CalEEMod localized construction and operational-source emissions are presented in Appendices 3.1 through 3.4.

Source: (Urban Crossroads, 2023a, Table 3-9)

Health Effects

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's 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 noted in the Brief of Amicus Curiae by the South Coast AQMD in the Friant Ranch case (Brief), South Coast AQMD 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.

The South Coast AQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The Brief states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a

calculation of risk – it does not necessarily mean anyone will contract cancer as a result of the Project. The Brief also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, South Coast AQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs/day of NO_x and 89,180 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃. The Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. The Project would generate between 50.64 lbs/day of NO_x during construction, and 39.48 lbs/day of NO_x during operations (0.76% and 0.59% of 6,620 lbs/day, respectively). The Project would also generate 17.07 lbs/day lbs/day of VOC emissions during construction, and 15.59 lbs/day of VOC emissions during operations (0.02% and 0.02% of 89,190 lbs/day, respectively). Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, the Project's AQIA (Appendix B1) does evaluate the Project's localized impact to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the Project's on-site emissions to the South Coast AQMD's applicable LST thresholds. As evaluated below under the analysis of Threshold c, the Project would not result in emissions that exceed the South Coast AQMD's LSTs. 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}. 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. (Urban Crossroads, 2023a)

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project impacts would be less than significant.

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 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 (South Coast AQMD 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 South Coast AQMD LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project area (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. The nearest receptor used for evaluation of localized impacts of PM₁₀ and PM_{2.5} is represented by location R2 which represents the existing residence at 1323 Jet Way, approximately 1,613 feet (492 meters) south of the Project site. As such, for evaluation of localized PM₁₀ and PM_{2.5}, a 492-meter distance was used.

As previously stated, and consistent with LST Methodology, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO_x and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assume that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO_x and CO is represented by location R4 which represents the JR Pipeline Co, Inc. facility located at 1530 Nandina Avenue, approximately 36 feet (11 meters) south of the Project site. It should be noted that the LST Methodology 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 will be used for evaluation of localized NO_x and CO.

Localized Significance Thresholds – Construction

Based on the methodologies presented in Subsection 3.6 of the Project's AQIA (Appendix B1), the localized significance of the Project's construction-related emissions has been evaluated. The LST analysis for construction is dependent, in part, on the number of acres that would be disturbed during each phase of construction. The disturbed area per day is representative of a piece of equipment making multiple passes over the same land area.

The South Coast AQMD's screening look-up tables were utilized to determine if the Project has the potential to result in a significant localized air quality impact. Consistent with South Coast AQMD guidance, the thresholds previously presented in Table 4.3-5 were calculated by interpolating the threshold values for the Project's disturbed acreage.

Table 4.3-10, *Localized Construction Emissions Summary*, identifies the localized impacts at the nearest receptor location in the vicinity of the Project without implementation of the PVCCSP EIR mitigation measures, which are incorporated into the Project. As shown, Project localized construction-source emissions would not exceed the numerical thresholds of significance established by the South Coast AQMD for any criteria pollutant during construction. Therefore, the Project would have a less than significant localized impact during construction activities.

Table 4.3-10 Localized Construction Emissions Summary

Phase	On-Site Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Building 1 (Phase 1)	Site Preparation				
	Maximum Daily Emissions	50.41	20.01	17.48	6.75
	South Coast AQMD Localized Threshold	270	1,577	204	103
	Threshold Exceeded?	NO	NO	NO	NO
	Grading				
	Maximum Daily Emissions	47.51	29.20	12.53	3.94
	South Coast AQMD Localized Threshold	270	1,577	204	103
	Threshold Exceeded?	NO	NO	NO	NO
Project Buildout (Phase 2)	Site Preparation				
	Maximum Daily Emissions	41.88	18.29	11.29	5.76
	South Coast AQMD Localized Threshold	270	1,577	207	105
	Threshold Exceeded?	NO	NO	NO	NO
	Grading				
	Maximum Daily Emissions	28.70	14.79	5.97	2.61
	South Coast AQMD Localized Threshold	270	1,577	207	105
	Threshold Exceeded?	NO	NO	NO	NO

Note: CalEEMod localized construction-source emissions are presented in Appendices 3.1 through 3.2 of the AQIA. Source: (Urban Crossroads, 2023a, Table 3-11)

Localized Significance Thresholds – Long-Term Operations

As previously discussed, the South Coast AQMD’s *LST Methodology* provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. 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 operational 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, 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 operations are used as a screening tool to determine if further detailed analysis is required.

Table 4.3-11, *Localized Operations Emissions Summary*, shows the calculated emissions for the Project’s operational activities compared with the applicable LSTs. The 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 4.3-11 represent all 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 16.6 miles for passenger cars and 40.0 miles for all trucks, 5% of this total would represent an on-site travel distance of approximately 0.8 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 0.8 miles 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.

Modeling based on these assumptions demonstrates that even within broad encompassing parameters, 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.

Table 4.3-11 Localized Operations Emissions Summary

Phase	On-Site Emissions	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Building 1 (Phase 1)	Maximum Daily Emissions	4.95	5.32	1.08	0.41
	South Coast AQMD Localized Threshold	270	1,577	49	26
	Threshold Exceeded?	NO	NO	NO	NO
Project Buildout (Phase 2)	Maximum Daily Emissions	6.39	6.53	1.32	0.51
	South Coast AQMD Localized Threshold	270	1,577	50	26
	Threshold Exceeded?	NO	NO	NO	NO

Note: CalEEMod localized operational-source emissions are presented in Appendices 3.3 and 3.4.
 Source: (Urban Crossroads, 2023a, Table 3-13)

Health Risk Assessment

In order to evaluate the potential significance of the Project’s mobile-source DPM emissions, and as required by PVCCSP EIR mitigation measure MM Air 15, the *First March Logistics Mobile Source Health Risk Assessment, City of Perris* (HRA) has been prepared by Urban Crossroads (January 2022) (Urban Crossroads, 2023b), and is included in Appendix B2 of this EIR. The Project’s HRA is based on South Coast AQMD guidelines to produce conservative estimates of human health risk posed by exposure to DPM. Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10µm in diameter (PM₁₀) generated with the 2017 version of the EMFAC developed by the CARB.

Several distinct emission processes are included in EMFAC 2017. Emission factors calculated using EMFAC 2017 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. For the Project, annual average PM₁₀ emission factors were generated by running EMFAC 2017 in EMFAC Mode for vehicles in the Riverside County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed.

The model was run for speeds traveled in the vicinity of the Project. Calculated emission factors are shown in Table 2-3 of the Project’s HRA. As a conservative measure, a 2024 EMFAC 2017 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. The vehicle DPM exhaust emissions were calculated for running exhaust emissions. The running exhaust emissions were calculated by applying the running exhaust PM₁₀ emission factor (g/VMT) from EMFAC over the total distance traveled.

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM₁₀ emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path using the same formula presented above for on-site emissions. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM₁₀ emission factor (g/idle-hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes).

Each roadway was modeled as a line source (made up of multiple adjacent volume sources). 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 4.3-12, *DPM Emissions from Project Trucks (2024 Analysis Year)*. The modeled emission sources are illustrated on Figure 4.3-3, *Modeled Onsite Emission Sources* and Figure 4.3-4, *Modeled Offsite Emission 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 ¾ mile. This modeling domain is more inclusive and conservative than using only a ¼ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ 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).

On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the Project is required to comply with CARB’s idling limit of 5 minutes, staff at South Coast AQMD recommends that the on-site idling emissions should be estimated for 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, this analysis estimated truck idling at 15 minutes, consistent with South Coast AQMD’s recommendation.

Table 4.3-12 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 - Bldg 1 West	41			0.0774	0.79	9.184E-06
On-Site Idling - Bldg 1 East	47			0.0774	0.91	1.053E-05
On-Site Idling - Bldg 2	34			0.0774	0.66	7.616E-06
On-Site Travel - Bldg 1	176	104.78	0.0151		1.58	1.834E-05
On-Site Travel - Bldg 1 N Driveway	106	1.61	0.0151		0.02	2.813E-07
On-Site Travel - Bldg 1 S Driveway	70	1.15	0.0151		0.02	2.018E-07
On-Site Travel - Bldg 2	68	7.68	0.0151		0.12	1.345E-06
Off-Site Travel Natwar Ln 60% Bldg 1 Inbound/Outbound, 50% Bldg 2 Inbound/Outbound	140	15.75	0.0073		0.11	1.325E-06
Off-Site Travel Natwar Ln/Nandina Ave 100% Bldg 1 Inbound/Outbound, 50% Bldg 2 Inbound/Outbound	210	42.21	0.0073		0.31	3.550E-06
Off-Site Travel Western Way N 50% Bldg 2 Inbound/Outbound	34	6.65	0.0073		0.05	5.593E-07
Off-Site Travel Western Way S 100% Bldg 1 Inbound/Outbound, 100% Bldg 2 Inbound/Outbound	244	58.16	0.0073		0.42	4.891E-06
Off-Site Travel Harley Knox Blvd 100% Bldg 1 Inbound/Outbound, 100% Bldg 2 Inbound/Outbound	244	47.36	0.0073		0.34	3.983E-06
^a Vehicle miles traveled are for modeled truck route only. ^b Emission rates determined using EMFAC 2017. 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, 2023b)



Source(s): Urban Crossroads (01-25-2022)

Figure 4.3-3



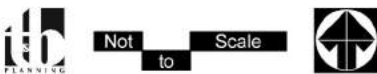
Not to Scale

Modeled Onsite Emission Sources



Source(s): Urban Crossroads (01-25-2022)

Figure 4.3-4



Modeled Offsite Emission Sources

The South Coast AQMD recommends using the Environmental Protection Agency's (U.S. EPA's) AERMOD model. For purposes of this analysis, 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. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters.

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 façade, whichever is closer to the Project site. For purposes of this HRA, receptors include both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the HRA since residents and workers may be exposed at these locations over a long-term duration of 30 and 25 years, respectively. Any impacts to residents or workers located further away from the Project area than the modeled residential and worker receptors would have a lesser impact than disclosed herein.

Tables 2-6 through 2-8 of the Project's operational HRA (Appendix B2) summarize the Exposure Parameters for Residents, Offsite Worker, and School exposure scenarios based on 2015 OEHHA Guidelines. Appendix 2.4 to the HRA includes the detailed risk calculation. As previously noted, the South Coast AQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if an HRA shows an increased risk of greater than 10 in one million. Based on the analysis presented in the Project's HRA, the following provides a summary of potential impacts to residents, workers, and school children within the Project's vicinity.

Construction Impacts

The land use with the greatest potential exposure to Project construction DPM source emissions is Location R5 which is located approximately 2,129 feet southeast of the Project site at an existing residence located at 5137 Patterson Avenue. R5 is placed at the building façade facing the Project site. At the Maximally Exposed Individual Receptor (MEIR), the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 0.93 in one million, which is less than the South Coast AQMD'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. 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 during construction activity would experience less risk than what is identified for this location.

Operational Impacts

- Residential Exposure Scenario: The residential land use with the greatest potential exposure to Project DPM source emissions is Location R5 which is located approximately 2,129 feet southeast of the Project site at an existing residence located at 5137 Patterson Avenue. R5 is placed at the building façade facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.10 in one million, which is less than the South Coast AQMD'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. 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 dissipates with 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 adjacent residences.

- **Worker Exposure Scenario:** The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R1, which represents the adjacent potential worker receptor approximately 36 feet south of the Project site. At the Maximally Exposed Individual Worker (MEIW), the maximum incremental cancer risk impact is 0.22 in one million which is less than the South Coast AQMD'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. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions 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 Child Exposure Scenario:** There are no schools located within a ¼ mile of the Project site. The nearest school is Rainbow Ridge Elementary School, which is located approximately 9,700 feet northeast of the Project site. Because there is no reasonable potential that TAC emissions would cause significant health impacts at distances of more than ¼ mile from the air pollution source, there would be no significant impacts that would occur to any schools in the vicinity of the Project. As such, the Project would not cause a significant human health or cancer risk to nearby school children.

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.

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 3-14 of the Project's AQIA (Appendix B1).

Based on the South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. 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 7.7 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 proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. 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 3-15 of the Project's AQIA (Appendix B1). 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 ppm x 4 = 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). As shown on Table 3-15 of the Project's AQIA (Appendix B1), intersection of Interstate 215 (I-215) Northbound Ramps and Harley Knox Boulevard would have the highest AM/PM traffic volumes of 3,443 vph and 3,167 vph, respectively, during Building 1 (Phase 1) and 3,834 vph and 3,599 vph, respectively, during Project Buildout (Phase 2). As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP.

Therefore, the Project 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. In 2020, the Board selected 3 new communities where these focused actions are underway (CARB, 2020). The City of Perris is not one of the selected communities, and to date has not been nominated to participate in the CAPP (CARB, 2022).

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 two industrial warehouse 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 South Coast AQMD 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 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. Other potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. 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. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required. (Urban Crossroads, 2023a)

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 South Coast AQMD 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 site as nonattainment for O₃, PM₁₀, and PM_{2.5} while the NAAQS designates the Project site as nonattainment for O₃ and PM_{2.5}. The South Coast 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 South Coast AQMD 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 South Coast AQMD'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 South Coast AQMD thresholds for project-specific impacts would be considered cumulatively considerable.

As indicated under the analysis for Threshold b, construction and operational-source air pollutant emissions would not result in exceedances of regional thresholds. Thus, the Project's emissions during construction and operation would be less-than-cumulatively considerable. Additionally, Project construction and operational-source localized emissions would not exceed the South Coast AQMD's LSTs for any criteria pollutant. Thus, the Project's localized emissions during construction and operation would be less-than-cumulatively considerable.

Construction and operation of the Project would not emit airborne TACs at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not 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. Odors associated with the Project would occur during construction and operation. Construction-related odors would include construction equipment exhaust and the application of asphalt and architectural coatings, which would be temporary, short-term, and intermittent in nature, and would not contribute to any cumulatively-considerable odor impacts in the local area. Additionally, Project operational-related refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. There are no components of the Project that could result in odors adversely affecting a substantial number of people; thus, Project-related odor impacts would be less-than-cumulatively considerable.

4.3.7 REFERENCES

- CARB, 2018. California Air Resources Board. *Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater*. November 30, 2018. Available at <https://ww2.arb.ca.gov/sites/default/files/2018-11/Portable%20Engine%20ATCM.pdf>
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- Urban Crossroads, 2023a. *First March Logistics – Air Quality Impact Analysis*. March 6, 2023. Included in Appendix B1 of this EIR.
- Urban Crossroads, 2023b. *First March Logistics Mobile Source Health Risk Assessment*. March 6, 2023. Included in Appendix B2 of this EIR.

<u>Section</u>	<u>Page</u>
4.4 Biological Resources.....	4.4-1
4.4.1 Existing Setting.....	4.4-1
4.4.2 Existing Policies and Regulations	4.4-10
4.4.3 Methods.....	4.4-15
4.4.4 Thresholds of Significance.....	4.4-17
4.4.5 Environmental Impacts	4.4-18
4.4.6 Cumulative Impacts	4.4-29
4.4.7 References	4.4-30

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.4-1 Existing Vegetation Communities.....	4.4-3
Figure 4.4-2 Burrowing Owl Survey Area Map.....	4.4-5
Figure 4.4-3 Corps/RWQCB Jurisdictional Delineation Map	4.4-7
Figure 4.4-4 CDFW Jurisdictional Delineation/MSHCP Riparian Riverine Map.....	4.4-9

4.4 **BIOLOGICAL RESOURCES**

This section assesses the potential for the Project to impact biological resources. The analysis in this section is based, primarily, on information contained in the following Project-specific technical reports prepared by Glenn Lukos Associates, Inc. (hereafter, GLA), which is included in Appendices C1 and C2 of this Environmental Impact Report (EIR):

- *GLA, 2022a. Biological Technical Report for the First March Industrial Project. January 13, 2022.*
- *GLA, 2022b. Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis. January 13, 2022.*

All references used in this section are listed Section 4.3.6, *References*, at the end of this section.

There were no comments received on the Notice of Preparation or at the January 19, 2022 Draft EIR public scoping meeting regarding biological resources.

The Biological Technical Report (Appendix C1) included the review of relevant literature, field surveys, and a geographic information system (GIS)-based analysis of vegetation communities. The field surveys focused on a number of primary objectives that would comply with California Environmental Quality Act (CEQA) and Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP) requirements, including (1) general reconnaissance survey and vegetation mapping; (2) general biological surveys; (3) habitat assessments for special-status plant species (including species with applicable MSHCP survey requirements); (4) habitat assessments for special-status wildlife species (including species with applicable MSHCP survey requirements); (5) assessments for the presence of wildlife migration and colonial nursery sites; (6) assessments for MSHCP riparian/riverine areas and vernal pools; and (7) 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 1600–1616 of the California Fish and Game Code. Observations of plant and wildlife species were recorded during the biological studies and are included in the Project-specific technical report included in Appendix C1, of this EIR. Refer to the Biological Technical Report included in Appendix C1 for detailed descriptions of the survey dates, scope of study, and research and survey methodology used in the report.

4.4.1 **EXISTING SETTING**

Under existing conditions, the Project site is vacant and undeveloped, much of which is comprised of previously graded and highly compacted soils. The site can generally be characterized as disked and disturbed vacant land. The Project site is generally flat with elevations ranging from approximately 1,511 to 1,521 feet above mean sea level (amsl), descending gradually to the southeast. A single blue-line drainage channel (herein, “Drainage A”) enters the Project site via a culvert under I-215, flows west to east for approximately 734 linear feet within the Project site, and exits the Project site via a pipe underneath Natwar Lane.

As further discussed in Section 4.4.2, *Existing Policies and Regulations*, the Project site is located within the San Jacinto Habitat Management Unit of the MSHCP. The Project site also is located within the Burrowing Owl Survey Area. The Project site is not located within an MSHCP Criteria Cell, and does not occur within any MSHCP Core or Linkage Area, Narrow Endemic Plant Species Survey Area, Criteria Area Plant Species Survey Area, or Mammal or Amphibian Survey Areas.

Information below describes the existing environmental setting based on information obtained from the Project-specific Biological Technical Report (Appendix C1). Specifically, the existing conditions in this section reflect those that were observed during the field study on the Project site that was conducted by GLA on various days in 2019 and 2021.

Vegetation Communities

Based on vegetation mapping conducted by GLA, the Project site contains three vegetation communities: disturbed/developed, disturbed/ruderal, and mulefat scrub (refer to Figure 4.4-1, *Existing Vegetation Communities*). These vegetation communities are described below.

- **Disturbed/Developed.** The Project site contains approximately 0.19 acre of disturbed/developed lands consisting of an unvegetated vehicular access area adjacent to Natwar Lane.
- **Disturbed/Ruderal.** The Project site contains approximately 26.96 acres of disturbed/ruderal lands, 0.03 acre of which occurs in association with Drainage A. These areas consist of previously disked and graded sandy soils that are vegetated with mostly weedy disturbance-tolerant herbaceous species and which comprise the majority of the Project site. Dominant native species include doveweed (*Croton setiger*) and vinegarweed (*Trichostema lanceolatum*). Dominant non-native species include stinknet (*Oncosiphon piluliferum*) and several species of non-native grasses. Note that a small patch of California buckwheat (*Eriogonum fasciculatum*) occurs along the western boundary of the Project site adjacent to I-215, but it is not substantial enough to warrant its own vegetation category.
- **Mulefat Scrub.** The Project site contains approximately 0.15 acre of mulefat scrub which occur in three distinct patches wholly in association with Drainage A. Mulefat scrub on the Project site is comprised mostly of native mulefat (*Baccharis salicifolia*), as well as four black willow saplings (*Salix gooddingii*), doveweed (*Croton setiger*), and various non-native upland grasses.

The Project site does not contain any special-status habitats as identified in the California Natural Diversity Database (CNDDDB); however, the Project site contains riparian habitat (i.e. mulefat scrub), which is considered to be special-status vegetation community because of its riparian association.

Special-Status Plants

Table 4-2 of the Biological Technical Report included in Appendix C1 provides a list of special-status plants evaluated through general biological surveys and habitat assessments. Species were evaluated based on the following factors: 1) species identified by the CNDDDB and California Native Plant Society (CNPS) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) any other special-status plants that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site.



Source(s): Glen Lukos Associates Inc (01-13-2022)

Figure 4.4-1



Existing Vegetation Communities

A GLA biologist visited the Project site on August 26, 2019 and June 14, 2021 to conduct a general plant survey and a habitat assessment for special-status plants. One special-status plant—paniculate tarplant (*Deinandra paniculata*)—was identified on the southern portion of the Project site in association with disturbed/ruderal areas. The paniculate tarplant is not a federally- or State-listed species; however, it is classified as a rare plant by CNPS (Rank 4.2), which indicates that this plant is of limited distribution and is fairly endangered in California (20-80% occurrences threatened).

Special-Status Animals

A literature search was conducted to obtain a list of special-status wildlife species with the potential to occur within the Project site. Species were evaluated based on three factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project site, (2) species survey areas as identified by the MSHCP for the Project site; and 3) any other special-status animals that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs on the Project site.

One special-status animal species—golden eagle (*Aquila chrysaetos*)—was observed flying over the Project site. The golden eagle is federally protected under the Bald and Golden Eagle Protection Act and is fully protected in California. The following four species have a low potential to occur on the Project site based on the physical characteristics of the property and the current and/or historical distribution of the species: loggerhead shrike (*Lanius ludovicianus*), Swainson's hawk (*Bueto swainsoni*), white-tailed kite (*Elanus leucurus*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). All of these species are covered species under the MSHCP; therefore, no surveys are required. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

Burrowing Owl

As previously discussed, the Project site is located within the MSHCP survey area for the burrowing owl (*Athene cunicularia*). GLA biologists conducted focused surveys for the burrowing owl in all suitable habitat within the Project site during 2019 and again in 2021 for the eastern parcel that would be developed during Phase 2. As discussed in the Biological Technical Report included in Appendix C1, focused surveys were conducted in accordance with survey guidelines described in the 2006 MSHCP Burrowing Owl Survey Instructions.

No burrowing owls were observed within the Project site and no burrowing owl sign was detected in association with burrows during both the 2019 and 2021 surveys.



Source(s): Glen Lukos Associates Inc (01-13-2022)

Figure 4.4-2



Burrowing Owl Survey Area Map

Raptors

The Project site provides suitable foraging and breeding habitat for a number of raptor species, including the special-status raptors discussed above. Southern California contains a diversity of birds of prey (raptors), and many of these species are in decline. For most of the declining species, foraging requirements include extensive open, undisturbed, or lightly disturbed areas, especially grasslands. This type of habitat has declined severely in the region, affecting many species, but especially raptors. A few species, such as American kestrel (*Falco sparverius*) and red-tailed hawk (*Buteo jamaicensis*) are somewhat adaptable to low-level human disturbance and can be readily observed adjacent to neighborhoods and other types of development. These species still require appropriate foraging habitat and low levels of disturbance in vicinity of nesting sites.

Many of the raptors that would be expected to forage and nest within western Riverside are fully covered species under the MSHCP. Some common raptor species (e.g., American kestrel and red-tailed hawk) are not covered by the MSHCP but are expected to be conserved with implementation of the MSHCP due to the parallel habitat needs with the raptors covered under the Plan. The MSHCP does not provide Fish and Game Code take coverage for raptors covered under the MSHCP.

The faunal compendium included in the Biological Technical Report (Appendix C1 of this EIR) provides a list of the raptors detected over the course of the field studies. The Project site lacks potential nesting habitat (e.g., mature trees, shrubs) for raptor species but is expected to provide marginal foraging habitat in the form of insects, spiders, lizards, snakes, small mammals, and other birds.

Nesting Birds

Although no active bird nests were observed, the Project site contains immature trees, shrubs, and groundcover that could provide suitable habitat for nesting migratory bird species such as killdeer (*Charadrius vociferus*) and mourning dove (*Zenaida macroura*).

Jurisdictional Waters and Wetlands

The Project site does not support any vernal pools, seasonal pools, or wetland habitats that would be jurisdiction of the Corps, the CDFW, and/or the Regional Water Quality Control Board (RWQCB). However, the Project site contains a drainage channel (Drainage A) on the southern portion of the site, which is identified as an MSHCP riparian/riverine resource.

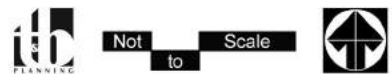
Army Corps of Engineers Jurisdiction

No Corps jurisdiction is associated with the Project site. GLA regulatory specialists evaluated an unnamed blue-line drainage (herein referred to as "Drainage A") located within the southern portion of the Project site, as shown in Figure 4.4-3, Corps/RWQCB Jurisdictional Delineation Map. Drainage A is a man-made ephemeral feature excavated wholly in uplands and that flow only in direct response to precipitation (e.g., rain). Drainage A comprises approximately 0.03 acre (743 linear feet). The Corp generally will not assert jurisdiction over ditches excavated wholly in and draining only uplands and that do not carry a relatively permanent flow of water.



Source(s): Glen Lukos Associates Inc (01-13-2022)

Figure 4.4-3



Corps/RWQCB Jurisdictional Delineation Map

Lead Agency: City of Perris

As a result, Drainage A is not subject to Corps jurisdiction pursuant to Section 404 of the CWA. In addition, Drainage A is not visibly connected to another feature such as Traditional Navigable Waters (TNW) upstream or downstream based on aerial photography, does not have the capacity to carry pollutants or flood waters to TNWs, provide habitat and lifecycle support functions for fish and other species, or have other relationships to the physical, chemical, or biological integrity of the TNW.

Regional Water Quality Control Board Jurisdiction

Drainage A is determined to be Waters of the United States (WoUS) subject to regulation pursuant to Section 404 of the CWA and needs to be addressed separately pursuant to Section 13260 of the CWC, the Porter-Cologne Act. Water Code section 13260 requires “any person discharging waste, or proposing to discharge waste, within any region that could affect the waters of the state to file a report of discharge (an application for waste discharge requirements).” (Water Code § 13260(a)(1)). The term “waters of the state” is defined as “any surface water or groundwater, including saline waters, within the boundaries of the state.” (Water Code § 13050(e)).

California Department of Fish and Wildlife Jurisdiction

CDFW jurisdiction within the Project site associated with Drainage A totals 0.18 acre (743 linear feet), of which approximately 0.15 acre (505 linear feet) consists of vegetated riparian habitat. CDFW jurisdiction is extended to the top of the bank of the drainage and/or the dripline of riparian vegetation (where applicable), with widths ranging from approximately four to 41 feet. The boundaries of CDFW jurisdiction are depicted on Figure 4.4-4, *CDFW Jurisdictional Delineation/MSHCP Riparian Riverine Map*.

MSHCP Riparian/Riverine Areas and Vernal Pools

Vegetation communities associated with riparian systems and vernal pools are depleted natural vegetation communities because they have declined throughout Southern California during past decades. In addition, they support a large variety of special-status wildlife species. Most species associated with Riparian/Riverine areas are covered species under the MSHCP (under Section 6.1.2 of MSHCP). The MSHCP has specific policies and procedures regarding the evaluation and conservation of Riparian/Riverine resources (including riparian vegetation) and vernal pools because it supports MSHCP covered species. Thus, the MSHCP classification of Riparian/Riverine includes both riparian (depleted natural vegetation communities) as well as ephemeral drainages that are natural in origin but may lack riparian vegetation.

MSHCP Riparian/Riverine jurisdiction within the Project site is comprised entirely of Drainage A and is identical to that of CDFW jurisdiction (refer to Figure 4.4-4, *CDFW Jurisdictional Delineation/MSHCP Riparian Riverine Map*). Therefore, riparian areas on-site total 0.15 acre (505 linear feet) and riverine areas on-site total 0.03 acre (238 linear feet).

No vernal pools or other seasonal pools were observed in association with the Project site during the field studies. This includes road ruts, stock ponds, and other artificially-created depression features.



Source(s): Glen Lukos Associates Inc (01-13-2022)

Figure 4.4-4



CDFW Jurisdictional Delineation/MSHCP Riparian Riverine Map

Wildlife Linkages/Corridors and Nursery Sites

Habitat linkages are areas which provide a communication between two or more other habitat areas which are often larger or superior in quality to the linkage. Such linkage sites can be quite small or constricted but may be vital to the long-term health of connected habitats. Linkage values are often addressed in terms of “gene flow” between populations, with movement taking potentially many generations. Corridors are similar to linkages but provide specific opportunities for individual animals to disperse or migrate between generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for corridors. Habitat in corridors may be quite different than that in the connected areas, but if used by the wildlife species of interest, the corridor will still function as desired. 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.

While some very minor local wildlife movement may occur within the Project site, the relatively small size and highly disturbed nature of the Project site preclude it from providing migratory wildlife corridors and/or wildlife nursery sites, especially due to the site’s close proximity to I-215 to the west and March Air Reserve Base/Inland Port Airport (MARB/IPA) to the north.

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 site. These regulations are summarized below and further detailed in the Biological Technical Report included in Appendix C1.

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 PVCCSP planning 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. The 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. The CESA requires state lead 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.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." "Disturb" means: "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

Natural Community Conservation Planning Act (NCCP)

The CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the FESA and CESA, as these laws are designed to identify and protect individual species that have already declined in number significantly.

An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that

compose the development of an NCCP. The CDFW and the U.S. Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP participants.

There are currently 13 approved NCCPs (includes 6 subarea plans) and 22 NCCPs in the active planning phase (includes 10 subarea plans), which together cover more than 7 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California. The Project site located within the Western Riverside County Multiple Species NCCP/HCP, also known as the Western Riverside County MSHCP.

Native Plant Protection Act (NPPA) of 1977

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.

Jurisdictional Waters

Army Corps of Engineers

Pursuant to Section 404 of the Clean Water Act, the Corps regulates discharges of dredged and/or fill material into WoUS, which are defined in the Corps regulations at 33 C.F.R. Part 328.3(a)¹. In the absence of wetlands, the limits of Corps jurisdiction in non-tidal waters, such as intermittent streams, extend to the ordinary high water mark OHWM which is defined at 33 CFR 328.3(c)(7) as:

...that line on the shore established by the fluctuation of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

The term “wetlands” (a subset of “waters of the United States”) is defined at 33 CFR 328.3(b) as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support...a prevalence of vegetation typically adapted for life in saturated soil conditions.” In 1987 the Corps published a manual to guide its field personnel in determining jurisdictional wetland boundaries. The methodology set forth in the 1987 Wetland Delineation Manual and the Arid West Supplement generally require that, in order to be considered a wetland, the vegetation, soils, and hydrology of an area exhibit at least minimal hydric characteristics. While

¹ This definition supersedes the “Clean Water Rule: Definition of ‘Waters of the United States’; Final Rule,” 80 Federal Register 124 (29 June, 2015), pp. 37054-37127, which was made effective August 28, 2015 and recently repealed on September 12, 2019. As of the effective date of this repeal, the agencies will administer the regulations promulgated in 1986 and 1988 in portions of 33 CFR part 328 and 40 CFR parts 110, 112, 116, 117, 122, 230, 232, 300, 302, and 401 and will continue to interpret the statutory term “Waters of the United States” to mean the waters covered by those regulations consistent with Supreme Court decisions and longstanding practice, as informed by applicable regulatory guidance. Regardless, the repeal of the “2015 Rule” does not affect Corps jurisdiction associated with the Project (GLA, 2021a).

the manual and Supplement provide great detail in methodology and allow for varying special conditions, a wetland should normally meet each of the following three criteria:

- more than 50 percent of the dominant plant species at the site must be typical of wetlands (i.e., rated as facultative or wetter in the National List of Plant Species that Occur in Wetlands);
- soils must exhibit physical and/or chemical characteristics indicative of permanent or periodic saturation (e.g., a gleyed color, or mottles with a matrix of low chroma indicating a relatively consistent fluctuation between aerobic and anaerobic conditions); and
- Whereas the 1987 Manual requires that hydrologic characteristics indicate that the ground is saturated to within 12 inches of the surface for at least five percent of the growing season during a normal rainfall year, the Arid West Supplement does not include a quantitative criteria with the exception for areas with “problematic hydrophytic vegetation”, which require a minimum of 14 days of ponding to be considered a wetland.

On January 9, 2001 and June 5, 2007, the Supreme Court of the United States issued two rulings (Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers, et al [SWANCC]. and Rapanos v. United States and Carabell v. United States [Rapanos], respectively). The first case reiterated that “isolated” waters (those with no interstate commerce connection) are not subject to federal jurisdiction under Section 404 of the Clean Water Act. The second case determined (in a plurality vote) that a water must have a nexus with a “traditionally navigable water (an undefined term) to be subject to federal jurisdiction under Section 404 of the Clean Water Act. The Corps and EPA continue to grapple with providing clear guidance on these two decisions and continue to propose and/or issue guidance. In the meantime, applicants who believe they have waters that would be exempt from federal jurisdiction pursuant to these two rulings must go through a formal process with the Corps and EPA to obtain concurrence.

Regional Water Quality Control Board

Section 401 of the CWA requires any applicant for a Section 404 permit to obtain certification from the State that the discharge (and the operation of the facility being constructed) will comply with the applicable effluent limitation and water quality standards. In California, this Section 401 certification is obtained from the RWQCB. The Corps, by law, cannot issue a Section 404 permit until a 401 certification is issued or waived.

Subsequent to the SWANCC decision, the Chief Counsel for the State Water Resources Control Board (SWRCB) issued a memorandum that addressed the effects of the SWANCC decision on the Section 401 Water Quality Certification Program. In this memorandum the SWRCB’s Chief Counsel has made the clear assumption that fill material to be discharged into isolated waters of the United States is to be considered equivalent to “waste” and therefore subject to the authority of the Porter Cologne Water Quality Act.

California Department of Fish and Wildlife

Pursuant to Division 2, Chapter 6, Sections 1600-1617 of the California Fish and Game Code, the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife. The CDFW defines a stream (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation." The CDFW's definition of "lake" includes "natural lakes or man-made reservoirs." The CDFW also defines a stream as "a body of water that flows, or has flowed, over a given course during the historic hydrologic regime, and where the width of its course can reasonably be identified by physical or biological indicators."

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.

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 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; Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas; 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.

For projects that have a federal nexus such as through federal CWA Section 404 permitting, take authorization for federally listed covered species would occur under Section 7 (not Section 10) of FESA and that USFWS would provide a MSHCP consistency review of the proposed Project, resulting in a biological opinion. The biological opinion would require no more compensation than what is required to be consistent with the MSHCP.

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 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.

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 goals and policies applicable to the Project and a discussion of the Project's consistency is provided in Table 4.11-2, City of Perris General Plan Consistency Analysis, in Section 4.11, Land Use and Planning, of this EIR.

4.4.3 METHODS

Botanical Resources

A site-specific survey program was designed to accurately document the botanical resources within the Project site, and consisted of five components: (1) a literature search; (2) preparation of a list of target special-status plant species and sensitive vegetation communities that could occur within the Project site; (3) general field reconnaissance survey(s); (4) vegetation mapping according to Holland; and (5) habitat assessments for special-status plants (including those with MSHCP requirements).

Botanical Surveys

A GLA biologist visited the site on August 26, 2019 and June 14, 2021 to conduct a general plant survey and a habitat assessment for special-status plants. Surveys were conducted in accordance with accepted botanical survey guidelines. An aerial photograph, a soil map, and/or a topographic map were used to determine the community types and other physical features that may support sensitive and uncommon taxa or communities within the Project site. Surveys were conducted by following meandering transects within target areas of suitable habitat. All plant species encountered during the field survey(s) were identified and recorded following the above-referenced guidelines adopted by the CNPS (2010) and the CDFW by Nelson (1984).

Wildlife Resources

Wildlife species were evaluated and detected during the field survey(s) by sight, call, tracks, and scat. Site reconnaissance was conducted in such a manner as to allow inspection of the entire Project site by direct observation, including the use of binoculars. Observations of physical evidence and direct sightings of wildlife were recorded in field notes during the visits.

General Surveys

During general biological and reconnaissance survey(s) within the Project site, birds, mammals, reptiles, and amphibians were identified incidentally within each habitat type. Birds were detected by both direct observation and by vocalizations and were recorded in field notes. Mammals were detected both by direct observations and by the presence of diagnostic sign (i.e. tracks, burrows, scat, etc.) Habitats were examined for diagnostic reptile sign which includes shed skins, scat, tracks, snake prints, and lizard tail drag marks.

Habitat Assessment for Special-Status Animal Species

GLA biologists conducted a habitat assessment for special-status animal species on November 8, 2019 and June 14, 2021. An aerial photograph, soil map and/or topographic map were used to determine the community types and other physical features that may support special-status and uncommon taxa within the Project site.

Burrowing Owls

The methods for the focused surveys are summarized herein and detailed in the Biological Technical Report. The guidelines stipulate that four focused survey visits be conducted on separate dates between March 1 and August 31. Within areas of suitable habitat, the MSHCP first requires a focused burrow survey to map all potentially suitable burrows. The 2019 burrowing owl surveys included a focused burrow survey conducted on August 16, 2019 and focused burrowing owl surveys conducted on August 16, 26, 28, and 30, 2019. The 2021 burrowing owl surveys included a focused burrow survey conducted on May 3, 2021 and focused burrowing owl surveys conducted on May 3 and 17, 2021, and June 14 and 29, 2021. Surveys were conducted by walking meandering transects throughout areas of suitable habitat, which included the Project site (refer to Figure 4.4-2, *Burrowing Owl Survey Area Map*). All suitable burrows were inspected for diagnostic owl sign (e.g., pellets, prey remains, whitewash, feathers, bones, and/or decoration) in order to identify potentially occupied burrows. An additional buffer of approximately

500 feet beyond the Project site was also visually surveyed using binoculars for presence of burrowing owl.

Jurisdictional Waters

The Project site was delineated to identify the presence and limits of jurisdictional waters, including waters of the United States (including wetlands) subject to the jurisdiction of the Corps and Regional Board, waters of the State subject to the jurisdiction of the Regional Board only, and streams (including riparian vegetation) subject to the jurisdiction of CDFW. Prior to beginning the field delineation, a 175-scale color aerial photograph and the previously cited USGS topographic maps were examined to determine the locations of potential areas of Corps, Regional Board, and CDFW jurisdiction. Suspected jurisdictional areas were field checked for the presence of definable channels and/or wetland vegetation, soils, and hydrology. Potential wetland habitats at the subject site were evaluated using the methodology set forth in the United States Army Corps of Engineers 1987 Wetland Delineation Manual and the 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement.

MSHCP Riparian/Riverine Areas and Vernal Pools

GLA surveyed the Project site on November 8, 2019 and June 14, 2021 for riparian/riverine areas and vernal pool/seasonal pool habitat, including features with the potential to support fairy shrimp. To assess for vernal/seasonal pools (including fairy shrimp habitat), GLA biologists evaluated the topography of the site including whether the site contained depressional features/topography with the potential to become inundated; whether the site contained soils associated with vernal/seasonal pools; and whether the site supported plants that suggested areas of localized ponding.

4.4.4 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.

4.4.5 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. These mitigation measures 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 ACOE, RWQCB, and CDFG 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 ACOE, a Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from CDFG.*

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.*

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 removal 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 (or secondary) impacts pertain to those impacts that result in a change to the physical environment, but which is not immediately related to a project.

Indirect impacts are those that are reasonably foreseeable and caused by a project but occur at a different time or place. Indirect impacts can occur at the urban/wildland interface of projects and can affect biological resources located downstream from projects and other offsite areas. Examples of indirect impacts include the effects of increases in ambient levels of noise or light; predation by domestic pets; competition with exotic plants and animals; introduction of toxics including pesticides; and other human disturbances such as hiking, off-road vehicle use, unauthorized dumping, etc. Indirect impacts are often attributed to the subsequent day-to-day activities associated with project build-out such as increased noise, the use of artificial light sources, and invasive ornamental plantings that may encroach into native areas. Indirect effects may be both short-term and long-term in their duration. These impacts are commonly referred to as “edge effects” and may result in a slow replacement of native plants by non-native invasives, changes in the behavioral patterns of wildlife, and reduced wildlife diversity and abundance in habitats adjacent to project sites.

Direct Impacts to Special-Status Plants

One special-status plants (paniculate tarplant) was observed on the Project site during the 2019 and 2021 field surveys conducted by GLA. The paniculate tarplant is classified as a rare plant by CNPS, but it is not a federally- or State-listed species. There are no survey or preservation requirements for this species pursuant to any resource agency or HCP, including the MSHCP. Additionally, the Project site is heavily disturbed and the population of paniculate tarplant on-site is relatively small, as approximately 35 individuals were observed. Therefore, given the low sensitivity of this species (CNPS 4.2), the removal of the paniculate tarplant as required by the Project would not have a substantial adverse effect on the survivorship of the paniculate tarplant. Impacts to special-status plant species would be less than significant and no mitigation is required.

Direct Impacts to Special-Status Animals

One special-status animal species (golden eagle) was observed flying over the Project site on November 8, 2019. The Project site also would result in the loss of habitat with varying degrees of potential to support foraging by the following special-status species: the loggerhead shrike, Swainson’s hawk, white-tailed kite, and San Diego black-tailed jackrabbit. Given the relatively small size and highly disturbed

nature of the Project site, any potential impacts to golden eagle, loggerhead shrike, Swainson's hawk, white-tailed kite, and San Diego black-tailed jackrabbit would be less than significant. Additionally, all of these species are Covered Species under the MSHCP; therefore, the MSHCP addresses the loss of foraging habitat for these species.

As mentioned in Subsection 4.4.1, no burrowing owl individuals or signs of burrowing owl use were observed within the Project site during surveys on August 16, 26, 28, and 30, 2019 and May 3 and 17, 2021, and June 14 and 29, 2021. Notwithstanding, the burrowing owl is a nomadic species and the Project site contains habitat suitable for the species; therefore, it is possible that the species could migrate onto the property prior to Project construction. If burrowing owls are present within the Project site at the time grading activities commence, impacts to the species would be significant and mitigation would be required. The Project Applicant would be required to comply with a previously identified mitigation measure (i.e., MM Bio 2) from the PVCCSP EIR, which ensures that pre-construction surveys are conducted for the burrowing owl to determine the presence or absence of the species within the Project site. The City of Perris has replaced PVCCSP EIR mitigation measure MM Bio 2 with Project-level mitigation measure MM 4-1 based on input from the CDFW. 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 the required mitigation, potential direct impacts to the burrowing owl would be reduced to a less than significant level.

Indirect Impacts to Special-Status Biological Resources

Development projects located adjacent to natural open spaces have the potential to result in indirect effects to biological resources such as water quality impacts from associated drainage into adjacent open space/downstream aquatic resources, lighting effects, noise effects, invasive plant species from landscaping, and effects from human access into adjacent open space, such as recreational activities (including off-road vehicles and hiking), pets, dumping, etc. Temporary, indirect effects could also occur as a result of construction-related activities.

The Project site does not occur in proximity to the MSHCP Conservation Area; therefore, the MSHCP Urban/Wildland Interface Guidelines do not apply to the Project. As such, the Project would result in a less than significant indirect impact to special-status biological resources.

Additional Project-Level Mitigation Measures

MM 4-1 The Project Proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of construction activities (i.e., vegetation clearing, grubbing, tree removal, site watering) at the Project site. The pre-construction survey shall be conducted in accordance with the current Burrowing Owl Survey Instructions for the Western Riverside MSHCP. The results of the survey shall be submitted to the City and the California Department of Fish and Wildlife (CDFW) within three (3) days of survey completion and prior to obtaining a grading permit. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls.

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

If burrowing owl are found to be present, then avoidance or minimization measures shall be undertaken in consultation with the City, the CDFW, and the U.S. Fish and Wildlife Service (USFWS). The CDFW shall be sent written notification within 48 hours of the detection of the burrowing owls. No construction activities shall occur until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below.

The Project biologist and Project Proponent shall coordinate with the City, the CDFW, and the USFWS to develop a Burrowing Owl Plan in accordance with the guidelines in the CDFW Staff Report on Burrowing Owl (March 2012). The Burrowing Owl Plan shall describe proposed avoidance, relocation, monitoring, minimization, and/or mitigation actions. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls shall also be included in the Burrowing Owl Plan. The Project Proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and approval. A final report shall be prepared by the Project biologist documenting the results of the Burrowing Owl Plan and detailing avoidance, minimization, and mitigation measures. The final report shall be submitted to the City and the CDFW within 30 days of completion of the Burrowing Owl Plan requirements.

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

Level of Significance After Mitigation

With Project-level mitigation measure MM 4-1, 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?

Riparian Vegetation and Sensitive Vegetation Communities

The Project will permanently impact Drainage A and its associated 0.15 acre of mulefat scrub. Therefore, impacts would be significant.

MSHCP Riparian/Riverine Areas

MSHCP riparian/riverine areas within the Project site are comprised entirely of Drainage A (743 linear feet of ephemeral streambed) and are identical to that of CDFW jurisdiction. Therefore, riparian areas on-site totals 0.15 acre (505 linear feet) and riverine areas on-site total 0.03 acre (238 linear feet). The entirety of MSHCP riparian/riverine areas within the Project site would be permanently impacted; no temporary or off-site impacts are currently proposed. Therefore, the proposed permanent impacts would be significant. As identified in PVCCSP EIR mitigation measure MM Bio 4, temporary and permanent impacts to MSHCP Riparian/Riverine resources triggers the requirement under the MSHCP that a Determination of Biologically Equivalent or Superior Preservation (DBESP) be drafted and approved by the City. The DBESP may be approved after a 60-day review and response afforded to the Wildlife Agencies. The DBESP details the type of resource proposed for impact, why avoidance was not feasible, and the compensation provided to ensure biologically equivalent or superior preservation. The MSHCP requires that impacts to riparian/riverine resources be mitigated, such that the lost functions and values are replaced, in order for the Project to be “biologically equivalent or superior” to the existing site conditions prior to impact.

Additional Project-Level Mitigation Measures

MM 4-2 The Project Proponent shall compensate for permanent impacts to 0.15 acre of riparian area and 0.03 acre of riverine area at a 2:1 mitigation-to-impact ratio through the purchase of 0.36 acre of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed, such as the Riverpark Mitigation Bank. If enhancement or preservation credits are pursued due to the lack of availability of rehabilitation, re-establishment, and/or establishment mitigation credits, the ratio may be higher as determined on a case-by-case basis by the wildlife agencies.

Level of Significance After Mitigation

With Project-level mitigation measure MM 4-2, Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

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?

Wetlands

The Project site does not contain any state or federally protected wetlands; therefore, no impacts to state or federally protected wetlands would occur as a result of construction of the Project.

Jurisdictional Waters

The Project would permanently impact Drainage A and its associated approximately 0.03-acre (722 linear feet) of Corps and RWQCB jurisdiction, none of which consists of State wetlands and 0.18 acre of CDFW jurisdiction, 0.15 acre of which is riparian. The Project site is heavily disturbed and Drainage A is

considered a low quality channel. Furthermore, the Project Applicant would be required to comply with the previously identified mitigation measure (MM Bio 3) from the PVCCSP EIR, which requires the Project Applicant to obtain Corps and RWQCB permits (i.e., Section 404 and Section 401 of the Clean Water Act and Section 1600-1616 of the California Fish and Game Code) prior to grading activities on the Project site.

Additional Project-Level Mitigation Measures

MM 4-3 The Project Proponent shall compensate for permanent impacts to 0.03 acre of Regional Board jurisdiction and 0.18 acre of CDFW jurisdiction at a 2:1 mitigation-to-impact ratio through the purchase of 0.36 acre of rehabilitation (inclusive of the 0.03 acre of Regional Board jurisdiction collectively within the 0.18 acre of CDFW jurisdiction), reestablishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed, such as the Riverpark Mitigation Bank. If enhancement or preservation credits are pursued due to the lack of availability of rehabilitation, re-establishment, and/or establishment mitigation credits, the ratio may be higher as determined on a case-by-case basis by the Regional Board and/or CDFW. The mitigation receipt from this fee payment will be provided to the Lead Agency prior to initiation of jurisdictional impacts.

Level of Significance After Mitigation

With Project-level mitigation measure MM 4-3, Project impacts would be less than significant. 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 serve as a wildlife corridor nor is it connected to an established corridor, and there are no native wildlife nurseries on or adjacent to the Project site. Therefore, there is no potential for the Project to interfere or with or impact the movement of native resident or migratory fish or wildlife species, establish native resident or migratory wildlife corridors, or impede the use of a native wildlife nursery site. Based on the foregoing information, the Project would result in no impact to any native resident or migratory fish, established wildlife corridor, or native wildlife nursery sites.

The Project would remove vegetation (i.e., immature trees, shrubs, and groundcover) that has the potential to provide roosting and nesting habitat for birds, including migratory and common raptor species. However, no active nests were observed within the Project site during field surveys. Notwithstanding, if active nests are present within the Project site during construction, the Project could result in substantial, adverse effects to biological resources (i.e., bird nests) that are protected by the MBTA and California Fish and Game Code. The Project’s potential to impact nesting birds is a significant impact for which mitigation is required. The Project Applicant would be required to comply with a previously identified mitigation measure (i.e., MM Bio-1) from the PVCCSP EIR, which would ensure that pre-construction surveys are conducted for nesting birds protected by the federal MBTA during the breeding season to determine presence or absence prior to disturbance of habitat with the potential to support nesting birds. The City of Perris has replaced PVCCSP EIR mitigation measure MM Bio 1 with Project-level mitigation

measure MM 4-4 based on input from the CDFW. If nesting birds are present, the mitigation requires avoidance of active bird nests in conformance with accepted protocols and regulatory requirements. With implementation of the required mitigation, potential direct impacts to nesting birds protected by the federal MBTA would be reduced to a less than significant level.

Additional Project-Level Mitigation Measures

MM 4-4 Site preparation activities (such as ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

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

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

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

If active nests or nesting birds (including nesting raptors) are located during the pre-activity field survey, the Project biologist shall establish avoidance or minimization measures in consultation with the City of Perris and the CDFW. Measures shall include the establishment of a conservative avoidance buffer surrounding the nest based on the Project biologist's best professional judgement and experience. The Project biologist shall monitor the nest at the onset of project activities, and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from

the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City for mitigation monitoring compliance record keeping.

Level of Significance After Mitigation

With Project-level mitigation measure MM 4-4, 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?

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. Currently, there are four black willow saplings and several mulefat shrubs within Drainage A. Pursuant to the provisions of the City’s Urban Forestry Ordinance 1262 Section 19.71, the black willow saplings and mulefat shrubs on the Project site would not be afforded protection under the ordinance due to the trunk sizes being smaller than two inches when measured 4.5 feet from the ground. Therefore, the Project would not conflict with the provisions of this Ordinance. The planting and maintenance of trees as part of the Project would comply with the City’s Ordinance related to Urban Forestry, and no impacts would result.

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 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 site occurs within the San Jacinto Habitat Management Unit (HMU) of the Western Riverside County MSHCP; but the Project site does not occur within a Western Riverside County 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 Western Riverside County 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 Western Riverside County MSHCP Reserve Assembly requirements and no impact would occur.

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction in support of the Project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools. The Project would permanently impact approximately 0.18-acre of MSHCP riparian/riverine areas within Drainage A located on the southern portion of the Project site. Given the low quality of riparian habitat as discussed above, the Project site does not provide suitable habitat for riparian species including least Bell’s vireo, southwestern willow flycatcher, and/or western yellow-billed cuckoo. Impacts to riparian/riverine areas must be mitigated such that the resulting Project, with mitigation, is biologically equivalent or superior to the existing site conditions. As such, a DBESP is required, which represents a potentially significant impact.

In compliance with MSHCP Section 6.1.2, a DBESP has been prepared for the Project’s impacts to riparian/riverine areas, which is contained as Appendix C2. The DBESP requires that riparian resources be mitigated at a 2:1 ratio through the purchase of 0.36 acre of rehabilitation, re-establishment, and/or establishment mitigation credits at an approved mitigation bank or in-lieu fee program within the San Jacinto River and/or Santa Ana River Watershed, such as the Riverpark Mitigation Bank. With the implementation of the mitigation provided by the DBESP (Project-level mitigation measure MM 4-2), the Project would not conflict with Section 6.1.2 of the Western Riverside County MSHCP.

No vernal pools occur on the Project site; therefore, no impact to vernal pools or vernal pool species including listed fairy shrimp will occur as a result of the Project.

Protection of Narrow Endemic Plants

Volume I, Section 6.1.3 of the MSHCP requires that within identified Narrow Endemic Plant Species Survey Areas, 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 site is not located in the Narrow Endemic Plant Species Survey Areas; therefore, the Project would be consistent with Section 6.1.3 of the MSHCP.

Guidelines Pertaining to Urban/Wildland Interface

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address drainage, toxics, lighting, noise, invasive species, barriers and grading/land development.

Indirect effects are those effects that give rise to delayed, secondary effects. Examples of indirect effects include fragmentation, increased levels of environmental toxins, plant and wildlife dispersal interruption, increased risk of fire, construction noise, and invasion of nonnative animals and plants, which stresses or alters competition among natives. Indirect effects are those that can be assumed to increase mortality, reduce productivity, and/or reduce the functions and values of natural open space for native species.

The Project site and its surrounding environs have been routinely disturbed and maintained for decades, and do not comprise a wildlife movement corridor; rather, the area is already fragmented by existing industrial development, the I-215 Freeway, and MARB/IPA. The development of an industrial building and its associated improvements will not result in further fragmentation than what already exists and will not result in lower functions and values of natural open space for native species or other effects associated with such natural open space.

As discussed previously, the Project site does not occur in proximity to the MSHCP Conservation Area; therefore, the MSHCP Urban/Wildland Interface Guidelines do not apply to the Project. As such, the Project would be consistent with the biological requirements of the MSHCP, specifically pertaining to the MSHCP Urban/Wildlands Interface Guidelines.

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. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the Project site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the

MSHCP. As discussed under Threshold “a,” the required focused surveys for burrowing owl have been conducted and no burrowing owls or sign were observed on or within 500 feet of the Project site, where accessible, during the focused surveys. As a result, burrowing owl are presumed absent from the Project site. However, a Pre-construction survey for resident burrowing owls shall occur within 30 days prior to commencement of construction activities as required by Project-level mitigation measure 4-1. As the Project site does not occur within amphibian and/or mammal survey areas, no Amphibian and/or Mammal surveys are required. As the Project site does not occur within the Criteria Area Plant Species Survey Area, no Criteria Area Plant Species surveys are 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.

4.4.6 CUMULATIVE IMPACTS

This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site as well as full General Plan buildout in the City of Perris and other jurisdictions in the region within the boundaries of the Western Riverside County MSHCP.

As discussed under the analysis of Threshold “a,” the Project site contains one special-status plant species, paniculate tarplant. However, due to the relatively small population of this species on the site and the heavily disturbed nature of the site, impacts to the paniculate tarplant would be less than cumulatively significant.

Also, as discussed under the analysis of Threshold “a,” the Project site does not contain productive foraging or nesting habitat for special-status wildlife species with the potential to utilize the Project site (with the exception of the western burrowing owl). The Project site contains potentially suitable habitat for the burrowing owl. Although the burrowing owl species was not observed on the Project site during field surveys conducted in 2019 and 2021, there is the potential for this species to migrate onto the site and occupy the property prior to the initiation of grading activities. The burrowing owl is commonly found within the Project vicinity; as such, it is reasonable to conclude that impacts to the burrowing owl habitat would occur in conjunction with development of other properties throughout Riverside County. Thus, implementation of the Project has the potential to contribute to a cumulatively considerable impact to the burrowing owl. However, the Project Applicant is required to comply with previously identified mitigation measure (MM 4-1), which would ensure that pre-construction surveys are conducted for burrowing owl to determine the presence or absence of the species on the Project site. If present, the mitigation measure provides performance criteria that requires avoidance and/or relocation of burrowing owls in accordance with MSHCP protocol. With implementation of the required mitigation, potential cumulatively considerable impacts to the burrowing owl would be reduced to below a level of significance.

The Project would permanently impact approximately 0.18 acre of MSHCP riparian areas. The loss of MSHCP riparian areas would be a cumulatively considerable impact under CEQA and would trigger a DBESP under the MSHCP to identify appropriate mitigation to provide for biologically equivalent or superior habitat. With Project-level mitigation measure MM 4-2, Project impacts to the MSHCP riparian areas would be reduced to less-than-significant levels and impacts would not be cumulatively considerable.

The Project would permanently impact approximately 0.03 acre of Corps and RWQCB jurisdiction; therefore, a cumulatively considerable impact would occur. With Project-level mitigation measure MM 4-3, Project impacts to Corps and RWQCB jurisdiction would be reduced to less-than-significant levels and impacts would not be cumulatively considerable.

The Project would remove vegetation that has the potential to support nesting birds protected by federal and State regulations. A wide range of habitat and vegetation types have the potential to support nesting birds; therefore, it is likely that other development projects within the cumulative study area also may impact nesting birds. However, the Project – like all other development activities in the cumulative study area – would be required to comply with State and federal law to preclude impacts to nesting birds. The Project’s potential impact to nesting birds would be cumulatively considerable absent compliance to State and federal regulations.

The Project would not conflict with any local policies or ordinances protecting biological resources. Other development projects in the cumulative study area would be required to comply with applicable local policies and/or ordinances related to the protection of biological resources as a standard condition of review/approval. Because the Project and cumulative development would be prohibited from violating applicable, local policies or ordinances related to the protection of biological resources, a cumulatively considerable impact would not occur.

The Project site is subject to the Western Riverside County MSHCP and its survey requirements for the burrowing owl. As previously discussed in Thresholds “a” and “f,” the Project would be consistent with the Western Riverside County MSHCP and no cumulatively considerable impact would occur.

4.4.7 REFERENCES

Glenn Lukos Associates, Inc. (GLA). *Biological Technical Report for The First March Industrial Project*. January 13, 2022. Included in Appendix C1 of this EIR.

GLA. *Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis*. January 13, 2022. Included in Appendix C2 of this EIR.

<u>Section</u>	<u>Page</u>
4.5 Cultural Resources	4.5-1
4.5.1 Existing Setting	4.5-1
4.5.2 Existing Policies and Regulations	4.5-6
4.5.3 Thresholds of Significance	4.5-8
4.5.4 Environmental Impacts	4.5-8
4.5.5 Cumulative Impacts	4.5-15
4.5.6 References	4.5-16

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 the following documents. All references used in this Section are listed below under Subsection 4.5.6, References.

- Brian F. Smith and Associates, Inc. (BFSA), 2023a. *A Phase I Cultural Resources Survey for the First March Logistics Project, Perris California*. February 23, 2023. Included in Appendix D of this EIR.

The Cultural Resources Survey was prepared in compliance with Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measure MM Cultural 1. The Confidential Appendix for the Phase I Cultural Resources Survey are not appended to this Draft Environmental Impact Report (EIR). While they are on file with the City of Perris Planning Division, they are 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 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 consultation, is discussed in Section 4.15, *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 technical reports prepared for this Project based on the research and field surveys conducted, as described below.

Archaeological Resources

Prehistoric Period Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Tatic 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 D 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 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 D, of this EIR.

- **Paleo Indian Period (Late Pleistocene: 11,500 to circa 9,000 YBP).** 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).** 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 Luiseño 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 (1700s 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 4.15, *Tribal Cultural Resources*, of this EIR.

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, 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 Phase I Cultural Resource Survey. According to EIC records, no cultural resources were previously recorded within the Project site boundaries. Outside the Project site, but within one-mile radius of the scope of the records search, EIC records indicated that a total of 54 cultural resource studies were conducted within a one-mile radius of the Project site. As a result of these studies, 75 cultural resource properties were located within one mile of the Project. Most of the recorded resources are prehistoric bedrock milling sites, two of which contain associated lithic artifacts located within the bedrock-laden foothills to the west. The remaining resources identified during the records search are historic, consisting of railroad tracks, one set of utility poles, one trash scatter, one trash deposit, one isolate, two sets of foundations and features associated with March Air Reserve Base/Inland Port Airport (MARB/IPA), Camp Haan barracks, one set of historic irrigation features, and three mid-1950's flood control channels. None of these other previously recorded sites were in the immediate vicinity of the Project site, and thus none of them require further consideration. (BFSA, 2023a)

Archeological investigation procedures consisted of a survey of the Project site. According to the field survey, the Project site was previously disturbed. Previous disturbances include disking, realignment and enhancement to the seasonal drainage in the southwest corner that directs water between culverts, access roads, modern garbage, and areas of dumped soil and gravel. No cultural resources, either historic or prehistoric, were discovered during the survey. The lack of prehistoric sites is likely due to the absence of bedrock outcrops, which, as identified within the records search, tend to correlate with sites in the region.

Additionally, results of the Native American Heritage Commission's (NAHC) Sacred Lands Files (SLF) record search indicated no presence of any sacred sites or locations of religious or ceremonial importance within the Project site. In accordance with the recommendations from the NAHC, BFSA contacted all Native American consultants listed in the NAHC response letter. As of the date of this report, BFSA has received four responses, summarized below.

- The Cahuilla Band of Indians indicated that the Project is within the Cahuilla traditional land use area and requested cultural monitors be present during ground disturbing activities.
- The Agua Caliente Band of Cahuilla Indians indicated that they are unaware of any specific cultural resources that may be impacted by the Project but indicated that it is located within the Tribe's Traditional Use Area and requested copies of any cultural resource documents generated by the proposed development.
- The Soboba Band of Luiseño Indians stated the Project is within their Tribal Traditional Use Area and requested to consult with the lead agency on the Project and be present for any ground disturbing activities.
- The Augustine Band of Cahuilla Indians indicated that they were unaware of any specific cultural resources that may be affected by the Project but requested to be updated in the event of any inadvertent discoveries during construction.

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. In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing southern California and gradually expanded their use of the interior valley (into what is now western Riverside County) for raising grain and cattle to support the missions. The San Gabriel Mission claimed lands in what is now Jurupa, Riverside, San Jacinto, and the San Geronimo Pass, while the San Luis Rey Mission claimed land 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.

While no missions were ever built in what would become Riverside County, many mission outposts (asistencias), were established in the early years of the nineteenth century to extend the missions' influence to the backcountry. Two outposts located in Riverside County include San Jacinto and Temecula. Mexico gained independence 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. This event generated a steady flow of settlers into the area, including gold

miners, entrepreneurs, health-seekers, speculators, politicians, adventurers, seekers of religious freedom, and individuals desiring to create utopian colonies. 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 Geronio 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 advent of the transcontinental railroad in 1869, land speculators, developers, and colonists began to invest in southern California. The first colony in what was to become Riverside County was Riverside itself. By the late 1880s and early 1890s, there was growing discontent between Riverside and San Bernardino. In May 1893, voters living within portions of San Bernardino County (to the north) and San Diego County (to the south) approved the formation of Riverside County. Early business opportunities were linked to the agriculture industry, but commerce, construction, manufacturing, transportation, and tourism also provided a healthy local economy. By the time of Riverside County's formation, Riverside had grown to become the wealthiest city per capita in the country due to the successful cultivation of the navel orange.

General History of the City of Perris

The Project is located within 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 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, west of the Project site. 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 Patrick 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, relying heavily upon dry grain farming and citrus groves.

Project Site

As previously stated, the EIC search results did identify 75 cultural resource properties located within one mile of the Project. 63 of the 75 recorded resources are prehistoric bedrock milling sites, two of which contain associated lithic artifacts, located within the bedrock-laden foothills to the west. One previously recorded resource is multicomponent containing both prehistoric milling features with associated midden and a historic water tank and well. The 12 remaining resources identified during the records search are historic consisting of railroad tracks, one set of utility poles, one trash scatter, one trash deposit, one isolate, two sets of foundations and features associated with MARB/IPA, Camp Haan barracks, one set of historic irrigation features, and three mid-1950s flood control channels.

BFSA also reviewed the records of the NRHP Index, OHP Archaeological Determinations of Eligibility, and OHP Directory of Properties in the Historic Property Data File. None of these additional sources

identified any potential resources within the Project site boundaries. The closest historical resources to the Project site are located within a ¼ mile and include a section of the Burlington North Santa Fe Railroad (RIV-8196) located west on the opposite side of I-215 and a 1950's flood control channel (P-33-024852) located to the northwest within MARB/IPA.

Additional historic research was conducted utilizing Bureau of Land Management (BLM) General Land Office (GLO) records, historic maps, and aerial photographs associate with the Project site. The BLM GLO records indicated that the majority of the Project site was transferred to the State of California on February 28, 1855 as part of a large 1,920-acre patent. The GLO records also indicated that historically, a trail/road passed through the far northeastern panhandle portion of the Project site. Additionally, both the 1091 30' *Elsinore* and 15' *Riverside* USGS quadrangles identify a road meandering from north to south through the northeastern panhandle portion of the site; however, by 1942 the 15' *Riverside* USGS and 1953 7.5' *Steel Peak* quadrangles the road is no longer visible. Further, based on historic aerial photographs and maps, historically, the Project site did not contain any structures.

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. As such, this area of the PVCCSP, which includes the Project site, was assigned a cultural resource sensitivity rating of moderate to high to contain cultural resources. Based upon the results of the records search, the historic settlement of the region, and the limited number of prehistoric sites recorded near the Project site, historic resources should be the primary site type present within the property. Although modern canals, such as the PVSD Channel, are located within and near the Project site, almost all are man-made. Prehistoric sites in the general vicinity are primarily focused to the east within the bedrock-laden hills surrounding Lake Perris and overlooking the San Jacinto River.

Although Perris generally remained agricultural throughout the twentieth century, in recent years, the City has seen a growth in residential and industrial development. Today, many of the large agricultural fields have been developed into large logistics centers and warehouses servicing the greater Southern California region.

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. The following discussion summarizes the regulatory information for cultural resources presented in the PVCCSP EIR that is relevant to the Project. Regulatory information specifically relevant to Tribal Cultural Resources (e.g., Assembly Bill [AB] 52) is presented in Section 4.15, 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 1 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 Office of Historic Preservation (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.

Senate Bill 18

The State of California Governor's Office of Planning and Research developed guidelines in order to provide guidance to cities and counties on the process for consulting with Native American Indian tribes during the adoption or amendment of local general plans or specific plans. Senate Bill (SB) 18 (*California Government Code*, Section 65352.4) requires local agencies to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process, thereby providing tribes an opportunity to participate in local land use decisions at an early planning stage. Pursuant to the provisions of SB 18, the City of Perris Planning Department invited the applicable tribes to participate in consultation regarding the PVCCSP in accordance with the requirements of SB 18 in 2009 and again on April 12, 2010. During the preparation of the PVCCSP Draft EIR, the Pechanga Band of Luiseño Indians and the Soboba Band of Luiseño Indians requested consultation with the City of Perris in accordance with SB 18. The City determined that proponents of projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division will be encouraged to contact the local Native American tribes (as identified by the California Native American Heritage Commission (NAHC) and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the subject site.

Because the proposed project does not include a General Plan or Specific Plan amendment, further consultation pursuant to SB 18 is not required.

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; 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.

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.

City of Perris

The Project site is located within the PVCCSP planning area and is therefore subject to applicable mitigation measures in the PVCCSP EIR, as further discussed in Section 4.5.4 and 4.5.5.

The Conservation Element of the City's General Plan identifies goals and policies related to cultural resources. 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.

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:

- Cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5?
- Cause a substantial adverse change in the significance of archaeological resources pursuant to Section 15064.5?
- Disturb any human remains, including those interred outside of formal cemeteries?

4.5.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

There are no Standards and Guidelines included in the PVCCSP related to cultural resources. The PVCCSP EIR includes mitigation measures relevant to the analysis of cultural resources impacts. 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

D 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.

Mitigation Measures

PVCCSP EIR

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.*

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.

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

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

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, 2011)

Under existing conditions, the Project site is undeveloped and vacant. The EIC records search indicated that no historic resources are contained within the boundaries of the Project site. Additionally, according to the field survey, portions of the Project site were disturbed and do not contain any historic or prehistoric resources (BFSA, 2023a). As previously identified, the closest historical resources to the Project are located ¼ mile of the site and include a section of the Burlington North Santa Fe Railroad located west on the opposite side of I-215 and a 1950's flood control channel located to the northwest within MARB/IPA.

Therefore, due to the lack of historical resources located within the Project site or within proximity to the Project site, implementation of the Project would not cause a substantial adverse change in the significance of a historical resource 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.

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, 2011)

An archaeological field survey was conducted on April 14, 2021 to determine if cultural resources exist within the Project site. The survey was completed in accordance with the City of Perris’ environmental policies, including the PVCCSP, and CEQA significance evaluation criteria. According to the Phase I Cultural Resources Survey, included as Appendix D, no resources were recorded within the Project boundaries and portions of the site have been disturbed. Additionally, the Project site was historically used for agricultural purposes and never contained any structures. As such, there is little potential for archaeological resources to the present or disturbed by the proposed development. Based on the records search and the results of the field survey, archaeological resources are not expected to occur on the Project site. However, there could be a potential for archaeological resources to be uncovered in native soils during ground disturbing activities, which could result in a significant impact.

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 and Luiseño tribal representative 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 Qualification 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 within the Project site or within the off-site Project 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 within the Project 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, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to

temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going. The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the 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; and
- The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

In the event that archaeological resources are discovered within 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. 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 Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site 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.

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, 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 recovered artifacts, shall be prepared upon completion of the steps 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 submitted to the Luiseño tribe(s) involved with the Project.

Level of Significance After Mitigation

With implementation of Project-level mitigation measure MM 5-1, potential impacts to archaeological resources would be reduced to a less than significant level. 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.” Implementation of the PVCCSP is not anticipated to have an impact on known human remains.

Under existing conditions, the Project site does not contain a cemetery and no known cemeteries are located within the immediate vicinity. Field surveys conducted at the Project site by BFA did not identify the presence of any human remains and no human remains are known to exist beneath the surface due to the site's historical use for agricultural purposes. However, in the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity 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 within the Project site during grading or earthmoving, 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 will notify the NAHC, which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American representatives 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 the Project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Section 5097.98[e] and 5097.94[k]).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the 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 in the City of Perris. As identified in the PVCCSP EIR, there are nine identified prehistoric sites (primarily milling slick sites [rocks used to crush grain]), but there are several sites exhibiting extensive pictographs (rock art), and a few small stone flake scatters. Ten historic archaeological sites occur within the City. 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. 91 historic sites occur in the City limits and seven are located within the PVCCSP area. 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 Project, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful and appropriate practices, thereby avoiding significant cumulative impacts.

In as much as the Perris General Plan EIR and the PVCCSP EIR conclude that buildout under the Perris General Plan land use designations and PVCCSP would not have a significant effect upon cultural resources, it can be concluded that there are no projects that would, in combination with the Project, result in any significant cumulative impacts on historical, archaeological resources, or in impacts to human remains. Therefore, the Project would have no significant cumulative impacts associated with cultural resources.

4.5.6 REFERENCES

Brian F. Smith & Associates (BFSA). 2023a. *A Phase I Cultural Resources Survey for the Natwar Project, Perris California*. February 23, 2023. Included as Appendix D of this EIR.

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

<u>Section</u>	<u>Page</u>
4.6 Energy.....	4.6-1
4.6.1 Existing Setting.....	4.6-1
4.6.2 Existing Policies and Regulations	4.6-7
4.6.3 Methods.....	4.6-9
4.6.4 Thresholds of Significance.....	4.6-10
4.6.5 Environmental Impacts	4.6-10
4.6.6 Cumulative Impacts	4.6-17
4.6.7 References	4.6-17

TABLES

<u>Table</u>	<u>Page</u>
Table 4.6-1 Total Electricity System Power (California 2018)	4.6-2
Table 4.6-2 SCE 2019 Power Content Mix	4.6-4
Table 4.6-3 Total Project-Generated Traffic Annual Fuel Consumption (All Vehicles).....	4.6-13
Table 4.6-4 Project Annual Operational Energy Demand Summary	4.6-14

4.6 ENERGY

This section evaluates the 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 *First March Logistics Project Energy Analysis* (Energy Analysis) prepared by Urban Crossroads (March 6, 2023) and included in Appendix E of this EIR (Urban Crossroads, 2023c). References used in preparation of this section are listed under Section 4.6.6, References.

There were no comments received on the Notice of Preparation or at the January 19, 2022 Draft EIR public scoping meeting related to energy.

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 2019.

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; and
- Approximately 18.9% commercial.

In 2020, total system electric generation for California was 272,567 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 remaining was imported from the Pacific Northwest (15%) and the U.S. Southwest (15%). Natural gas is the main source for electricity generation at 48.35% of the total in-state electric generation system power as shown in Table 4.6-1, *Total Electricity System Power (California 2018)*.

Table 4.6-1 Total Electricity System Power (California 2018)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	California Power Mix (GWh)	Percent California Power Mix
Coal	317	0.17%	194	6,963	7,157	7,474	2.74%
Natural Gas	92,298	48.35%	70	8,654	8,724	101,022	37.06%
Oil	30	0.02%	-	-	0	30	0.01%
Other (Waste Heat/Petroleum Coke)	384	0.20%	125	9	134	518	0.19%
Nuclear	16,280	8.53%	672	8,481	9,154	25,434	9.33%
Large Hydro	17,938	9.40%	14,078	1,259	15,337	33,275	12.21%
Unspecified	-	0.00%	12,870	1,745	14,615	14,615	5.36%
Non-Renewable and Unspecified Totals	127,248	66.65%	28,009	27,111	55,120	182,368	66.91%
Biomass	5,680	2.97%	975	25	1,000	6,679	2.45%
Geothermal	11,345	5.94%	166	1,825	1,991	13,336	4.89%
Small Hydro	3,476	1.82%	320	2	322	3,798	1.39%
Solar	29,456	15.43%	284	6,312	6,596	36,052	13.23%
Wind	13,708	7.18%	11,438	5,197	16,635	30,343	11.13%
Renewable Totals	63,665	33.35%	13,184	13,359	26,543	90,208	33.09%
System Totals	190,913	100.00%	41,193	40,471	81,663	272,576	100.00%

Source: (Urban Crossroads, 2023c, 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.

Electricity

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 Independent System Operator (ISO) studies revealed the extent to which the South California Air Basin (SCAB) and the San Diego Air Basin (SDAB) 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 2018 and 2019 IEPR's identify broad strategies that are aimed at maintaining electricity system reliability.

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 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 directing 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. 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 2019 Power Content Mix*, identifies SCE’s specific proportional shares of electricity sources in 2019. As indicated in Table 4.6-2, the 2019 SCE Power Mix has renewable energy at 35.1% of the overall energy resources. Geothermal resources are at 5.9%, wind power is at 11.5%, large hydroelectric sources are at 7.9%, solar energy is at 16.0%, and coal is at 0%.

Table 4.6-2 SCE 2019 Power Content Mix

Energy Resources	2019 SCE Power Mix
<i>Eligible Renewable</i>	35.1%
Biomass & waste	0.6%
Geothermal	5.9%
Small Hydroelectric	1.0%
Solar	16.0%
Wind	11.5%
<i>Coal</i>	0%
<i>Large Hydroelectric</i>	7.9%
<i>Natural Gas</i>	16.1%
<i>Nuclear</i>	8.2%
<i>Other</i>	0.1%
Unspecified Sources of power*	32.6%
Total	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
 Source: (Urban Crossroads, 2023c, Table 2-2)

Natural Gas

The Project’s estimated natural gas demand was calculated using the CalEEMod Version 2020.4.0. The following summary of natural gas customers & volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC).

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: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800,000 customers. In 2018, California gas utilities forecasted that they would deliver about 4,740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.

The overwhelming majority of natural gas utility customers in California are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1,131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. 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 pipelines 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.

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields provide a significant amount of infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements.

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services. The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 2006 decision, the Commission adopted a gas transmission framework for Southern California called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. SoCalGas backbone transmission costs are unbundled from noncore transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

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. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even 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."

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas 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 35.8 million registered vehicles in California, and those vehicles consume an estimated 17.4 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 394,383 land miles, more than 26.4 million passenger vehicles and light trucks, and almost 8.8 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 (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. The applicable MPO for the City of Perris is the Southern California Association of Governments (SCAG). SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the applicable planning document for the area.

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 California'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 § 25301a). The CEC

prepares these assessments and associated policy recommendations every two years, with updates on alternate years, as part of the Integrated Energy Policy Report (IEPR).

The 2020 IEPR was adopted March 23, 2020 and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2020 IEPR identifies actions the state and others can take to ensure a clean, affordable, and reliable energy system. California's innovative energy policies strengthen energy resiliency, reduce greenhouse gas (GHG) emissions that cause climate change, improve air quality, and contribute to a more equitable future.

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 Code Title 24, Part 6, Energy Efficiency Standards

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, 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. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The 2019 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code.

AB 1493 Pavley Regulations and Fuel Efficiency Standards

California AB 1493, enacted on July 22, 2002, required California Air Resource Board (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 specifically aimed at reducing GHG emissions, 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 percent of total retail sales by 2020.

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 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 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the CPUC, the CEC, and local publicly-owned utilities.
- Reorganize the 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.

4.6.3 METHODS

Models Employed to Analyze Energy

California Emissions Estimator Model™ (CalEEMod)

In May 2021, the South Coast Air Quality Management District (South Coast AQMD), in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs from the annual model runs are provided in Appendices 4.1 through Appendices 4.4 of the Energy Analysis, included as Appendix E of this EIR.

Emissions Factors Model (EMFAC)

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in the State Implementation Plan and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT 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 Energy Analysis (Appendix E of this EIR) utilized different fuel types for each vehicle class from the annual EMFAC2017 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2022 through 2024 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project. Output from the EMFAC2017 model run is provided in Appendix 4.5 of the Energy Analysis, included as Appendix E of this EIR.

4.6.4 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 will:

- 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.

4.6.5 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 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 measures.

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 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.*

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 the CalEEMod version 2020.4.0 outputs and information provided by the Project Applicant used in the Project's Air Quality Impact Analysis (AQIA) (included in Appendix B1 of this EIR) were utilized in the analysis of the Project's energy consumption, which detail Project-related construction equipment, transportation energy demands, and facility energy demands. Refer to 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 3.6.6, Construction Activities, of this EIR.

Construction Energy Demands

Construction Equipment Electricity Usage Estimates

Based on the 2021 National Construction Estimator, the typical power cost per 1,000 square feet of construction per month is estimated to be \$2.37. For purposes of analysis, it is assumed that Project involves 1 of a single 419,034 square foot (sf) warehouse building (Building 1) in Phase 1 and a second 139,971 sf warehouse building (Building 2) in Phase 2. The total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$41,608.33, as shown in Table 4-2 of the Project's Energy Analysis (in Appendix E of this EIR). As of October 1, 2021, SCE's general service rate is \$0.13 per kilowatt hours (kWh) of electricity for industrial services. As shown on Table 4-3 of the Project's Energy Analysis, the total electricity usage from on-site Project construction-related activities is estimated to be approximately 320,064 kWh.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4-5 of the Project's Energy Analysis. Eight-hour daily use of all construction equipment was assumed. 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 standard practice consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the City and region.

As presented in Table 4-5 of the Project's Energy Analysis, Project construction activities would consume an estimated 136,030 gallons of diesel fuel. 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.

Construction Worker Fuel Estimates

With respect to estimated VMT for the Project, the construction worker trips would generate an estimated 2,107,539 VMT during the 29 months of construction. Data regarding Project-related construction worker trips were based on CalEEMod defaults utilized within the AQIA included in Appendix B1 of this EIR. Table 4-7 in the Project's Energy Analysis provide an estimated annual fuel consumption resulting from Project-related construction worker trips. It is estimated that approximately 69,375 gallons of fuel would be consumed related to construction worker trips during full construction of the Project. It should be noted that 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 would generate an estimated 313,812 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. Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2017. EMFAC2017 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2022

through 2024 calendar years. As shown on Table 4-8 of the Project's Energy Analysis, it is estimated that approximately 76,280 gallons of fuel will be consumed related to construction vendor trips during full construction of the Project. It should be noted that 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

The equipment used for Project construction would conform to CARB regulations and California emissions standards. 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.

The Project would utilize construction contractors which practice compliance with applicable CARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with 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.

Additionally, construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). More specifically, 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. This requirement would be enforced pursuant to PVCCSP EIR mitigation measure MM Air 4 (refer to Section 4.3, Air Quality, of this EIR). In this manner, construction equipment operators are 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.

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).

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. The VMT per vehicle class can be determined by evaluating the vehicle fleet mix and the total VMT. As with worker and vendors trips, operational vehicle fuel efficiencies were estimated using information generated within EMFAC2017 developed by CARB. EMFAC2017 was run for the Riverside County area for the 2023 and 2024 calendar years. Data from EMFAC2017 is shown in Appendix 4.5 of the Energy Analysis, included in Appendix E of this EIR.

As summarized on Table 4.6-3, *Total Project-Generated Traffic Annual Fuel Consumption (All Vehicles)*, the Project would result in approximately 5,812,961 annual VMT and an estimated annual fuel consumption of approximately 378,461 gallons during Building 1 (Phase 1) and approximately 7,090,762 annual VMT and an estimated annual fuel consumption of approximately 469,889 gallons of fuel during Project Buildout (Phase 1 and Phase 2)

Table 4.6-3 Total Project-Generated Traffic Annual Fuel Consumption (All Vehicles)

Phase	Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
Building 1 (Phase 1)	LDA	2,128,410	33.79	62,997
	LDT1	222,818	28.38	7,851
	LDT2	686,930	27.02	25,422
	MDV	561,294	21.45	26,162
	MCY	95,705	37.90	2,525
	LHDT1	227,634	14.58	15,614
	LHDT2	62,638	15.26	4,106
	MHDT	289,987	10.74	27,004
	HHDT	1,537,544	7.44	206,781
	TOTAL	5,812,961	-	378,461
Project Buildout (Phase 1 + Phase 2)	LDA	2,462,272	34.87	70,605
	LDT1	257,417	29.26	8,799
	LDT2	792,675	28.05	28,261
	MDV	633,545	22.23	28,506
	MCY	108,924	37.87	2,877
	LHDT1	326,387	14.80	22,055

Phase	Vehicle Type	Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
	LHDT2	90,492	15.46	5,854
	MHDT	437,992	10.91	40,158
	HHDT	1,981,058	7.54	262,775
	TOTAL	7,090,762	-	469,889

Source: (Urban Crossroads, 2023c, Table 4-9)

Facility Energy Demands

Project building operations activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied to the Project by SCE. Annual electricity demands of the Project are summarized in Table 4.6-4, *Project Annual Operational Energy Demand Summary*.

Table 4.6-4 Project Annual Operational Energy Demand Summary

Phase	Land Use	Natural Gas Demand kBTU/year	Electricity Demand kWh/year
Building 1 (Phase 1)	Manufacturing	3,233,000	992,000
	High-Cube Fulfillment Center	703,500	812,000
	Parking Lot	N/A	35,711
	BUILDING 1 (PHASE 1) TOTAL DEMAND	3,936,500	1,839,711
Project Buildout (Phase 1 + Phase 2)	Manufacturing	3,233,000	992,000
	High-Cube Fulfillment Center	703,500	812,000
	Warehousing	281,342	324,733
	Parking Lot	N/A	42,720
	PROJECT BUILDOUT (PHASE 2) TOTAL DEMAND	4,217,842	2,171,453

kBTU/year – kilo-British Thermal Units per year ; kWh/year – kilo-watt hours per year
 Source: (Urban Crossroads, 2023c, Tables 4-10 and 4-11)

Operational Energy Efficiency/Conservation Measures

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent State and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title 24, California Green Building Standards Code). Project operation would also be required to comply with previously-identified mitigation measures from the PVCCSP EIR. Specifically, the Project would comply with PVCCSP EIR mitigation measures MM Air 19 and MM Air 20, which includes the installation of energy-efficient street lighting and sets performance standards on energy and water usage. It should also be noted that the Project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure because it would be served by the existing electric and gas utility lines in the Project vicinity.

Project annual fuel consumption estimates presented previously in Table 4.6-3 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. The Project would improve the existing sidewalk along Natwar Lane and construct a sidewalk along the west side of Natwar Lane adjacent to the Project site to facilitate and encourage pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. 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. As discussed in Section 4.14, *Transportation*, the Project would include TDM strategies for inclusion of pedestrian network improvements (SDT-1) and a voluntary CTR program (TRT-1). As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

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. 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 the 2022 Building and Energy Efficiency Standards. Thus, the Project would not conflict with such plans, and no impact would occur. Additionally, and as discussed below, the Project would not conflict with or obstruct

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 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. Specifically, the Project site is located immediately east of Interstate (I)-215, 1.74 miles north of Ramona Expressway, and approximately 5.0 miles south of State Route (SR)-60. As such, the site selected for the Project facilitates access, acts to reduce vehicle miles traveled, 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* (CPEP) white paper presents SCE's integrated blueprint for California to reduce greenhouse gas emissions and air pollutants and builds on existing state programs and policies. The CPEP will help California achieve its climate goals and significantly reduce today's health-harming air pollution in local communities. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR. Additionally, the Project will 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 Project would support the goals presented in the 2020 IEPR.
- **State of California Energy Plan.** The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. Specifically, the Project site is located immediately east of Interstate (I)-215, 1.74 miles north of Ramona Expressway, and approximately 5.0 miles south of State Route (SR)-60. As such, 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, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.
- **California Code, Title 24, Part 6, Energy Efficiency Standards.** As previously stated, CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023. The Project would be subject to applicable CALGreen standards.
- **SB 350 – Clean Energy and Pollution Reduction Act of 2015.** The Project would use energy from SCE, which have committed to diversify their portfolio of sustainable??? energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with

implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption such as facilitating pedestrian and bicycle access to the Project site to reduce VMT.

Conclusion

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.

4.6.6 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 Project, including compliance with the 2019 Title 24 Building and Energy Efficiency Standards, 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.

The Project would not conflict with any adopted State or local plans for renewable energy or energy efficiency. The Project and other cumulative developments also inherently would be consistent with the IEPR, State of California Energy Plan, Title 24 Energy Efficiency Standards, AB 1493 (Pavley), and SB 350, 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.

4.6.7 REFERENCES

Urban Crossroads, 2023c. *First March Logistics Project – Energy Analysis*. March 6, 2023. Included in Appendix E of this EIR.

<u>Section</u>	<u>Page</u>
4.7 Geology and Soils	4.7-1
4.7.1 Existing Setting	4.7-1
4.7.2 Existing Policies and Regulations	4.7-3
4.7.3 Thresholds of Significance.....	4.7-5
4.7.4 Environmental Impacts	4.7-6
4.7.5 Cumulative Impacts	4.7-15
4.7.6 References	4.7-16

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 Appendices F1, F2, and F3 of this Environmental Impact Report (EIR), and on information included in the Perris Valley Commerce Center Specific Plan Final EIR (PVCCSP Final EIR) (Webb, 2011), which is incorporated by reference. All references used in this Section are listed below under Subsection 4.7.6, *References*.

- Aragón Geotechnical, Inc. (hereafter, “AGI”), 2019. *Preliminary Geotechnical Investigation “Freeway 215 & Natwar Lane” Project City of Perris, Riverside County, California*. July 19, 2019. Included in Appendix F1 of this EIR.
- AGI, 2020. *Preliminary Geotechnical Investigation Building 2, “Freeway 215 & Natwar Lane” Project City of Perris, Riverside County, California*. December 21, 2020. Included in Appendix F2 of this EIR.
- Brian F. Smith and Associates (hereafter, “BFSA”), 2023b. *Paleontological Assessment for the First March Logistics Project*. February 23, 2023. Included in Appendix F3 of this EIR.

There were no comments received on the Notice of Preparation or at the January 19, 2022 Draft EIR public scoping meeting regarding geology and soils.

4.7.1 EXISTING SETTING

Regional Geology

Section 4.5, Geology and Soils, of PVCCSP EIR, includes discussion of the regional geology for the PVCCSP area, which includes the Project site. The PVCCSP 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 Buildings 1 and 2 sites were conducted, and are included in Appendices F1 and F2, respectively. The geotechnical investigations included a visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for Project design. A total of 18 borings were advanced to depths of approximately 7.5 to 51.5 feet below existing site grades (14 borings for Building 1 site and 4 borings for the Building 2 site).

Native alluvial soils were encountered at the ground surface of the Project site. The near-surface alluvium underlying the Building 1 site generally consists of silty sand, extending to depths of 3 to 6.5 feet below existing site grades. In addition to the surficial silty sand, strongly cohesive and cemented clayey sand hardpan was encountered. Beneath the silty sand and cemented clayey sand hardpan contains medium dense to very dense clayey sand, silty sand, sand with silt, sand with clay, and uncommon gravelly sand, extending to depths of 30 feet below existing site grades. (AGI, 2019) The near-surface alluvium underlying the Building 2 site generally consists of medium dense silty sand, extending to depths of 7 to 9 feet below of existing site grades. At greater depths, massive to sometimes stratified deposits of generally dense to very dense silty sand, clayey sand, and uncommon fines-poor sand with silt extended up to 26.5 feet below existing site grades. (AGI, 2020)

Groundwater

Groundwater was encountered in two soil borings at the southwestern and northeastern building corners of the Building 1 site at depths of 24 and 27.8 feet below ground surface (bgs), respectively. Groundwater was encountered in two soil borings at the Building 2 site at depths of 23.8 and 23.1 feet bgs. All other soil borings remained dry. It is expected that groundwater at the Building 1 and 2 sites would remain at or below 24 and 23 feet bgs, respectively.

Topography

The Project site is relatively flat and does not contain, nor is it adjacent to, any steep natural or manufactured slopes. The topography of the Project site generally slopes downward to the southeast at an estimated gradient of less than 1 percent. The maximum site elevation is 1521± feet mean sea level (msl) located in the northwest corner of the Project site, and the minimum site elevation is 1511± feet msl in the southeast corner of the site.

Faulting and Seismicity

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no evidence of faulting was identified during the geotechnical investigations (AGI, 2019; AGI, 2020). 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 Fault, located approximately 8.4 miles northeast of the Project site. Accordingly, the potential for fault rupture on the Project site is extremely low.

Paleontological Resources

As previously identified, a Paleontological Assessment was prepared for the Project and is included in Appendix F3 of this EIR. The Project site and surrounding area is underlain by lower Pleistocene (approximately 1.8 million to perhaps 200,000 to 300,000 year old) very old alluvial fan deposits (Qvofa). Based on a previous paleontological literature review and a collections and records search conducted by the Division of Geological Sciences at the San Bernardino County Museum (SBCM) in Redlands, Moreno Valley Logistics Center Project (less than one mile to the northeast of the Project Site), the older Pleistocene alluvial fan deposits (Qvofa) have a high potential to contain significant non-renewable paleontological resources, and are thus assigned a “high paleontological resource sensitivity”. Similar sediments throughout the lowland (valley) areas of western Riverside County and the Inland Empire have

been reported to yield significant fossils of extinct terrestrial mammals from the last Ice Age, such as mammoths, mastodons, giant ground sloths, dire wolves, short-faced bears, saber-toothed cats, large and small horses, camels, and bison. However, the earlier collections and records search report for the Moreno Valley Logistics Center Project did not identify any nearby fossil localities within the boundaries of that property, nor within a one-mile radius, which encompasses the Project site (BFSA, 2023b).

The closest recorded fossil localities may be those reported by R.E. Reynolds from a location five miles northeast of the Project site. Fossil vertebrates collected from these localities included mammoth, extinct horse, and extinct bison. The only fossil recovered there was a limb bone of an unidentified species of bison. In the French and Menifee valleys, vertebrate fossils have been found at depths between 14 and 15 feet below the ground level (BFSA, 2023b).

A pedestrian survey of the Project site was conducted by BFSA on April 14, 2021. Where possible, narrow transect paths were employed to ensure maximum lot coverage. All exposed ground was inspected for paleontological resources. Ground visibility was good and only hindered by sparse pockets of vegetation mainly consisting of non-native weeds and grasses. At the time of the survey, it was noted that a seasonal drainage in the southwest corner of the property had been realigned and enhanced to direct water between culverts located at Natwar Lane and Interstate 215. Other noted disturbances to the property included previous disking, access roads, modern garbage, and areas of dumped soil and gravel. No fossils were identified, as would be expected because fossils are not usually found on the surface of flat-lying alluvial plains.

A Paleontological sensitivity map generated by the Riverside County Land Information System in November 2020 ranks the entire Project site as having a High paleontological sensitivity (“High B”), which is:

[E]quivalent to High A, but is based on the occurrence of fossils at a specified depth below the surface. The category High B indicates that fossils are likely to be encountered at or below four feet of depth, and may be impacted during excavation by construction activities.

The category “High B” indicates that potential fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities. Alluvial valley sediments and very old alluvial fan sediments with a High potential/sensitivity (“High B”) to yield nonrenewable paleontological resources (i.e., fossils). Additionally, based on the Paleontological Sensitivity Map (Exhibit CN-7) in the Conservation Element of the City’s Comprehensive General Plan 2030, the Project site is located within Area 1 for paleontological sensitivity. Area 1 is assigned a “high” paleontological sensitivity, based on the presence of the Pleistocene older valley deposits. Sites located within Area 1 are required to have paleontological monitoring to commence once any excavation begins.

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, which 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 [South Coast AQMD] 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 Investigations, the Project site is in an area with a moderate potential for liquefaction and a low potential for earthquake-induced landslides. The Project site is not located within State-delineated Zones of Required Investigation for either liquefaction potential or 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.

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 proposed 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 include:

Policy I.E All development will be required to include adequate protection from damage due to seismic incidents.

Measure I.E.1 Require geological and geotechnical investigations by State-licensed professionals, in areas with potential for earthquake-induced liquefaction, landsliding, other slope instability, or settlement as part of the environmental and development review process.

Measure I.E.2 Require implementation of mitigation measures identified in such investigations mentioned above [in Measure I.E.1], prior to the issuance of grading and building permits.

Measure I.E.5 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.

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 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 MM Geo 1 for potential impacts related to geology and soils. As required by PVCCSP EIR mitigation measure MM Geo 1, site-specific geotechnical reports have been prepared for the Project and are included in Appendices F1 and F2 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 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 studies, which identify that research of available maps indicate that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, and that AGI did not identify any evidence of faulting during the geotechnical investigations. Accordingly, the potential for fault rupture on the Project site is extremely low (AGI, 2019; AGI, 2020). 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 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, site-specific Geotechnical Investigations have been prepared by a registered geotechnical engineer for both Building 1 and 2 sites. As previously identified, the nearest earthquake fault is the San Jacinto Fault, located approximately 8.4 miles northeast of the Project site. The Project site is located in an area with high regional seismicity, and the maximum credible magnitude earthquake for the San Jacinto Fault is 6.0 or greater (AGI, 2019; AGI, 2020). The risk for seismic hazards is not substantially different than the risk to properties throughout the southern California area.

The Geotechnical Investigations includes site-specific seismic design parameters and provides design/construction recommendations for geotechnical design, grading, construction, foundations, floor

slabs, exterior flatwork, 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 Measure I.E.2 above), which are based on CBC requirements. The Geotechnical Investigations conclude that the Project is considered feasible from a geotechnical standpoint (AGI, 2019; AGI, 2020).

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 Measure I.E.5. 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 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, involving 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 a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions, which causes the soil to behave as a viscous liquid. Liquefaction is generally limited to the upper 50 feet of subsurface soils. Research and historical data indicate that loose granular soils of Holocene to late Pleistocene age below a near-surface groundwater table are most susceptible to liquefaction, while the stability of most clayey material is not adversely affected by vibratory motion.

The Geology and Soils section of the PVCCSP EIR Initial Study (Section 3) identifies that the Specific Plan area includes locations with varying liquefaction potential, from low to very high, and that site-specific geotechnical studies shall determine the liquefaction risk for each project. As previously discussed, based on review of the Riverside County GIS website, the site-specific Geotechnical Investigations indicate the

Project site is located within a zone of moderate liquefaction susceptibility. However, the Project site lacks liquefaction-susceptible materials and is not located within a State-delineated “Zones of Required Investigation” for liquefaction.

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 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 occur.

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 Initial Study.

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 on the Project site and surrounding area primarily contain a low susceptibility to water erosion (USDA, 2021). 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 from west to 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, to prepare building foundations, and for utility trenching/infrastructure excavation.

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 South Coast AQMD 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 existing conditions. 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 WQMPs for the Project, prepared by Thienes Engineering, Inc. (Thienes) (included in Appendices I3 and I4), incorporate ribbon gutters, curb and gutters, grate inlets, and subsurface storm drain systems. The Building 1 WQMP indicates that storm water flows generated by the development of the western portion of the Project site would be collected and conveyed to a temporary detention basin that would be constructed in the eastern portion of the Project site. A future storm drain system would be constructed in the future to serve Buildings 1 and 2. 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 top soil 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 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, as applicable (AGI, 2019; AGI, 2020).

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. The total surface settlement of

soils on the Project site is approximately 0.1 inches and the differential settlements would be less than 0.1 inches (AGI, 2019; AGI, 2020). Remedial grading, as recommended in the Geotechnical Investigations, would remove all loose, disturbed silty sand horizons 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 overexcavations 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). Surface settlements from saturated and dry-sand volumetric changes would not result in unstable conditions, because the site's shrinkage/subsidence and settlement potential would be attenuated through the removal of surface and near surface soils down to competent materials and replacement with properly compacted fill (AGI, 2019; AGI, 2020). The Project Applicant will comply with the site-specific ground preparation and construction recommendations contained in the Project's geotechnical investigations. Based on the foregoing, potential impacts related to soil shrinkage/subsidence and collapse would be less than significant.

Lateral Spreading Potential

Lateral spreading is primarily associated with liquefaction hazards. As noted above under the discussion of Threshold "a," the potential for liquefaction at the Project site is considered low based on the Project site's topography and soil conditions. Accordingly, impacts associated with lateral spreading would not occur.

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?

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-4829 methodology. Soil testing conducted as part of the Geotechnical Investigations identified the near surface soils on the Building 1 site possess a very low to low expansion potential (Expansion Index [EI] = 1 and 25), and soils on the Building 2 site possess a medium expansion potential (EI = 56). Based on the presence of expansive soils, the recommendations of the Geotechnical Investigations indicate that soil water contents at least approach optimum soil water contents determined from ASTM D1557-12 to a depth of at least 12 inches prior to vapor retarder installation or commercial slab concrete placement. Further, provisions should be made to limit the potential for surface water to penetrate the soils immediately adjacent to the structure.

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?

The Project would be connected to the existing sewer line in Natwar Lane and Western Way 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 waste water 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 conclusions of the PVCCSP EIR.

Threshold f Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The PVCCSP EIR concludes that, with implementation of identified mitigation measures, development of allowed uses and infrastructure projects identified in the PVCCSP 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 immediate 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 Quaternary very old alluvial fan deposits beneath the Holocene and upper Pleistocene young alluvial valley deposits; (2) the known occurrence of terrestrial vertebrate fossils at shallow depths from Quaternary older alluvial fan sediments across the Inland Empire of western Riverside County; and (3) the high paleontological sensitivity typically assigned to Quaternary older alluvial fan sediments for yielding paleontological resources; paleontological monitoring would be required during mass grading and excavation activities in undisturbed Quaternary older 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, 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 onsite and offsite subsurface excavation. 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 offsite 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 unique 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 PVCCSP planning area and 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

- AGI, 2019. *Preliminary Geotechnical Investigation "Freeway 215 & Natwar Lane" Project City of Perris, Riverside County, California*. July 19, 2019. Included in Appendix F1 of this EIR.
- AGI, 2020. *Preliminary Geotechnical Investigation Building 2, "Freeway 215 & Natwar Lane" Project City of Perris, Riverside County, California*. December 21, 2020. Included in Appendix F2 of this EIR.
- BFSA, 2023b. *Paleontological Assessment for the Natwar Project*. February 23, 2023. Included in Appendix F3 of this EIR.
- Albert A. Webb Associates (Webb), 2011. *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. November 2011, certified January 10, 2012. Available at <https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000>
- USDA, 2021. United States Department of Agriculture Natural Resources Conservation Service website: *Web Soil Survey*. Accessed on November 3, 2021. Available at <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

<u>Section</u>	<u>Page</u>
4.8 Greenhouse Gas Emissions.....	4.8-1
4.8.1 Existing Setting.....	4.8-1
4.8.2 Existing Policies and Regulations	4.8-7
4.8.3 Thresholds of Significance.....	4.8-13
4.8.4 Environmental Impacts	4.8-15
4.8.5 Cumulative Impacts	4.8-28
4.8.6 References	4.8-28

4.8 GREENHOUSE GAS EMISSIONS

This section identifies and 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 *First March Logistics Project Greenhouse Gas Analysis, City of Perris* (GHG Analysis), prepared by Urban Crossroads (Urban Crossroads, 2023d), and included in Appendix G of this EIR.

There were no comments received on the Notice of Preparation regarding greenhouse gas emissions. At the January 19, 2022 Draft EIR public scoping meeting, the Center for Community Action and Environmental Justice (CCA EJ) requested the EIR be in compliance with the City's Climate Action Plan.

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 G 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

Greenhouse Gases	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. A 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 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 will continue is unknown as there are also</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>

Greenhouse Gases	Description	Sources	Health Effects
	<p>dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will 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. 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</p>

Greenhouse Gases	Description	Sources	Health Effects
			reference exposure levels of 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 high 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 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. N ₂ O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.	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).
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH ₄ or ethane (C ₂ H ₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and	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	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart

Greenhouse Gases	Description	Sources	Health Effects
	chemically unreactive in the troposphere (the level of air at the earth's surface).	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 will remain in the atmosphere for over 100 years.	frequency too high or too low) or asphyxiation.
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 (CHF ₃), 1,1,1,2-tetrafluoroethane (CH ₂ FCF), and 1,1-difluoroethane (CH ₃ CF ₂). Prior to 1990, the only significant emissions were of CHF ₃ . CH ₂ FCF 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 very 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.

Greenhouse Gases	Description	Sources	Health Effects
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 Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Source: (Urban Crossroads, 2023d, 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, *GWP 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 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)	
		Second Assessment Report	5 th 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, 2023d, Table 2-2)

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
India	2,220,123

Emitting Countries	GHG Emissions (Gg CO₂e)
Russian Federation	2,100,850
Japan	1,238,343
Total	28,768,440

Source: (Urban Crossroads, 2023d, 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 California Air Resource Board (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 G of this EIR, and in Section 4.6, *Energy*.

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.

Clean Vehicles

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the U.S. On April 1, 2010, the EPA and Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the U.S. 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 finds 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 24, 2018, the EPA and NHTSA published a proposal to freeze the model year 2020 standards through model year 2026 and to revoke California's waiver under the CAA to establish more stringent standards. 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.

Executive Order 13990

On January 20, 2021, Federal agencies were directed to immediately review, and take action to address, Federal regulations promulgated and other actions taken during the last 4 years that conflict with national objectives to improve public health and the environment; ensure access to clean air and water; limit exposure to dangerous chemicals and pesticides; hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; reduce greenhouse gas emissions; bolster resilience to the impacts of climate change; restore and expand our national treasures and monuments; and prioritize both environmental justice and employment.

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 G of this EIR. The following standards are particularly relevant to the Project.

Title 24 California Code of Regulations

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, 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. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The CEC indicates that the 2019 Title 24 standards update indoor and outdoor lighting for nonresidential buildings. The CEC anticipates that nonresidential buildings will use approximately 30% less energy due to lighting upgrades.

CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission (CBSC). CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that have become effective on January 1, 2023. 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. 2022 CALGreen standards are applicable to the Project as further described in the GHG Analysis 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.** 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).
- **Electric vehicle (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).
- **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 reused or recycled. For a phase 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 at 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 portable water use 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 (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 (5.303.1.1 and 5.303.1.2).
- **Outdoor water use 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).
- **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, the California Air Resources Board (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 proposed Second Update builds upon include the Cap-and-Trade Regulation, the Low Carbon Fuel Standard (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 MMTCO_{2e} 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*, of this EIR.

Regional

South Coast Air Quality Management District

Beginning in April 2008, the South Coast Air Quality Management District (South Coast AQMD) convened a Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. The Working Group developed several different options that are contained in the South Coast AQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, which could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The South Coast AQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of a tiered approach which are discussed further in Section 4.7.4 of the Energy Analysis, included as Appendix E of this EIR.

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.

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 CARB published draft thresholds in 2008, they were never adopted, and 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 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 evaluation of impacts under 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. To satisfy mitigation measure MM Air 18, the Riverside Transit Agency (RTA) submitted an NOP comment letter (Appendix A) on December 23, 2021 stating that they reviewed the development plans and have no comments on the Project.

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 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 South Coast AQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year 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 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.*

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 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.*

Impact Analysis

Threshold a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
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Please refer to Section 4.3, *Air Quality*, of this EIR, and the Project's Air Quality Impact Analysis (AQIA) included in Appendix B1, for a discussion of the models used to estimate the Project's GHG emissions, and a description of construction and operational modeling assumptions. 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.

Construction Activities

Project construction activities would generate CO₂ and CH₄ emissions. As previously indicated, for 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 South Coast AQMD 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 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 less than 1 MTCO_{2e} when construction of the Project during Phase 1 and 2. Because construction emissions are amortized over a 30-year project lifetime and are included in the evaluation of operational emissions, there is no independent significance finding for construction emissions.

Table 4.8-4 Amortized Annual Construction Emissions

Phase	Year	Emissions (MT/year)			
		CO ₂	CH ₄	N ₂ O	Total CO _{2e} ¹
Building 1 (Phase 1)	2022	535.40	0.09	0.02	543.21
	2023	964.20	0.12	0.04	979.17
Total GHG Emissions		1,150.29	1,499.60	0.21	0.06
Amortized Construction Emissions (MTCO_{2e})		38.34	49.99	0.01	1.96E-03
Project Buildout (Phase 2)	2022	535.40	0.09	0.02	543.21
	2023	1,033.08	0.14	0.04	1,048.65
	2024	641.96	0.13	0.01	649.15
Total GHG Emissions		1,150.29	2,210.44	0.36	0.07
Amortized Construction Emissions (MTCO_{2e})		38.34	73.68	0.01	2.42E-03

¹ CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, and N₂O. These GHGs are then converted into the CO_{2e} in CalEEMod based on their corresponding GWP.

Annual construction outputs are provided in Appendices 3.1 and 3.2 (CalEEMod) of the Project’s GHG Analysis (Appendix G of this EIR).

Source: (Urban Crossroads, 2023d, Table 3-4)

Operational Activities

Project GHG emissions during long-term operation would result from area source emissions (landscape maintenance equipment); energy source emissions (natural gas and electricity consumption); mobile source emissions (off-site traffic); on-site equipment emissions; water supply, treatment, and distribution; and solid waste. Mobile-source input for Project trip generation was taken from the Project’s Traffic Impact Analysis (TIA), included in Appendix K1 of this EIR). A detailed description of the operational emissions sources is presented in Section 3.6 of the GHG Analysis included in Appendix G of this EIR.

Project operation would be required to comply with mitigation measures from the PVCCSP EIR identified in Section 4.3, *Air Quality*, of this EIR. Specifically, Mitigation measure MM Air 20, which sets performance standards on energy and water usage, would apply. Project operation is also assumed to comply with

the following PVCCSP EIR mitigation measures to aid in the reduction of GHG emissions: 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), and MM Air 19 (which requires energy-efficient lighting). 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. The annual GHG emissions associated with the operation of the Project, inclusive of the Project’s amortized construction emissions, are estimated to be less than 1 MTCO_{2e} per year during both Phase 1 and Phase 2, as summarized in Table 4.8-4.

Analysis of the Project’s traffic generation in this report is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017 for warehouse and industrial land use categories.

Table 4.8-5 Project GHG Emissions

Phase	Emission Source	Emissions (MT/year)			
		CO ₂	CH ₄	N ₂ O	Total CO _{2e}
Building 1 (Phase 1)	Amortized Construction Emissions	49.99	0.01	1.96E-03	50.75
	Area Source	0.03	9.00E-05	0.00	0.04
	Energy Source	536.33	0.03	7.19E-03	539.26
	Mobile Source	3,522.86	0.09	0.40	3,643.25
	On-Site Equipment	101.50	0.03	0.00	102.32
	Waste	92.00	5.44	0.00	227.94
	Water Usage	279.77	3.41	0.08	389.68
Total Phase 1 CO_{2e} (All Sources)		4,953.23			
Project Buildout (Phase 2)	Amortized Construction Emissions	73.68	0.01	2.42E-03	74.70
	Area Source	0.04	1.20E-04	0.00	0.05
	Energy Source	610.18	0.04	8.07E-03	613.50
	Mobile Source	4,383.11	0.10	0.51	4,536.59
	On-Site Equipment	152.31	0.05	0.00	153.54
	Waste	118.73	7.02	0.00	294.14
	Water Usage	366.62	4.47	0.11	510.71
Total Project Buildout CO_{2e} (All Sources)		6,183.22			

Annual construction outputs are provided in Appendices 3.1 and 3.4 of the Project’s GHG Analysis.
 Source: (Urban Crossroads, 2023d, Table 3-7)

As noted in Table 4.8-5, The Project has the potential to generate a total of approximately 4,953.23 MTCO_{2e}/year during Building 1 (Phase 1) and 6,183.22 MTCO_{2e}/year during Project Buildout (Phase 2). As such, the Project would exceed the 3,000 MTCO_{2e}/year threshold of significance used for this

analysis. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions.

Additional Mitigation Measures

The following additional mitigation measures are required to reduce the Project's greenhouse gas emissions.

- MM 8-1** Prior to the issuance of each building permit, the Project Applicant 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 8-2** All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner shall provide documentation (e.g., purchase, rental, and/or services agreement) to the City of Perris Building Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered.
- MM 8-3** 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 onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite 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 8-4** 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 8-5** 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 8-6 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 8-7 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 8-8 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.

MM 8-9 The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Department prior to the issuance of building permits.

- Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2.
- Include solar panels to offset the office energy use.
- Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2.

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?

As previously stated, pursuant to Section 15604.4 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’s consistency with the 2017 Scoping

Plan also satisfies consistency with AB 32 since the 2017 Scoping Plan is based on the overall targets established by AB 32.

It should be noted that the Project would be required to comply with applicable provisions of Title 24 Energy Efficiency Standards and California Green Building Standards. 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 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, and the Project supports seven of the action categories. 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	No conflict. 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.		No conflict. The Project would be constructed in compliance with current California Building Code requirements. Specifically, new buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. The proposed 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	No conflict. 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.		No conflict. 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.		No conflict. 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		Not applicable. This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
zero-emission technology 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.		
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.		Not applicable. This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
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.”		No conflict. This Project would not obstruct or interfere with implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Not applicable. The Project is not within the purview of SB 375 and would therefore not conflict with this measure.

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	No conflict. The Project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
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	No conflict. 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	No conflict. 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.		Not applicable. This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	No conflict. When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The Project

Action	Responsible Parties	Consistency
		would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
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	Not applicable. This measure is not within the purview of this Project.
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	Not applicable. This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	No conflict. The Project would be required to comply with any applicable Cap-and-Trade Program provisions. 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	Not applicable. This measure is not within the purview of this Project. However, 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.		No conflict. 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.

Action	Responsible Parties	Consistency
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		No conflict. To the extent appropriate for the proposed industrial buildings, wood products would be used in construction, including for the roof structure. Additionally, the proposed project includes landscaping, including the planting of trees.
Establish scenario projections to serve as the foundation for the Implementation Plan.		Not applicable. This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Not applicable. This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not applicable. This measure is not within the purview of this Project.

Source: (Urban Crossroads, 2023d, Table 3-8)

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 achieve the 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements, which include energy conservation measures and solid waste reduction measures. While the Project does not include reduced parking, increased density, or a mixed-use development, it would provide sidewalks, bike racks, pedestrian walkways, and Transportation Demand Management (TDM) measures to encourage the use of alternative modes of transportation (walking, biking, and transit). The Project would not conflict with applicable GHG reduction measures in the CAP and 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.

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

Urban Crossroads, 2023d. *First March Logistics Project – Greenhouse Gas Analysis*. March 6, 2023. Included in Appendix G of this EIR.

<u>Section</u>	<u>Page</u>
4.9 Hazards and Hazardous Materials.....	4.9-1
4.9.1 Existing Setting.....	4.9-2
4.9.2 Existing Policies and Regulations	4.9-5
4.9.3 Thresholds of Significance.....	4.9-12
4.9.4 Environmental Impacts	4.9-13
4.9.5 Cumulative Impacts	4.9-22
4.9.6 References	4.9-23

TABLES

<u>Table</u>	<u>Page</u>
Table 4.9-1 Regulatory Databases Search	4.9-3
Table 4.9-2 Building Average Land Use Intensity Calculation	4.9-19
Table 4.9-3 Single-Arce Land Use Intensity Calculation.....	4.9-19

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 two documents. References used to prepare this section are listed in Section 4.9.6, *References*.

- Advantage Environmental Consultants, LCC (hereafter "AEC"), 2019. *Phase I Environmental Site Assessment Proposed First March Logistics Center Natwar Lane, Perris, California*. July 25, 2019. Included in Appendix H1 of this Environmental Impact Report [EIR].
- Weis Environmental, LCC (hereafter "Weis"), 2020. *Phase I Environmental Site Assessment*. December 15, 2020. Included Appendix H2 of this EIR.
- Federal Aviation Administration Aeronautical Studies. Included as Appendix H3 of this EIR.

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 were two Notice of Preparation (NOP) comment letters received regarding the analysis of hazards and hazardous materials: (1) the Riverside County Airport Land Use Commission (ALUC) confirmed the Project area is within Zone B2 of the March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Influence Area (AIA) and ALUC review for the Project is not required because City of Perris is consistent with the March Airport Land Use Compatibility Plan and the Project does not propose any legislative actions; and (2) the March Joint Power Authority (MJPA) requested the Project Applicant file and receive approval from the Federal Aviation Administration (FAA) for an FAA 7460-1 prior to public review and review of the Project by ALUC and provides recommended mitigation measures/conditional for approval. The FAA has conducted an aeronautical study of the Project and determined that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation. 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 Perris Valley Commerce Center Specific Plan (PVCCSP) Final EIR, identifies that the PVCCSP area and surrounding areas are in transition from agricultural land uses to a mix of commerce, industrial and business park uses. Further, the PVCCSP area, including the Project site, is south of and within the airport influence area (AIA) of MARB/IPA, and subject to regulations associated with development near MARB/IPA. The Project site is vacant and undeveloped, and is routinely maintained (i.e., disked) for weed abatement. A dry drainage channel crosses the southern portion of the site in a west-east orientation. 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/IPA regulations and hazards is provided in Section 4.9.2, *Existing Policies and Regulations*.

Historical Review, Regulatory Records Review, and Field Reconnaissance

AEC conducted a Phase I ESA for the northern and western portion of Project site and Weis conducted the Phase I ESA for the eastern portion of the Project site in accordance with the ASTM E1527-13 guidelines to evaluate the potential for Recognized Environmental Conditions (RECs)¹.

Historical Review

In preparing the Phase I ESAs, AEC and Weis reviewed various sources of information to determine the historical use of the Project site, including historical aerial photographs, historical topographic maps, Environmental Risk Information Services (ERIS) collection of Federal, State and local environmental databases, city directories, historical site occupants, and historical site ownership records. Refer to Appendices H1 and H2 of this EIR for a more detailed description of AEC's and Weis's research results.

The research conducted by AEC concluded that the northern and western portion of Project site was historically undeveloped and vacant from at least 1963 until the present. There were no structures noted within the Project site, with the exception of an LED billboard installed adjacent to the northwest corner of the site and a dry drainage channel trending in an east-west orientation in the southern portion of the site. Similarly, the research conducted by Weis concluded that the eastern portion of Project site was historically undeveloped and vacant from at least 1938 until the present.

Regulatory Records Review

Regulatory agency database information was obtained from a standard radius site assessment report by ERIS. The center of the search was in the approximate center of the Project site. Search distances for specific databases were one-quarter to one mile as specified in the ASTM 1527-13 standard. Complete copies of ERIS report are included in Appendix 13.4 and Appendix A of the Phase I ESAs (Appendices H1 and H2 of this EIR).

¹ REC means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

As concluded in both Phase I ESAs, the Project site was not listed on any Federal, State, or local environmental records database. As shown in Table 4.9-1, *Regulatory Databases Search*, properties within a one-eighth mile radius of the Project site are listed on combined nine federal, State, and/or local hazardous materials-related databases. Refer to Appendices H1 and H2 for a detailed summary of all the hazardous materials sites in proximity to the Project site.

A waste water treatment plant (WWTP) for MARB, located west beyond I-215, was sampled for the potential polyfluoroalkyl substances (PFAS) in 2019. Results detected PFAS constituents in groundwater from a monitoring well at the WWTP at concentrations ranging from 352 to 395 nanograms per liter (ng/L) and in excess of the Air Force's screening level of 70 ng/L. In response, AEC completed soil, sediment, and groundwater sampling at the Project site to assess potential impacts from PFAS at the WWTP. As a result, no PFAS were detected in soil, sediment or groundwater and detection limits were less than the 70 ng/L screening level. Various metals and organochlorine pesticides (OCPs) and were detected in the soil and sediment samples; however, the detected concentrations were below residential and commercial screening levels. Barium was also detected in groundwater; however, the concentration was below the maximum contaminant level (MCL). Therefore, no further assessment is recommended at this time and the presence of PFAS at the WWTP is not considered a REC to the Project site. There are no RECs identified within the Project site and regulatory resources related to the adjoining properties and properties in the vicinity of the Project site do not represent RECs to the Project site (AEC, 2019; Weis, 2020).

Table 4.9-1 Regulatory Databases Search

Listed Property and Address	Database(s)	Mapped Distance and Direction from Site	Details	REC To Site?
March Air Force Base 22 CSG/CC	NPL	0.01 mile NNW	Referenced on the CERCLIS database with a "currently on the final NPL" status. Nearby areas of concern have been remediated to No Further Status with no land use restrictions. No known groundwater contamination plumes in vicinity of the Site. Responsible party (Air Force) actively addressing investigation and cleanup activities under the oversight of EPA, Water Board and DTSC.	No
Empire Tractor, PEED Equipment Co, 1480 Nandina Street	LUST Riverside LOP RCRA GEN RCRA NONGEN	0.03 mile SE	Referenced with a closed regulatory case status as of 1/9/2002.	No
JR Pipeline Co Inc 1530 Nandina Ave	CERS TANK RCRA-GEN RCRA NONGEN	0.07 mile S	Referenced with aboveground petroleum storage and as a hazardous waste generator. Reported violations are administrative in nature with no indications of a release. Referenced as a small quantity generator of hazardous waste. Referenced as no longer generating hazardous waste. Referenced with a closed/action completed regulatory case status.	No
AXXIS Corporation 1535 Nandina Ave	RCRA NONGEN	0.07 mile SSE	Referenced as no longer generating hazardous waste.	No

Listed Property and Address	Database(s)	Mapped Distance and Direction from Site	Details	REC To Site?
Nandina Liquor 1569 Nandina Ave	Riverside LOP LUST	0.07 mile S	Referenced with a closed/action completed regulatory case status as of March 19, 2018 for a petroleum release.	No
Greenstone Materials Inc 1420 Nandina Ave	DELISTED HAZ RCRA NONGEN	0.11 mile SE	Referenced as no longer generating hazardous waste.	No
March Air Force Base – Site 24 7,123 acres east of Riverside, CA	ENVIROSTOR RESPONSE	0.11 mile WSW	Referenced as a former landfill for March Air Force Base. The landfill utilized an incinerator which produced approximately 12,000 cubic yards of waste ash. Site 24 has been issued an unrestricted use closure.	No
March Air Force Base March Sludge Drying Beds 3430 Bundy Ave	CLEANUP SITES	0.12 mile WSW	Referenced with an unrestricted No Further Action status.	No
Source: (AEC, 2019)				

Field Reconnaissance

AEC conducted an inspection of the Project site on June 19, 2019. During the site inspection, AEC observed the property to be vacant and undeveloped, except for an LED billboard adjacent to the northwest corner of the site and a dry drainage channel trending in an east-west orientation in the southern portion of the site. AEC observed one pad-mounted electrical transformer on-site; however, the observed transformer is not believed to contain high concentrations of polychlorinated biphenyls (PCBs) because Southern California Edison (SCE) exclusively utilizes mineral oils as the insulating/cooling fluid for electrical transformers. Additionally, a culvert located at the western portion of the site conveys stormwater along a drainage channel that trends in an east-west orientation in the southern portion of the site; however, the culvert and drainage were dry at the time of the field survey. Small piles of construction trash/debris were observed in the southern portion of the site. No staining, hazardous materials or other suspect conditions were observed within the Project site or Project site vicinity. No evidence of Underground Storage Tanks (USTs), Aboveground Storage Tanks (ASTs), chemical/petroleum odors, pools of liquid, floor drains/sumps/wells, drums, stressed vegetation, wastewater discharges/disposal systems, or septic systems were found on the Project site or surrounding area. (AEC, 2019)

Similarly, Weis conducted a site reconnaissance of the Project site on November 24, 2020. During the site reconnaissance, Weis overserved miscellaneous trash and debris were present along the southern boundary. Materials included an automobile tire, pipe fragments and paper/plastic products. Small soil piles were also present along the southern and eastern Site boundaries. Based on the results of both field reconnaissance, the current uses of the site and its adjacent properties are not indicative of the use, treatment, storage, disposal, or generation of significant quantities of hazardous substances or petroleum products that represent a REC (AEC, 2019; Weis, 2020).

Airport Hazards

The Project site is located within the AIA of MARB/IPA and is subject to the MARB/IPA Airport Land Use Compatibility Plan (ALUCP). Within the MARB/IPA ALUCP, the entire Project site is located within Compatibility Zone B2 (High Noise Zone), which prohibits residential uses, hazards to flight, and buildings with greater than 3 aboveground habitable floors, and requires airspace review for objects greater than 35 feet tall. The Project site is located within the City's Airport Overlay Zone, which ensures that the Project would adhere to the MARB/IPA ALUCP policies. The Project site also is located within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal Aviation Regulations (FAR), Part 77 (Imaginary Surfaces).

Wildland Fire Hazards

The Project site is located in a portion of the City of Perris that is not located adjacent to any wildlands. According to the Perris General Plan, the Project site and its surrounding area are not located within a wildfire hazard area (City of Perris, 2016a). According to the California Department of Forestry and Fire Protection (Cal Fire), the Project site is not located within a very high fire hazard severity zone (CAL FIRE, 2009).

4.9.2 EXISTING POLICIES AND REGULATIONS

Federal

Hazardous Materials Regulations and Plans

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program (EPA, 2019a).

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." (OSHA, 2020a)

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 (OSHA, 2020a)

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. (OSHA, 2020a)

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 (EPA, 2019b).

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. (EPA, 2019c)

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 bSection8(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. (EPA, 2019c)

Airport Regulations

Federal Aviation Regulations Part 77 Surfaces for Compatibility Planning

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.

State

Hazardous Materials Regulations and Plans

Cal/OSHA and the California State Plan

Under an agreement with OSHA, 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. (OSHA, 2020b)

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. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels and mine safety training. 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. (OSHA, 2020b)

California Hazardous Waste Control Law

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). (CA Legislative Information, 1982)

California Code of Regulations (CCR), Titles 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste. 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 Department of Toxic Substances Control (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 1 consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as “Title 22.” (DTSC, 2020; DTSC, 2019)

Airport and Aircraft Hazard Regulations and Plans

State Aeronautics Act

The State Aeronautics Commission Act of 1947 created the Division of Aeronautics (“Division”), and was later amended by statute to read the State Aeronautics Act (Aeronautics Act) in 1961. As a result of this legislation, the Division’s first priorities are those mandated by the Aeronautics Act, then Caltrans guidance, then Division guidance as expressed through its Policy Element. As directed by the Aeronautics Act, the Division is a steward and advocate of aviation in California. To that end, its efforts

are focused on activities that “protect the public interest in aeronautics and aeronautical progress.” (Section 21002) (CA Legislative Information, 2019)

The Aeronautics Act itself is divided into six chapters, the first five of which have not received significant cleanup legislation since its enabling in 1947. The first chapter begins with general provisions and definitions and explains the Legislature’s intent for a State aviation program. Chapter 2 explains Caltrans’ role in administering the Division, and explains the role of the California Transportation Commission (CTC). Chapter 3 includes many of the safety considerations from Federal Aviation Administration (FAA) regulations that help keep airports and the surrounding communities safe and compatible with flight operations. Chapter four deals with airport and heliport permitting, air navigation facilities, noise guidelines, funding, and importantly, the formation and authority of Airport Land Use Commissions (ALUC). Chapter five covers the investigations and hearings on matters covered in the Aeronautics Act. Finally, Chapter six introduces airport planning and specifically introduces the intent of the CASP and how it can be used to support California aviation. (CA Legislative Information, 2019)

California Environmental Quality Act

The operation of airports and aircraft is the responsibility of the Federal Aviation Administration (FAA), but the requirement to document potential hazards related to airports and air activities when a new project is proposed is contained in CEQA, specifically PRC Section 21096, which states: (CA Legislative Information, 2003)

“(a) If a lead agency prepares an environmental impact report for a project situated within airport land use compatibility plan boundaries, or, if an airport land use compatibility plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation, in compliance with section 21674.5 of the Public Utilities Code and other documents, shall be utilized as technical resources to assist in the preparation of the environmental impact report as the report relates to airport-related safety hazards and noise problems.

(b) A lead agency shall not adopt a negative declaration for a project described in subdivision (a) unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.”

Wildland Fire Hazards Regulations and Plans

Public Resources Code (PRC) Sections 4290-4299

These sections establish minimum statewide fire safety provisions pertaining to: roads for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these Statewide standards. The State requirements, however, do not supersede more restrictive local regulations. (CA Legislative Information, 2020)

As defined by CAL FIRE, wildland areas defined as State Responsibility Areas (SRAs) may contain substantial wildfire risks and hazards. They consist of lands exclusive of cities, and federal lands regardless of ownership. The primary financial responsibility for preventing and suppressing fires within wildlands belongs to the State of California. However, it is not the State of California's responsibility to provide fire protection services to buildings or structures located within the wildlands unless CAL FIRE has entered into a cooperative agreement with a local agency for those purposes pursuant to PRC Section 4142. As such, wildland areas require disclosure of these fire hazards in real estate transactions, and owners of properties in wildland areas are subject to PRC Section 4291 maintenance requirements. The law requires CAL FIRE every five years (1991, 1996, 2001, etc.) to provide maps identifying the boundaries of lands classified as SRAs to the Riverside County Assessor. (CA Legislative Information, 2020)

PRC Section 4213 – Fire Prevention Fees

Pursuant to PRC Section 4213, in July of 2011, the State of California began assessing an annual "Fire Prevention Fee" for all habitable structures within SRAs to pay for fire prevention services. SRAs are the portions of California where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within incorporated city boundaries, Tribal or federally owned land. As of 2013, the fee is up to \$150 per habitable structure (i.e., a building that can be occupied for residential use, which does not include incidental buildings such as detached garages, barns, outdoor bathrooms, sheds, etc.). (CA Legislative Information, 2015)

California Government Code (CGC) Section 51178

This section specifies that the Director of CAL FIRE, in cooperation with local fire authorities, shall identify areas that are Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRAs), based on consistent Statewide criteria, and the expected severity of fire hazard. Per CGC Section 51178, a local agency may, at its discretion, exclude from the requirements of Section 51182 an area within its jurisdiction that has been identified as a VHFHSZ, if it provides substantial evidence in the record that the requirements of Section 51182 are not necessary for effective fire protection within the area. Alternatively, local agencies may include areas not identified as VHFHSZ by CalFire, following a finding supported by substantial evidence in the record that the requirements of Section 51182 are necessary for effective fire protection within the new area. According to Section 51182, such changes made by a local agency shall be final, and shall not be rebuttable by CAL FIRE. (CA Legislative Information, 2009)

California Code of Regulations (CCR) Title 14 – Natural Resources

These regulations constitute the basic wildland fire protection standards of the California Board of Forestry. They were prepared and adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development within SRAs. Among other things, Title 14 requires the design, and construction of structures, subdivisions, and developments in an SRA provide for basic emergency access and perimeter wildfire protection measures (fire fuel modification zones, etc.). (Westlaw, 2020)

CCR Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code, which contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 was updated in 2019 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. In particular, Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure,” in the 2019 California Building Code addresses fire safety standards for new construction. In addition, Section 701A.3, “Application,” states as one of the exceptions: (BSC, 2020)

“New buildings located in any Fire Hazard Severity Zone or any Wildland-Urban Interface Fire Area designated by the enforcing agency constructed after the application date shall comply with the provisions of this chapter.”

Regional

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 a hazardous materials permit 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, 2020). Riverside County Ordinance No. 615 “Hazardous Waste Generation, Storage, Handling and Disposal” was promulgated for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled and to regulate the issuance of permits and the activities of establishments where hazardous waste is generated.

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.

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.

Per ALUC staff comments on the NOP, no review is required for this Project as the City’s General Plan deems this Project as consistent. Therefore, the Project will be subjected to the City of Perris section 19.51 (AOZ Airport Overlay Zone) standards and Section 12 of the Perris Commerce Center Specific Plan.

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 4.11-3, *City of Perris General Plan Consistency Analysis*, of Section 4.11, *Land Use and Planning*, of this DEIR.

4.9.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project will normally 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 1-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; and
- 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

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.

Mitigation Measures

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

MM Haz 2: *Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the 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?
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?

As identified in Section 4.6 of the PVCCSP EIR, new commercial and industrial uses in the PVCCSP 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 for Existing Site Conditions

As discussed in Subsection 0, the Project site contains no evidence of RECs, USTs, ASTs, PCBs, or significant chemical release/disposal on the Project site. No staining, hazardous materials, chemical/petroleum odors, pools of liquid, floor drains/sumps/wells, drums, stressed vegetation, wastewater discharges/disposal systems, or septic systems were found on the Project site or surrounding area. Additionally, AEC completed soil, sediment, and groundwater sampling at the Project site to assess potential impacts from PFAS at the nearby WWTP. No PFAS were detected in soil, sediment or groundwater and detection limits were less than the 70 ng/L screening level. Therefore, no further assessment is recommended and the presence of PFAS at the WWTP is not considered a REC to the Project site. The Phase I ESAs conclude there are no RECs, Controlled Recognized Environmental Conditions (CRECs), or Historical Recognized Environmental Conditions (HRECs) or other significant issues of concern (AEC, 2019; Weis, 2020).

Impact Analysis for Temporary Construction-Related Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction. 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 on 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 requirements imposed by the EPA, California Department of Toxic Substances Control (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 with 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. In the unlikely event that unknown contaminated soils are encountered during earth-moving activities, PVCCSP EIR mitigation measure MM Haz 7 as described above, would be implemented and would fully address the presence of contaminated soil through appropriate sampling and testing, disposal, and/or remediation. Impacts would be less than significant.

Impact Analysis for Long-Term Operation

Operation of the high cube warehouses 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). 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 warehouses 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 warehouse uses.

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. It is possible that 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. The amount of materials that would be handled at any one time for the proposed warehouse operations would be relatively small. 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. 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. This includes exposure to hazardous materials from previous and current use of the Project site and surrounding areas, and accidental release 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 c Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No existing or proposed schools are located within one-quarter mile of the Project site. The nearest operating school to the Project site is Rainbow Ridge Elementary School, located at 15950 Indian Street, approximately 1.9 miles northeast of the Project site (Google Earth Pro, 2020). No impact related to emissions of hazardous materials within one-quarter mile of a school would occur.

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 ERIS Reports included in the Phase I ESAs (Appendices H1 and H2 of this EIR), the Project site is not included on any regulatory agency database reports (AEC, 2019; Weis, 2020). 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, 2021). 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 Project site is located approximately 0.2 mile southwest of MARB/IPA. 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. By limiting the number of people in a project area based on its proximity to the airport and the associated runway, the risk to these people is reduced. The safety zones and occupancy limits for MARB/IPA are established in the 2014 MARB/IPA ALUCP.

According to the MARB/IPA ALUCP, the Project site is located within Compatibility Zone B2 (High Noise Zone). As presented in Table MA-2, Basic Compatibility Criteria, of the 2014 MARB/IPA ALUCP and Table 12.0-1, March ARB/IP Basic Compatibility Criteria Table, of the PVCCSP, Compatibility Zone B2 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. Table 4.9-2, *Building Average Land Use Intensity Calculation*, provides the average land use intensity calculations used for the two proposed industrial buildings.

Table 4.9-2 Building Average Land Use Intensity Calculation

Building	Land Use	Occupancy Rate (person/sf) ¹	Building Size (sf)	Occupancy (total people)
Building 1	Office	1 person/100	8,000	80
	Warehouse	1 person/500	411,034	822
	Subtotal		419,034	902
Building 2	Office	1 person/100	7,000	70
	Warehouse	1 person/500	118,341	237
	Subtotal		125,341	307
Total			554,375	1,209

¹California Building Code, Section 1004 Occupant Load, Table 1004.1.2 (also cited in Riverside County Airport Land Use Compatibility Plan, Appendix C. Determining Concentrations of People (Adopted, October 14, 2004)

As shown in Table 4.9-2, Building 1 and 2 is estimated to have a total occupancy of 1,209 people, based on the CBC method for determining concentration of people,² which results in an average intensity of approximately 44 people per acre (based on a net site acreage of approximately 27.56 acres). This average occupancy is substantially below the 100 people per acre average intensity.

Table 4.9-3 Single-Acre Land Use Intensity Calculation

Land Use	Occupancy Rate (person/sf) ¹	Building Size (sf)	Occupancy (total people)
Office/Mezzanine	1 person/100	8,000	80
Warehouse	1 person/500	35,560	71.12
Total		43,560	151.1

California Building Code, Section 1004 Occupant Load, Table 1004.1.2 (also cited in Riverside County Airport Land Use Compatibility Plan, Appendix C. Determining Concentrations of People (Adopted, October 14, 2004)

As shown in Table 4.9-3, the Project would have a 151.1 people per single-acre intensity, which is below the 250 people per single-acre intensity allowed in Compatibility Zone B2.

As identified on Table MA-2 of the 2014 MARB/IPA ALUCP, prohibited uses within Compatibility Zone B2 includes children’s schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly, noise-sensitive outdoor nonresidential uses, critical community infrastructure, hazards to flight, and buildings with greater than 3 aboveground habitable floors. The Project does not involve any of these prohibited uses. Other development conditions include location of structures maximum distance from runway, sound attenuation as necessary to meet interior noise level criteria, discouragement of aboveground bulk storage for hazardous materials, requirement of airspace review for objects greater than 35 feet tall, notification of electromagnetic radiation, and avigation easement dedication and disclosure. As further discussed below, 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.

Section 4.12, *Noise*, of this EIR addresses noise exposure for MARB/IPA operations. As identified, Compatibility Zone B2 encompasses areas of high noise and high accident potential risk within the inner

² To allow for a conservative analysis of airport hazard and to be consistent with ALUC’s method for calculation building occupancy, the occupancy estimate used for this airport compatibility assessment exceeds the anticipated occupancy based on the employment generation factors presented in the PVCCSP EIR (529 employees).

portion of the runway approach and departure corridors. Compatibility Zone B1 encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. The majority of the Project site is mostly within or near the 60 to 70 dBA CNEL noise contour boundaries. The Governor's Office of Planning and Research (OPR) Land Use Compatibility for Community Noise Exposure indicate that industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL. Therefore, the Project would not expose people working at the proposed buildings to excessive noise levels from airport operations.

The Project site also is located within the Outer Horizontal Surface and Approach/Departure Clearance Surface of the Federal Aviation Regulations (FAR), Part 77 (Imaginary Surfaces). The proposed buildings would have a maximum building height of approximately 51 feet and would be up to approximately 1,564 feet above mean sea level (msl), which is below the maximum height of 1,565 feet above msl, which is the Part 77 surface limit for military and civilian aircraft. However, certain construction equipment could extend to heights that exceed 1,565 feet above msl. PVCCSP EIR mitigation measure MM Haz 6 is incorporated into the Project, which requires that FAA Form 7460-1, Notice of Proposed Construction or Alteration, be submitted to the FAA. A determination of no hazard to air navigation is required. As stated above, the FAA has conducted an aeronautical study of the Project and determined that the proposed structure would not exceed obstruction standards and would not be a hazard to air navigation.

The proposed warehouse uses would not involve an electromagnetic radiation component and would not conflict with MARB/IPA operations or radio communications (e.g., microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment). Further, PVCCSP EIR mitigation measure MM Haz 2 requires the Applicant to convey an aviation easement to the MARB/IP Airport Authority, mitigation measure MM Haz 3 requires that outdoor lighting be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane, and mitigation measure MM Haz 4 requires that all potential purchasers and tenants be notified that the property is located in the vicinity of an airport, within an AIA.

Based on the analysis presented above, and with incorporation of PVCCSP EIR mitigation measures MM Haz 2 through mitigation measure MM Haz 6, the Project would not result in a conflict with any of the policies or requirements outlined in the MARB/IPA ALUCP. Because the ALUCP is intended to minimize potential hazards associated with MARB/IPA, it is concluded that the Project would not result in a safety hazard for people residing or excessive noise for people working in the Project area. Accordingly, 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 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?

As identified in the PVCCSP EIR Initial Study (Section 9, Hazards and Hazardous Materials), emergency access throughout the Specific Plan area, including the Project site, would be maintained, and provided in accordance with the County of Riverside’s Multi-Hazard Functional Plan, and development pursuant to the PVCCSP would not interfere with adopted emergency response or evacuation plans. Additionally, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would have to be maintained along public streets that abut the Project site. As part of the City’s discretionary review process, the City of Perris reviewed the Project’s application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that circulation on the Project site was adequate for emergency vehicles. Accordingly, implementation of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and 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 conclusions of the PVCCSP EIR Initial Study.

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 Specific Plan 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 area as being at risk from wildfires. The Project site and its surrounding area are not located within a wildfire hazard area or a non-very high fire hazard severity zone (City of Perris, 2016a; CAL FIRE, 2009). 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. 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 not located within ¼ mile of an existing or planned school; therefore, the Project would not contribute to a cumulatively significant hazards/hazardous materials impact on any public or private schools located within ¼ mile of the 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 the 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 area. Cumulative development within 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 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.

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<u>Section</u>	<u>Page</u>
4.10 Hydrology and Water Quality	4.10-1
4.10.1 Existing Setting	4.10-1
4.10.2 Existing Policies and Regulations	4.10-3
4.10.3 Thresholds of Significance.....	4.10-9
4.10.4 Environmental Impacts	4.10-10
4.10.5 Cumulative Impacts	4.10-27
4.10.6 References	4.10-28

TABLES

<u>Table</u>	<u>Page</u>
Table 4.10-1 Receiving Waters Tributary to the Project Site	4.10-5
Table 4.10-2 Construction Activity Best Management Practices.....	4.10-15
Table 4.10-3 Permanent and Operational Source Control BMPs	4.10-17

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.10-1 Proposed Post-Development Hydrology Map – Building 1	4.10-21
Figure 4.10-2 Proposed Post-Development Hydrology Map - Building 2	4.10-22

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 I of this EIR. References used in this section are listed in Section 4.10.7, *References*.

- Thienes Engineering, Inc. (Thienes), 2021a. *Preliminary Hydrology Calculations For First March Logistics*. November 2, 2021. Included in Appendix I1 of this EIR.
- Thienes. 2021b. *Preliminary Hydrology Calculations For First March Bulding 2*. March 3, 2021. Included in Appendix I2 of this EIR.
- Thienes. 2021c. *Project Specific Preliminary Water Quality Management Plan (P-WQMP) For First March Logistics – Building 1*. November 16, 2021. Included in Appendix I3 of this EIR.
- Thienes. 2021d. *Project Specific Preliminary Water Quality Management Plan (P-WQMP) For First March Logistics – Building 2*. November 11 ,2021. Included in Appendix I4 of this EIR.

Comments relating to hydrology and water quality were raised in response to the Notice of Preparation (NOP) for this EIR Riverside County Flood Control & Water Conservation District (RCFC&WCD) states the EIR should address impacts to Master Drainage Plan facilities, requests that the Project Applicant submit an encroachment permit for any construction related activities occurring within District right of way or facilities, informs about the Perris Valley Channel Lateral B, Stage 4 storm drain improvement project, and that RCFC&WCD would consider accepting ownership of proposed storm drains 36 inches or larger in diameter upon request from the City. No comments were received at the January 19, 2022 Draft EIR public scoping meeting regarding hydrology and water quality.

4.10.1 EXISTING SETTING

Section 4.7, Hydrology and Water Quality, of the Perris Valley Commerce Center Specific Plan (PVCCSP) Environmental Impact Report (EIR), includes a detailed discussion of the current 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 site is located within 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 and Water Quality Setting

The PVCCSP planning area, which includes the Project site, is relatively flat and generally slopes in a southeasterly direction towards the Perris Valley Storm Channel (PVSC). Most runoff from the Building 1 generally drains off-site in a west-to-east direction, which ultimately discharges into the PVSC. In addition, off-site runoff flow enters the Building 1 site from an existing double 6' x 3' culvert beneath the I-215 Freeway and flows easterly across the Project site into an existing 24-inch storm drain beneath Natwar Lane. Although the Building 1 site accepts off-site flows, these flows were not considered with the existing condition hydrology in order to establish an existing 100-year peak flow rate from the Project site only. Accordingly, the total peak runoff discharged from the Building 1 site under existing conditions during a 100-year storm is approximately 24.0 cubic feet per second (cfs). (Thienes, 2021a)

Runoff from the Building 2 site generally drains from west to east towards Western Way and continues southeasterly via an existing natural drainage course. An existing dirt berm and access road along the westerly property line of the March Air Reserve Base/Inland Port Airport (MARB/IPA) diverts runoff away from the base. Drainage is then directed southeasterly to the Nandina Drive and Patterson Avenue intersection. Patterson Avenue is an unimproved dirt road and does not have positive drainage. Flows appear to drain easterly into an existing earthen channel that traverses from north to south through the MARB/IPA, east of the Building 2 site. The channel ultimately drains southeasterly and discharges to the PVSC, Line "B", at Heacock Avenue. The Building 2 site is currently accepting offsite runoff from the property to the west (Building 1 site). Flows surface drain from west to east and enter the site at the surface along the westerly property line. The westerly property will be improved prior to the development of the Project and runoff will be directed away from the Building 2 site, to a proposed public storm drain system. Accordingly, the total peak runoff discharged from the Building 2 site under existing conditions during a 100-year storm is approximately 8.4 cfs. (Thienes, 2021b)

Under existing conditions, the Project site is a vacant lot covered in natural grasses and sparse vegetation. The primary pollutant of concern for the existing site condition are metals, trash and debris, and oil and grease. There are no structural or non-structural best management practices in place within the Project site.

Flooding

Due to the area's relatively flat terrain and the lack of regional drainage infrastructure, flooding may occur in both major and minor storm events. During larger storm events, runoff creates flooding through the PVCCSP area, which includes the Project site, and flows through the Project site toward the PVSC. However, according to Federal Emergency Management Agency Flood Insurance Rate Map No. 06065C1410G, the Project site is not located within a designated 100-year floodplain (FEMA, 2008).

Groundwater

As discussed in the PVCCSP EIR and the Initial Study included in Appendix A, the PVCCSP planning area, including the Project site, is located within the Eastern Municipal Water District's (EMWD's) Perris North Groundwater Management Zone of the West San Jacinto Groundwater Sub-basin (EMWD, 2019a). According to the geotechnical investigation conducted by AGI, Groundwater was encountered in two soil borings at the southwestern and northeastern building corners of the Building 1 site at depths of 24 and 27.8 feet below ground surface (bgs), respectively. Groundwater was encountered in two soil borings at

the Building 2 site at depths of 23.8 and 23.1 feet bgs. All other soil borings remained dry. It is expected that groundwater at the Project site would remain at or below 24 and 23 feet bgs, respectively (AGI, 2019; AGI, 2020).

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 4.10.5 of this EIR).

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, man-made 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 1 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 (RWQCB) to develop a Water Quality Control Plan (Basin Plan) for all areas within its region. The Basin Plan serves as the basis for each RWQCB's regulatory programs. The Project site is located within the purview of the Santa Ana RWQCB (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 RWQCB Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) (RWQCB 1995, as amended) 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 RWQCB 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 4.10-1, *Receiving Waters Tributary to the Project Site*, summarizes 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).

Table 4.10-1 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 Storm Drain	None	None	Not a water body classified as RARE
San Jacinto River (Reach 3)	None	AGR, GWR, REC1, REC2, WARM, WILD	Not a water body classified as RARE
Canyon Lake	Nutrients, Pathogens	MUN, AGR, GWR, REC1, REC2, WARM, WILD	Not a water body classified as RARE
San Jacinto River (Reach 1)	None	MUN, AGR, GWR, REC1, REC2, WARM, WILD	Not a water body classified as RARE
Lake Elsinore	Nutrients, Organic Enrichment (Low DO), Indicator Bacteria	REC1, REC2, WARM, WILD	Not a water body classified as RARE

Source: (Thienes, 2021c, Table A.1; Thienes, 2021b, Table A.1)

The definitions of the beneficial uses are as follows (RWQCB 2008, as amended):

- **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, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
- **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.
- **Rare, Threatened, or Endangered Species (RARE):** Uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under State or federal law as Rare, Threatened, or Endangered.

National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit

On January 29, 2010, the Santa Ana RWQCB 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 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 (DAMP) that contained programs, policies, and Best Management Practices (BMPs) to achieve the water quality standards in receiving waters. The City of Perris is responsible for implementing MS4 permits in Region 8. (RWQCB, 2010)

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.

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) was developed by the RCFC&WCD to provide guidance to permittees on the development and implementation of Local Implementation Plans (LIPs). 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 Water Quality Management Plan (WQMP), operation and maintenance of the MS4, and commercial and industrial facility inspection programs are also addressed. (RCFC&WCD, 2014)

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 RWQCB 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 amended by 2010-0014-DWQ and 2012-0006-DWQ, SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction Activity [adopted by the SWRCB on September 2, 2009]), herein referred to as the "Construction General Permit". Order No. 2009-0009-DWQ was adopted by the State Water Resources Control Board on September 2, 2009, and became effective on July 1, 2010. This order was amended by Order No. 2010-0014-DWQ, which became effective on February 14, 2011. Order No. 2012-0006-DWQ, which amended Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ, became effective on July 17, 2012.

Under this Construction General Permit, storm water discharges from construction sites with a disturbed area of 1 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, 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.

Riverside County Master Drainage Plan and Area Drainage Plan

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, originally adopted in 1987, was updated in 1991 to merge the Lower Perris MDP and Perris Valley MDP (RCFC&WCD, 1991a).

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, several additional storm drainage improvements have been built in the area. Also, as identified in the PVCCSP and associated its EIR, an updated Perris Valley MDP will be needed to meet the PVCC development goals.

The PVCCSP identifies a number of modifications to the Perris Valley MDP including: 1) widening of the PVSC to its ultimate width to contain the 100-year flood flows and to provide flood protection to surrounding properties and roadways; 2) construction of Line D from the PVSC to the upstream end of the facility; and 3) construction of Lateral D-3 in Redlands Avenue. It should be noted that the approved Stratford Ranch Project includes widening of the PVSC between the Ramona Expressway and the northerly City of Perris boundary, measuring approximately 5,000 feet in length to contain the 100-year flood flows. Additionally, the Stratford Ranch project involves construction of Line "D" and Lateral "D-3". The City approved these improvements with adoption of the PVCCSP.

In addition to the modifications above, other drainage facilities identified in Perris Valley MDP would need to be constructed. These facilities will be required to accommodate developed 100-year storm flows. It is anticipated that drainage facilities would be constructed in conjunction with future development projects within the PVCCSP area.

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). This ordinance sets guidelines for:

- A. Prohibiting non-stormwater discharges into the stormwater conveyance system;
- B. Eliminating discharges into the stormwater conveyance system from spills, dumping or disposal of materials other than stormwater or permitted or exempted discharges;
- C. Reducing pollutants in stormwater discharges, including those pollutants taken up by stormwater as it flows over urban areas (urban runoff), to the maximum extent practicable; and
- D. Reducing pollutants in stormwater 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 in Section 4.11, *Land Use and Planning*, of this EIR.

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;
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:
 - i. Result in substantial erosion or siltation on- or off-site;
 - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional 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; or
- 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 is 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.
- Construction of Infrastructure May Be Financed

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)

5.2 Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

- Nuisance Storm Flows
- Inverted Median

5.4 Off-Site Infrastructure Standards

5.4.1 Water Standards and Guidelines

- Irrigation Water Demand

- Conservation Measures
- Inspection

5.4.3 Recycled Water Standards and Guidelines

- Recycled Water Candidates
- On-Site Recycled Waterline

5.4.4 Storm Drain Standards and Guidelines

- Riverside County Flood Control and Water Conservation District Standard
- Collect and Discharge Storm Water
- FEMA Floodplain
- San Jacinto River
- 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

6.4 Irrigation and Water Conservation

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.

Airport Overlay Zone (from Chapter 12.0 of PVCCSP)

12.1.3 Compatibility with March ARB/IP ALUCP.

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

- Retention and Water Quality Basins

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 permit, 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 first issuance of a grading permit 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 on-site and off-site 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 RWQCB standards to eliminate any discharge from the site. Stockpiles will be surrounded 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 RWQCB 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 permit by the City, the Project proponent shall receive approval from the City of Perris for a Final Water Quality Management Plan (Final WQMP). 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. Source-control BMPs to be implemented in the Final WQMP may include (but shall not be limited to) those listed in Table 4.10-3. Treatment-control BMPs shall include on-site detention/sand filtration basins to treat the site's runoff; these facilities shall be maintained and inspected at least twice per year and prior to October 1. Additional BMPs will be documented in the WQMP and utilized if necessary. 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.

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 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. Additionally, The PVCCSP EIR Initial Study concludes that, because individual projects would be required to comply with applicable federal, State, and local water quality regulations, impacts to water quality would be less than significant.

Preliminary Project-specific WQMPs for Building 1 and 2 (included in Appendices I3 and I4 of this EIR) have been prepared for the Project and evaluate potential water quality impacts associated with post-construction permanent and site operational activities. The WQMPs were 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.

Construction-Related Impacts

The Project involves the development of two warehouse buildings, a detention basin during phase 1 and associated improvements on the 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 Applicant is required to obtain coverage under an NPDES permit. Construction impacts due to Project development would be minimized through compliance with the NPDES Construction General Permit, discussed above under Subsection 4.10.2. As part of compliance with the NPDES requirements, a 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 best management practices (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 Project's 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 Project's 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 RWQCB.

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. Table 4.10-2, *Construction Activity Best Management Practices*, lists BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction phase of the Project.

Table 4.10-2 Construction Activity Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
Temporary diversion dikes	Install perimeter controls (e.g., silt fences)	Chemical stabilization	Create waste collection area
Preserve natural vegetation	Install sediment-trapping devices (e.g., straw wattles, hay bales, gravel bags)	Dust control	Put lids on containers
Stabilize drainage ways	Inlet protection (e.g., check dams)	Construction sequencing	Clean up spills immediately
Source: (USEPA, 2018)			

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

Under existing conditions, the entire Project site is disturbed and undeveloped. The Project would result in the conversion of existing on-site permeable surfaces to impermeable surfaces. The water runoff from impervious surfaces including the proposed buildings, roadways, landscaped areas, and parking lots, may carry a variety of pollutants. Potential water pollutants that could be generated at the Project site in its post-development condition include the following (per the California Stormwater Quality Association Redevelopment Handbook):

- Bacterial Indicators
- Heavy metals (parking lots and loading docks)
- Nutrients (landscaping)
- Pesticides (parking lots and loading docks)
- Toxic Organic Compounds
- Sediments (landscaping)
- Trash and Debris (waste containers and parking lots)
- Oxygen Demanding Substances (parking lots and loading docks)
- Oil and Grease (parking lots and loading docks)

A “pollutant of concern” is a water pollutant that is also an impairment to the receiving water body. Based on the Project-specific WQMP (Appendices I3 and I4), the pollutants of concern for the receiving waters tributary to the Project site 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 site are identified in Table 4.10-1. As shown, Canyon Lake is impaired for nutrients and pathogens, and Lake Elsinore is impaired for nutrients, organic enrichment/low dissolved oxygen, and indicator bacteria.

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. Project-specific Preliminary WQMPs for Buildings 1 and 2 have been prepared for the Project (included in Appendices I3 and I4 of this EIR) to identify appropriate BMPs for the Project. A Final Project-specific WQMP that is in substantial conformance with the approved Preliminary Project-Specific WQMP shall be approved by the City prior to the issuance of grading permits (refer to regulatory requirement RR 10-4).

As identified in the Preliminary WQMPs prepared for the Project, low-impact development (LID) BMPs (e.g., biotreatment) are proposed to detain storm water on site for runoff mitigation. 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 3.6.4 of the Project Description, the Preliminary WQMP identifies site-design BMPs, structural and non-structural source-control BMPs, and treatment-control BMPs that would be implemented for the Project.

The WQMPs indicate that storm water flows generated by the development of the Project site would be collected and conveyed to underground detention systems and proprietary biotreatment units. These systems would remove pollutants from runoff, thereby providing first flush capture, detention, and filtration of storm water runoff before it is discharged from the Project site.

Source-control BMPs would also be incorporated into the Project to reduce the amount of pollutants released into the environment. Source-control BMPs are permanent, structural features that would be included in Project plans and operational BMPs that would be implemented by the site's occupant or user. Table 4.10-3, *Permanent and Operational Source Control BMPs*, lists permanent and operational source-control BMPs that have been incorporated into the Project, as identified in the Preliminary WQMPs.

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 catch basins and grated inlets.	Mark all inlets with the words “Only Rain Down the Storm Drain” or similar.	<p>Maintain and periodically repaint or replace inlet markings.</p> <p>Provide stormwater pollution prevention information to new site owners, lessees, or operators upon occupancy and annually thereafter.</p> <p>See CASQA fact sheet SC-44 for “Drainage System Maintenance,” included in Appendices I3 and I4 of this EIR.</p> <p>Include the following lease agreements: <i>“Tenants shall not allow anyone to discharge anything to storm drain or to store or deposit materials so as to create a potential discharge to storm drains.”</i></p>
Interior floor drains and elevator shaft sump	Interior floor drains and elevator shaft sump pumps will be plumbed to sanitary sewer.	Inspect and maintain drains semi-annually to prevent blockages and overflow.
Landscape/Outdoor Pesticide Use	<p>Landscape plans will 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.</p> <p>Pest-resistant plans will be used adjacent to hardscape.</p> <p>The landscape plans will consider plants appropriate to the site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.</p>	<p>Maintain landscaping only using minimum pesticides, when needed.</p> <p>See Appendix 10 for “Landscape and Gardening” brochure by RCFlood in Appendices I3 and I4 of this EIR.</p> <p>Provide Integrated Pest Management (IPM) information to new owners, lessees, and operators upon occupancy and annually thereafter. IPM is an effective and environmentally sensitive approach to pest management.</p>
Refuse Areas	<p>Site refuse will be handled by contractor on a weekly basis.</p> <p>Signs will be posted on or near dumpsters with the words “Do not dump hazardous materials here” or similar.</p>	A minimum of two receptacles will be provided and located indoors. Receptacles are to be inspected daily and repairs or replacements to leaky receptacles will be completed immediately. Receptacles are to remain covered when not in use. Dumping of liquid or hazardous wastes is prohibited. A “no hazardous materials” sign will be posted. Spills will be cleaned immediately upon discovery. Spill

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
		control materials will be available onsite. See Appendix 10 for CASQA fact sheet SC-34 for "Waste Handling and Disposal" in Appendices I3 and I4 of this EIR.
Industrial processes	All process activities to be performed indoors. No processes to drain to exterior or to storm drain system.	See Appendix 10 for CASQA fact sheet SC-10 for "Non-Stormwater Discharges I" in Appendices I3 and I4 of this EIR.
Loading Docks	Spills will be cleaned up immediately and disposed of properly.	Move loaded and unloaded items indoors as soon as possible. See Appendix 10 for CASQA fact sheet SC-10 for "Outdoor Loading and Unloading I" in Appendices I3 and I4 of this EIR.
Miscellaneous Drain or Wash Water or Other Sources	A drainage sumps on-site shall feature a sediment sump to reduce the quantity of sediment in pumped water.	
Plazas, sidewalks, and parking lots		Sweep plazas, sidewalks, and parking lots to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect washwater containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

Source: (Thienes, 2021c, Table G.1; Thienes, 2021d, Table G.1)

Following construction of Phase 1, stormwater runoff will be routed easterly into an interim detention basin (on the Building 2 site) that will outlet into an interim proposed public storm drain and traverse southerly through Western Way to the Perris Valley Storm Drain. In the ultimate condition, the northerly 84" public storm drain will have been extended easterly and the Project's stormwater will tie directly into the future Perris Valley Channel Lateral "B".

At Project buildout, all runoff would be captured by on-site catch basins and conveyed via underground storm drain pipes to underground chamber systems (StormTech MC-4500 Chambers) and proprietary biotreatment units (Bio Clean Modular Wetlands Systems). During peak storm events when the underground chamber system is filled, storm water would be temporarily detained – or – pond in one of the truck courts (one located in the western portion of the site and the other located in the eastern portion of the site). The truck courts would temporarily detain the runoff before entering the underground chamber systems and proprietary biotreatment units, which would remove potential pollutants within the runoff and filter the water to meet the water quality standards of the Santa Ana RWQCB. Based on the Project's WQMP, the water quality volume for the 85th percentile, 24-hour storm event on the Project site would be treated through detention and filtration by the underground detention systems and proprietary biotreatment units (refer to Appendix 6 in Appendices I3 and I4 of this EIR).

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

The Project site is located within the EMWD’s Perris North groundwater subbasin. Groundwater was encountered during the boring drillings at depths of 23.1, 23.8, 24, and 27.8 feet bgs during the geotechnical investigations for the Project site (included as Appendices F1 and F2). Excavation activities associated with the Project are not anticipated to reach a depth of 23 feet; thus, construction activities, 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 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 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. The EMWD has four sources of water supply: imported water purchased from the Metropolitan Water District (MWD), local potable groundwater, local desalinated groundwater, and recycled water. The Project Applicant does not propose the use of any wells or other groundwater extraction activities. Therefore, the Project would not directly draw water from the groundwater table. Accordingly, implementation of the Project has no potential to substantially deplete or decrease groundwater supplies and the Project’s impact to groundwater supplies would be less than significant.

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 industrial buildings, parking, areas, roadway improvements, and other improvements. However, the Project site is relatively

small (27.56 acres) in relation to the total size of the groundwater subbasin and the Project site's only source of water is from direct precipitation, providing little opportunity to recharge under existing conditions. Furthermore, as discussed in Section 4.16, Utilities and Service Systems, of this EIR, EMWD has adequate water supply to meet the Project's projected water demand.

Based on the foregoing analysis, the Project is not anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge and impacts would be less than significant.

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

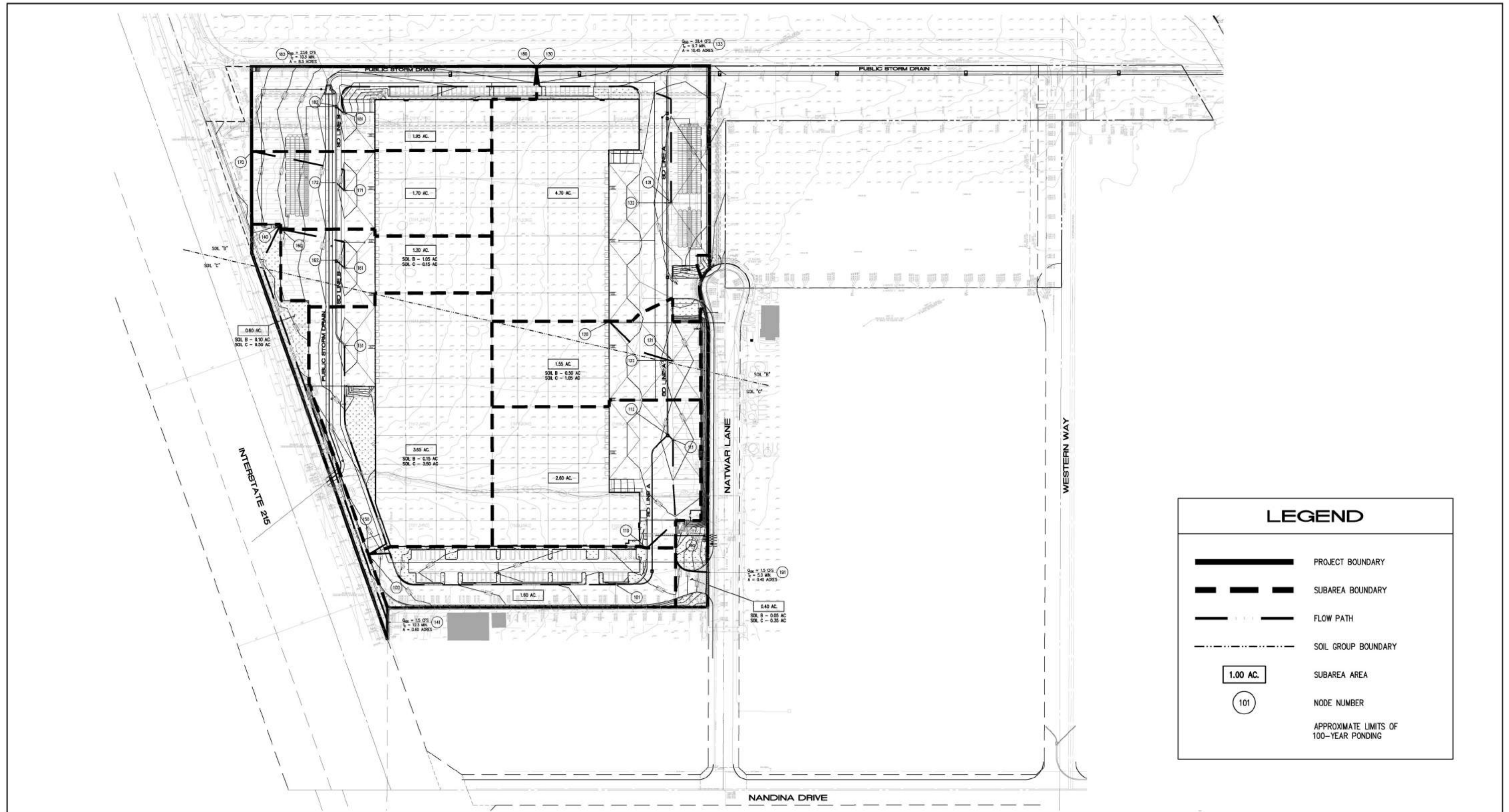
Project impacts would be less than significant. This is consistent with the conclusions of the PVCCSP EIR.

- 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 stormwater 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 area. However, with implementation of the site-specific WQMP 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 stormwater drainage systems, and would not impede or redirect flood flows.

Erosion and Siltation

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. Figure 4.10-1, *Proposed Post-Development Hydrology Map – Building 1*, and Figure 4.10-2, *Proposed Post-Development Hydrology Map - Building 2*, illustrate the post-development drainage conditions on the Project site.

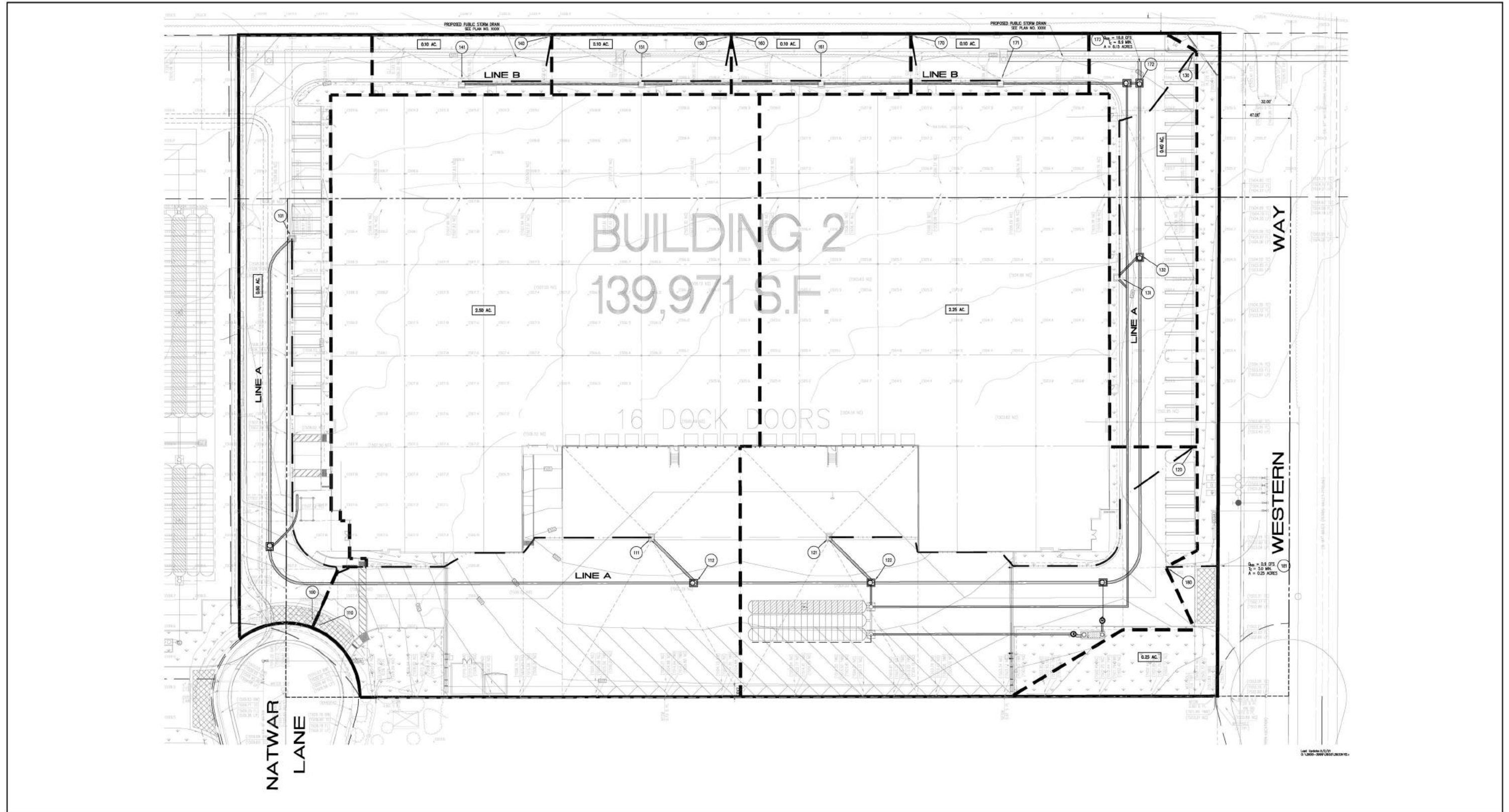


Source(s): Thienes Engineering (11-01-2021)

Figure 4.10-1

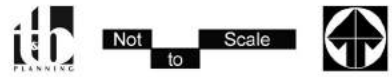


Proposed Post-Development Hydrology Map - Building 1



Source(s): Thienes Engineering (11-01-2021)

Figure 4.10-2



Not to Scale

Proposed Post-Development Hydrology Map - Building 2

Lead Agency: City of Perris

The Project would install an integrated, on-site system of underground storm drain pipes, catch basins, underground chamber systems, and proprietary biotreatment units to capture on-site stormwater runoff flows, convey the runoff across the site, and treat the runoff with BMPs to minimize the amount of water-borne pollutants carried from the Project site (as described in detail in Section 3.0, *Project Description*, of this EIR). During Phase 1, all Project off-site runoff from Building 1 would be discharged to a public storm drain system that will drain into the temporary detention basin on the Building 2 site. Once the future proposed storm drain is constructed, the detention basin will not be required and runoff from Buildings 1 and 2 would discharge to the northeast portion of the Project site. Flows will continue south on Western Way to Nandina. The public storm drain system ultimately connect east to the future storm drain along the MARB/IPA western boundary.

Although the Project would alter the Project site's interior drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. As summarized in the Project's Preliminary WQMPs (refer to Appendices I3 and I4), the BMPs proposed for the Project site (refer to Table 4.10-3) are effective at removing sediment from storm water runoff during long-term operation. Compliance with the WQMP, and long-term maintenance of on-site BMPs by the property owner or operator to ensure their long-term effectiveness, would be required by the City as a condition of approval for the Project. Therefore, storm water runoff flows leaving the Project site would not carry substantial amounts of sediment. Impacts would be less than significant.

Storm Water Runoff

As described above, proposed grading and earthwork activities and the addition of impervious surfaces on the Project site would alter the site's existing interior drainage characteristics but would not substantially alter the drainage pattern of the local area.

Runoff flows from eastern half of Building 1, the eastern truck yard and the northeastern parking lot and drive aisle will drain to catch basins located in the truck yard area. Runoff from the southern parking lot and drive aisle will drain to a catch basin at the southeastern portion of the parking lot. A proposed storm drain will convey flows from the southern parking to the north and confluence with runoff from the easterly truck yard. The easterly storm drain system continues northerly and connects to the proposed public storm drain that conveys offsite flow. Similarly, runoff from the western half of Building 1, the westerly truck yard, the northwesterly parking lot, and the southwestern drive aisle will drain to catch basins located in the western truck yard. A storm drain will convey runoff northerly to the proposed public storm drain system that will convey offsite flow. Stormwater that enters the landscaped areas adjacent to the Freeway will be behind the Project site's screen wall and conveyed to the south via a proposed gutter. A portion of the freeway drains toward the site and runoff will also be collected by the proposed gutter. A wall along the southerly neighbor's westerly property line will block offsite runoff and flows will continue southerly, discharging into Nandina Drive. Drainage from the landscape area fronting Natwar Lane and the southeastern driveway will surface directly into the street (Thienes, 2021a)

Runoff from the westerly parking stalls and drive aisle on the Building 2 site will surface drain to a catch basin within the northern portion of the parking lot. Flow from Building 2, truck yard, and southeastern parking lot will surface drain to catch basins located in the truck yard area. A proposed onsite storm drain system, Line A, will convey stormwater from the northwest parking to the south, then east around the building, and confluence with flows from the building and truck yard. Line A will continue east, then north around the southeast corner of the building and collect runoff from the northeastern parking lot that will

surface drain to a catch basin on the east side of the building. The drive aisle north of the building will surface drain to several catch basins adjacent to the northern side of the building. A proposed storm drain system, Line B, will convey flow to the east and confluence with Line A. Line A then continues north and ultimately discharges to the proposed 84" public storm drain traversing through the Project site. Drainage from the landscaping along the easterly property line and a portion of the driveway will surface drain directly into Western Avenue. (Thienes, 2021b)

The total 100-year peak flow rate for the Building 1 and Building 2 site is approximately 55.0 cfs and 19.7 cfs, respectively. Although runoff from the Project site would increase relative to existing conditions (i.e., from 24.0 cfs to 55.0 cfs and from 8.4 cfs to 19.7 cfs), the future public storm drain on Van Buren Boulevard would have adequate capacity to accommodate the increased rate of runoff from the Project site (Thienes, 2021a; Thienes, 2021b). In addition, the Project would be designed so that runoff from the Project site is directed to on-site treatment-control BMPs; therefore, flow volumes exiting the site would be less than or equal to pre-development conditions. Based on the foregoing information, development of the Project site as proposed would not substantially alter the existing drainage pattern of the subject property or substantially increase the rate or amount of surface water runoff from the site in a manner that would result in flooding on- or off-site. Accordingly, a less-than-significant impact would occur.

Storm Water Drainage System Capacity & Polluted Runoff

As discussed above, the future public storm drain would have adequate capacity to accommodate the increase rate of runoff from the Project site under proposed conditions. In addition, the Project would be designed so that runoff from the Project site is directed to on-site treatment-control BMPs and flow volumes exiting the site would be less than or equal to pre-development conditions. Accordingly, the Project would not contribute stormwater runoff to an existing stormwater drainage system that would exceed the system's available capacity. Impacts would be less than significant.

As discussed in detail under Threshold "a," the Project's construction contractors would be required to comply with a SWPPP and the Project's owner or operator would be required to comply with the Preliminary WQMPs (Appendices I3 and I4) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant.

Flood Flows

According to the FEMA FIRM No. 06065C1410G, the Project site is not located within a 100-year flood hazard area (FEMA, 2008). The Project site's northwest corner and a portion of the western boundary are identified as being within Zone D, which are areas with possible but undetermined flood hazards, and the remaining portions of the site are identified as being within Zone X, an area of minimal flood hazard. Accordingly, the Project would have no potential to impede or redirect flood flows within a 100-year floodplain. No impact 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 d Would the Project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. The Project site is located more than 38 miles northeast of the Pacific Ocean and, as such, a tsunami would not affect the Project site. No impacts related to inundation due to a tsunami would occur (Google Earth, 2020).

A seiche occurs when a wave oscillates in lakes, bays, gulfs, or other enclosed bodies of water due to seismic disturbances. The nearest large body of surface water is approximately 3.8 miles southeast of the Project (Lake Perris), which is too far away from the subject property to result in inundation in the event of a seiche (Google Earth, 2020). No impacts related to inundation due to a seiche would occur.

The Project site also is located outside of the 100-year floodplain (FEMA, 2008). Accordingly, implementation of the Project would not risk release of pollutants due to inundation. 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.

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 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.

The Project site is located within the Perris North Groundwater Management Zone of the West San Jacinto Groundwater Basin, which is regulated by the Santa Ana Regional Water Quality Control Board (RWQCB) (City of Perris, 2011). The RWQCB has developed a water quality control plan for the Santa Ana River Basin (herein “Basin Plan”), which was most recently updated in June 2019. The Basin Plan establishes water quality standards for the ground and surface waters for the region. The Basin Plan describes the actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards. The RWQCB regulates waste discharges to minimize and control their efforts on the quality of the region’s groundwater and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these permits are enforced through a variety of technical, administrative, and legal means. The RWQCB ensures compliance with the Basin Plan through its issuance of National Pollutant Discharge Elimination System (NPDES) Permits, issuance of Waste Discharge Requirements (WDR), and Water quality Certifications pursuant to Section 401 of the Clean Water Act (CWA). In conformance with these requirements, the Project Applicant has prepared a hydrology studies and WQMPs, which are included in Appendices I1, I2, I3 and I4, respectively, of this Draft EIR, which demonstrate that the Project’s proposed drainage plan would meet all applicable requirements of the Basin Plan, including requirements and conditions of approval associated with NPDES permits, issuance of WDRs, and Water Quality Certifications. As such, the Project would not conflict with the Basin Plan, and impacts would be less than significant.

The 2014 Sustainable Groundwater Management Act (SGMA) 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 (DWR, 2019a). GSPs are detailed road maps for how groundwater basins will reach long-term sustainability. The Project site is located within the West San Jacinto Groundwater Basin, which is categorized by the California Department of Water Resources (DWR) as a “high-priority” basin. Additionally, the basin is not adjudicated; therefore, the West San Jacinto Groundwater Basin is subject to the requirements of SGMA (DWR, 2019b). The EMWD Board of Directors is the GSA for the West San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP. The EMWD Board of Directors is required to develop a GSP by 2022 and implement the GSP by 2042. The GSP will document the basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP. On September 15, 2021, the EMWD Board of Directors approved and adopted the GSP. The Project would not conflict with the plan because groundwater would not be used to serve the Project. The Project would also be supplied with imported, purchased water for potable water demands and recycled water for non-potable water demands, and the Project site is not within a groundwater recharge area. Therefore, the Project does not have the potential to conflict or obstruct implementation of a sustainable groundwater management plan and no impacts 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 PVCC 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 cumulatively-considerable impacts related to water quality would occur.

The Project is consistent with the EMWD's Urban Water Management Plan, 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 directly interfere with groundwater recharge because almost all the Project related runoff would discharge into the proposed public storm drain, as occurs under existing conditions. Furthermore, the Project's required long-term operational WQMP 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 and the Perris Valley MDP guide and govern local and regional hydrology and hydraulic modifications. The capacities of planned drainage facilities have been determined assuming a full buildout scenario. 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 Drainage Area Management Plan, the Perris Valley MDP and ADP, and other pertinent local drainage and conveyance ordinances. As identified previously, the Project includes site-design BMPs, and the on-site drainage system would be designed so that runoff from the Project site is directed to on-site treatment-control BMPs and flow volumes exiting the site are within less than or equal to 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.

Construction of the Project and other development projects within the Santa Ana River Watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans in order to mitigate flood hazards both on- and off-site. Compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from

flooding during peak storm events (i.e., 100-year storm) and also would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Watershed would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City/County Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold “c,” the Project is designed to ensure that peak flood volumes and flows are less than that of existing conditions. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.

Additionally, the Project site is not located within a special flood hazard area subject to inundation by the 1-percent annual flood (i.e., 100-year floodplain). Accordingly, development on the Project site would have no potential to impede or redirect flood flows within a 100-year floodplain and no cumulatively-considerable impact would occur.

As discussed above under Threshold “e,” the Project does not have the potential to conflict with any water quality control plans or sustainable groundwater management plans on a direct basis. As such, the Project would also have no potential to conflict with such plans on a cumulative basis; no cumulatively-considerable impact from the Project related to conflicts with water quality control plans or sustainable groundwater management plans would result.

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<u>Section</u>	<u>Page</u>
4.11 Land Use and Planning	4.11-1
4.11.1 Existing Setting	4.11-1
4.11.2 Existing Policies and Regulations	4.11-2
4.11.3 Thresholds of Significance	4.11-5
4.11.4 Environmental Impacts	4.11-5
4.11.5 Cumulative Impacts	4.11-23
4.11.6 References	4.11-24

TABLES

<u>Table</u>	<u>Page</u>
Table 4.11-1 Building Average Land Use Intensity Calculation	4.11-8
Table 4.11-2 Single-Acre Land Use Intensity Calculation	4.11-8
Table 4.11-3 SCAG Policy Consistency Analysis	4.11-9
Table 4.11-4 City of Perris General Plan Consistency Analysis	4.11-12

4.11 LAND USE AND PLANNING

This section describes the Project site and existing land uses in the surrounding area, and evaluates the proposed Project's consistency with the City of Perris General Plan (including goals and policies), zoning, and the Perris Valley Commerce Center Specific Plan (PVCCSP). Information presented in this Section is based on a review of relevant planning programs, information presented in the PVCCSP EIR, and site reconnaissance. All references used in this Section are listed below under Subsection 4.11.6, *References*.

A Notice of Preparation (NOP) comment letter was received from the Southern California Association of Governments (SCAG) requesting that the consistency of the Project with the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals be addressed. SCAG identifies that RTP/SCS strategies provide guidance for considering the Project in the context of these goals and recommends that the 2020-2045 RTP/SCS Final Program EIR mitigation measures be used for guidance, as appropriate.

The Riverside County Airport Land Use Commission (ALUC) also submitted a comment on the NOP noting that the Project does not require ALUC review as the site has been found consistent with the March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Land Use Compatibility Plan (ALUCP), and the Project does not require any legislative actions. City staff can perform the airport compatibility review; a detailed assessment of the Project consistency with the MARB/IPA ALUCP is provided in Section 4.9, *Hazards and Hazardous Materials*, of this EIR.

4.11.1 EXISTING SETTING

Project site

The Project is in the northwest portion of the PVCCSP area, in the City of Perris, in Riverside County. The Project site includes a 27.56-acre property generally located north of Nandina Street, immediately west of Natwar Lane, and immediately south of MARB/IPA. The Project site is located immediately east of Interstate (I)-215, 1.74 miles north of Ramona Expressway, and approximately 5.0 miles south of State Route (SR)-60. 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, the Project site is vacant and undeveloped, with an existing billboard adjacent to the site's northwest corner. The site can generally be characterized as disked and disturbed vacant land.

General Plan and Zoning Designations

With approval of the PVCCSP by the City of Perris in January 2012, the current General Plan and zoning designation for the Project site and surrounding areas is "Specific Plan". A discussion of the PVCCSP is provided in Section 4.11.2 below. As shown in Figure 3-3, Existing PVCCSP Land Use Designation, the Project site is designated for Light Industrial and General Industrial uses. The Light Industrial designation provides for the development of light industrial uses and related activities including manufacturing, research, warehouse and distribution, assembly of non-hazardous materials, and retail-related to manufacturing. As identified in Section 2.1.1, Industrial Uses, of the PVCCSP, this zone correlates with

the “Light Industrial” General Plan land use designation. The General Industrial designation provides for the development of basic industrial uses that support a wide range of manufacturing and non-manufacturing uses, from large-scale warehouse and warehouse/distribution facilities to outdoor industrial activities. The PVCCSP General Industrial zone correlated with the “General Industrial” General Plan land use designation.

Surrounding Land Uses

Land uses surrounding the Project site include vacant land to the north, MARB/IPA to the north and northeast; commercial/warehouse uses to the southeast, and south; I-215 to the west; and a water treatment facility to the west across the I-215. The PVCCSP land use designations for areas surrounding the Project site include Light Industrial to the south and General Industrial to the east. The area north of the Project site is vacant, undeveloped land within MARB/IPA and I-215 is immediately west of the Project site.

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 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 MARB/IPA, and the Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan (RCP) and 2008 Regional Transportation Plan (RTP). Subsequent to certification of the PVCCSP EIR in January 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) in April 2012, which superseded the 2008 RTP. In April 2016, SCAG adopted the 2016-2040 RTP/SCS, which supersedes the 2012 RTP/SCS. On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal (2020-2045 RTP/SCS) and the addendum to the Connect SoCal Program Environmental Impact Report. These regional planning programs are discussed below. 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, 2021a). As identified in Section 15206 of the 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.”

On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal (2020-2045 RTP/SCS) and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies 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 (SCAG, 2021b).

The goals of Connect SoCal fall into four core categories: economy, mobility, environment, and healthy/complete communities. The plan explicitly lays out goals related to housing, transportation technologies, equity, and resilience to adequately reflect the increasing importance of these topics in the region, and where possible the goals have been developed to link to potential performance measures and targets.

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 specifically 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. 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 lies within Planning Area 1. This area is generally made up of “industrial” land use designations and uses (City of Perris, 2016a).

The Perris General Plan consists of eight elements, which address issues that affect the City, including Housing, Land Use, Circulation, Conservation and Sustainable Community, Noise, Safety, Open Space, and Healthy Community. 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 1 set of development policies. The Land Use Element includes a Land Use Map (referred to as the General Plan Map), which was updated on January 3, 2013. The Project site is designated “Specific Plan” on the General Plan Map (City of Perris, 2013).

Specific goals and policies of the respective elements of the City’s General Plan that are relevant to the proposed 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 goals and 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 “Specific Plan¹.” Specific Plans are plans pertaining to areas or projects in the City. A specific plan is a tool for the systematic implementation of the General Plan. 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 (City of Perris, 2019).

There are currently 13 Specific Plans in the City of Perris (City of Perris, 2022). The following is a discussion of the PVCCSP, which is the basis for future development in the Specific Plan 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 2023. 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 in light of the existence of MARB/IPA to the north, the development of logistics warehouse uses surrounding MARB/IPA, and the changing economic conditions. The City identified the intent of the PVCCSP as follows (City of Perris, 2022):

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”

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. (City of Perris, 2022)

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 Perris will use the Specific Plan Standards and Guidelines to evaluate development projects subject to discretionary review within the PVCCSP boundaries.

As described in Section 3.0, *Project Description*, of this EIR, the Project is designed to implement the City's established land use vision as set forth in the PVCCSP and to comply with the PVCCSP development Standards and Guidelines. As noted previously, the Project site has a PVCCSP land use designation of Light Industrial and General Industrial. Allowed land uses under the Light Industrial and General Industrial designations are presented in Table 2.0-2 of the Specific Plan. 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.

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:

- Physically divide an established community; and
- 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 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)

4.2 On-Site Standards and Guidelines

4.2.1 General On-Site Project Development Standards and Guidelines

- Uses And Standards Shall Be Developed in Accordance with The Specific Plan.
- Uses And Standards Shall Be Developed in Accordance with City of Perris Codes.
- Development Shall Be Consistent with the Perris Valley Commerce Center Specific Plan.

- No Changes to Development Procedures Except as Outlined in the Specific Plan.
- Visual Overlay Zones

Impact Analysis

Threshold a Would the project physically divide an established community?

The PVCCSP EIR Initial Study concludes that the PVCCSP 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 Project area to create a higher quality neighborhood. The Initial Study concludes that implementation of the PVCCSP would not divide an established community. No impacts would occur. (City of Perris , 2009)

As shown in Figure 3-2 of this DEIR, the Project site is vacant and undeveloped, with an existing billboard adjacent to the northwestern corner of the site. The land uses surrounding the Project include a mix of undeveloped and vacant land and industrial uses. There is an existing non-conforming, single-family residence located approximately 0.45 miles southeast of the Project site. The nearest established community to the Project site is located approximately 1.0 mile to the southwest. The Project site does not contain any existing trails or roadways connecting to the existing non-conforming single-family residence or community. The Project involves the development of industrial uses consistent with development anticipated by the PVCCSP. Rather than dividing a community, development within the PVCCSP intends to bring the area together as a unified neighborhood for higher quality business development including industrial, commercial, and office uses. Therefore, since the Project site does not contain an established community and does not serve as a point of connect between established communities, the Project would not physically divide an established community. 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 adopted for the purpose of avoiding or mitigating an environmental effect?

The PVCCSP EIR concludes that implementation of future development and infrastructure projects in compliance with the PVCCSP would not conflict with any applicable land use plan, policy, or regulation (Webb, 2011). An analysis of the Project’s consistency with existing regional and local plans (including applicable goals, objectives, and policies) is provided below.

Regional

March Air Reserve Base/Inland Port Authority

As previously identified, the 2014 MARB/IPA ALUCP expands the Airport Influence Areas, as compared to the compatibility zones previously delineated for MARB/IPA, to address airspace protection issues. The Project site is within the MARB/IPA Airport Influence Policy Area. Specifically, the site is within the FAR) Part 77 (Imaginary Surfaces) Outer Horizontal Surface and Zone B2 (High Noise Zone) of the 2014 MARB/IP Airport Land Use Compatibility Plan (ALUCP). The compatibility criteria that would be applicable to the MARB/IPA influence area are set forth in Table MA-1 of the 2014 MARB/IPA ALUCP. Relevant to Compatibility Zone B2, the noise impact is identified as high (within or near the 65 CNEL contour and with single-event noise sufficient to disrupt many land use activities [including activities occurring indoors if windows are open]).

Table MA-2 of the 2014 MARB/IPA ALUCP provides basic compatibility criteria for each compatibility zone. Compatibility criteria for Compatibility Zone B2 relevant to the proposed Project, which would be operated as high-cube non-refrigerated warehouse/distribution use, or manufacturing use, include:

- The total number of people permitted on the Project site at any time except rate special events, must not exceed 100 people per acre.
- Not more than 250 people per single acre.
- Sound attenuation as necessary to meet interior noise level criteria.

Table 4.11-1, *Building Average Land Use Intensity Calculation*, provides the average land use intensity calculations used for the two proposed industrial buildings. As shown in Table 4.11-1, the Project is estimated to have a total occupancy of 1,209 people, respectively, based on the CBC method for determining concentration of people², which results in an average intensity of approximately 44 people per acre (based on a net site acreage of approximately 27.56 acres). This average occupancy is substantially below the 100 people per acre average intensity allowed in Compatibility Zone B2. As shown in Table 4.11-2, the Project would have a 151.1 people per single-acre intensity, which is below the 250 people per single-acre intensity allowed in Compatibility Zone B2.

² To allow for a conservative analysis of airport hazard and to be consistent with ALUC's method for calculation building occupancy, the occupancy estimate used for this airport compatibility assessment exceeds the anticipated occupancy based on the employment generation factors presented in the PVCCSP EIR (542 employees).

Table 4.11-1 Building Average Land Use Intensity Calculation

Building	Land Use	Occupancy Rate (person/sf) ¹	Building Size (sf)	Occupancy (total people)
Building 1	Office	1 person/100	8,000	80
	Warehouse	1 person/500	411,034	822
	Subtotal		419,034	902
Building 2	Office	1 person/100	7,000	70
	Warehouse	1 person/500	118,341	237
	Subtotal		125,341	307
Total			554,375	1,209

¹California Building Code, Section 1004 Occupant Load, Table 1004.1.2 (also cited in Riverside County Airport Land Use Compatibility Plan, Appendix C. Determining Concentrations of People (Adopted, October 14, 2004)

Table 4.11-2 Single-Acre Land Use Intensity Calculation

Land Use	Occupancy Rate (person/sf) ¹	Building Size (sf)	Occupancy (total people)
Office/Mezzanine	1 person/100	8,000	80
Warehouse	1 person/500	35,560	71.12
Total		43,560	151.1

California Building Code, Section 1004 Occupant Load, Table 1004.1.2 (also cited in Riverside County Airport Land Use Compatibility Plan, Appendix C. Determining Concentrations of People (Adopted, October 14, 2004)

Section 4.12, *Noise*, of this EIR discusses the compatibility of the proposed light industrial use with applicable noise standards. As identified in the PVCCSP Standards and Guidelines in Chapter 12.0, Airport Overlay Zone, require that all building office areas be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate sound levels. The PVCCSP EIR concludes that “[w]ith this PVCC requirement, all non-residential land uses meet the noise compatibility requirements set forth in the 2005 AICUZ Study and ... the Perris General Plan Noise Element.” Therefore, the impact would be less than significant.

Southern California Association of Governments

The fundamental goals of SCAG’s Connect SoCal seek 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, *SCAG Policy Consistency Analysis*, below present the Project’s consistency with SCAG’s 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.

Table 4.11-3 SCAG Policy Consistency Analysis

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	No Conflict. The Project includes development of the Project site with two industrial warehouse buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment generation. The Project is within the PVCCSP area which seeks to unify the area's character and develop a business community that fosters long-term economic success. The Project has been designed in compliance with the applicable Standards and Guidelines outlined in the PVCCSP and optimizes the development intensity on the Project site which is planned for industrial development. Accordingly, the Project would encourage regional economic prosperity and global competitiveness.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	No Conflict. As discussed under Section 4.14, <i>Transportation</i> , Threshold c, the Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings 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 throughout the region. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.
3	Enhance the preservation, security, and resilience of the regional transportation system.	No Conflict. The Project contributes to and would be consistent with planned land use and growth assumptions in the City of Perris, as anticipated by the PVCCSP. The traffic analysis presented in Section 4.14, <i>Transportation</i> , addresses potential impacts to regional transportation facilities. In addition to the construction of roadways, the Project developers would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area (consistent with the PVCCSP Circulation Plan) and maintenance of roadway infrastructure in the Project area.
4	Increase person and goods movement and travel choices within the transportation system.	No Conflict. The Project involves development of two industrial warehouse buildings within an area planned for industrial uses, in proximity to designated truck routes and to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. Bicycle parking spaces would be provided at the primary entrances of each building. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
5	Reduce greenhouse gas emission and improve air quality.	<p>Consistent. Refer to the consistency analysis for Goal 4 above. The Project’s impacts were evaluated in Section 4.3, <i>Air Quality</i>, and Section 4.8, <i>Greenhouse Gas Emissions</i>, of this EIR. Air quality would not exceed SCAQMD thresholds and impacts would be less than significant. GHG emissions would exceed the thresholds and result in significant and unavoidable impacts. However, all feasible mitigation measures were considered to reduce greenhouse gas emissions, Impacts would be reduced to the maximum extent feasible through the implementation of Mitigation Measures 8-1 through 8-9.</p>
6	Support healthy and equitable communities.	<p>No Conflict. This policy pertains to health and equitable communities, and these issues area addressed through goals and policies outlined in the Healthy Community Element of the Perris General Plan. Relevant to the Project, the proposed building design would support the health of occupants and users by using non-toxic building materials and finishes, and by using windows and design features to maximize natural light and ventilation. It would also provide employment opportunities close to existing residences, which would allow members of the community to walk or bike to work.</p>
7	Adapt to a changing climate and support an integrated regional development.	<p>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. E-commerce continues to be one of the most influential factors shaping goods movement. As previously identified, the Project involves the development of two warehouse buildings that are designed to meet contemporary industry standards and operational characteristics. The Project 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 is located in an area designated for industrial development in the City of Perris, which benefits from its proximity to key freeway infrastructure (e.g., I-215, SR-60).</p>
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	<p>No Conflict. Connect SoCal indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those 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.</p>

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	No Conflict. The Project is located in an area designated for 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.	Consistent. As discussed in Section 4.2, <i>Agriculture and Forestry Resources</i> , of this EIR, the Project involves an orderly conversion of vacant land to Light Industrial and General Industrial land uses, as anticipated in the PVCCSP and the City of Perris General Plan. There are no lands on the Project area designated for agricultural uses under the City’s General Plan and zoning. As discussed in Section 4.2, <i>Agriculture and Forestry Resources</i> , 25.7 acres of the Project site is designated as “Farmland of Local Importance”. However, as concluded in Section 4.2, the Project’s conversion of Farmland to a non-agricultural use would be less than significant. With respect to natural resources, refer to the discussion in Table 4.11- 3 regarding the Project’s consistency with the Conservation Element of the City’s General Plan. In summary, 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. Additionally, the Project Applicant would obtain required permits and approvals for temporary and permanent impacts to jurisdictional areas.

Source: (SCAG, 2021b)

Local

Perris Valley Commerce Center Specific Plan and Zoning

As discussed previously, the PVCCSP governs land use within the PVCCSP area and is itself a document devoted to specific land use policies and regulations. The Project site is designated for Light Industrial uses in the western portion of the site and General Industrial in the eastern portion of the site. Consistent with the Light Industrial and General Industrial designations, the Project involves the construction and operation of two high-cube non-refrigerated warehouse/distribution, or manufacturing buildings totaling approximately 559,005 sf, as well as associated truck trailer and automobile parking facilities, landscaping, and infrastructure. Further, 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 the requirements (Standards and Guidelines) of the PVCCSP related to architecture and design, landscaping, infrastructure, and sustainable development. The Project is consistent with and implements the PVCCSP. The Project does not require a zone change or any amendment to the PVCCSP.

City of Perris General Plan

All activities undertaken by a planning agency must be consistent with the goals and policies of the agency’s general plan. The City of Perris General Plan was approved in 2005, and as subsequently amended, serves as the main land use policy document for the City. Therefore, future development in the City must comply with the General Plan’s goals and policies. The State’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, of which the Project is a part, would not result in inconsistencies with the General Plan goals and policies. However, the PVCCSP EIR was not able to evaluate the consistency of each potential development project within the PVCCSP planning area. Therefore, Table 4.11-3, *City of Perris General Plan Consistency Analysis*, 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 and that are applicable to the proposed Project. As identified through this consistency analysis, the Project would not conflict with any applicable General Plan policy adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.11-4 City of Perris General Plan Consistency Analysis

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
Circulation Element	
<p>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).</p>	<p>No Conflict. The traffic analysis prepared for the Project (included in Appendix K1 of this DEIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service and to implement the PVCCSP’s Circulation Plan, consistent with the City’s General Plan for the Future Roadway Network. The Project incorporates the improvements recommended by the traffic analysis (refer to project design feature PDF 14-1 through PDF 14-3) and would construct the PVCCSP roadways that are adjacent to the building sites, as required.</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 based on the demand determined by the traffic impact 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, the Project developers would either fund or construct portions of the transportation system beyond the immediate Project area that would also serve future development.</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>Policy V.A. Provide for safe movement of goods along the street and highway system.</p>	<p>No Conflict. 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. Trucks driving to and from the Project site would utilize the City’s adopted truck routes.</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, the Traffic Impact Analysis has been prepared in accordance with the guidance provided by the City of Perris, the County of Riverside, and the California Department of Transportation (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>Conservation Element</p>	
<p>Policy II.A. Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</p>	<p>No Conflict. As identified in DEIR Section 4.4., <i>Biological Resources</i>, the required biological survey was conducted for the Project to determine the presence or absence of protected biological resources or protected habitat areas. According to the Project-specific habitat assessment, one special-status plant (paniculate tarplant [<i>Deinandra paniculata</i>]) was identified on the southern portion of the Project site in association with disturbed/ruderal areas and one special-status animal species (golden eagle [<i>Aquila chrysaetos</i>]) was observed flying over the Project site. Because the Project site is located within the Burrowing Owl Survey Area, a burrowing owl assessment was prepared. No burrowing owls were observed within the Project site and no burrowing owl sign was detected in association with burrows during both 2019 and 2021 surveys. In an abundance of caution, the Project would implement mitigation measures from the PVCCSP EIR related to burrowing owls and migratory birds to ensure that, if present during construction, any potential impacts to burrowing owl and migratory birds would be reduced to a less than significant level. The Project would permanently impact approximately 0.18-acre of MSHCP riparian areas and approximately 0.03-acre of Corps and RWQCB jurisdiction. However, Project-level mitigation measures MM 4-1 through 4-4 would reduce the impacts to a less than significant level.</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<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, <i>Biological Resources</i>, the Project site is not located within an MSHCP Cell Criteria Area, proposed MSHCP Conservation Area, or MSHCP Cores and Linkages. However, the Project site is in an MSHCP-designated Burrowing Owl Survey Area. In compliance with the requirements of the MSHCP, a Jurisdictional Assessment and habitat assessments for Burrowing Owl and Criteria Area and Narrow Endemic Plant Species were conducted for the Project and are included as Appendix C1. The Project’s consistency with the MSHCP was also reviewed and it was determined that, with implementation of the required mitigation measures, the Project would be consistent with and implement 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 mitigation measure MM Cultural 1 of the PVCCSP EIR, a Phase I Cultural Resources Study was prepared for the Project to address potential impacts to historic, archaeological, and paleontological resources. No significant historic, or archaeological resources were found within the Project disturbance area during site surveys. A Paleontological Assessment was also prepared for the Project site. The site was determined to have a high paleontological resource sensitivity. Due to the potential to encounter unknown resources during construction, Project-level mitigation measures are incorporated into the Project (refer to mitigation measures MM 5-1 and MM 5-2 in Section 4.5, <i>Cultural Resources</i>, and mitigation measure MM 7-1 in Section 4.7, <i>Geology and Soils</i>), 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 archaeological and/or paleontological resources 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 EIR Section 4.16, <i>Utilities and Service Systems</i>, the Project is being developed within the PVCCSP planning area and is consistent with the PVCCSP land use and growth assumptions assumed in the WSA prepared for the PVCCSP. The Eastern Municipal Water District (EMWD) determined that it will be able to provide adequate water supply to meet the potable water demand for future development allowed by the PVCCSP as part of its existing and future demands. Therefore, there are sufficient water supplies available to serve the proposed Project from EMWD’s</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	existing entitlements and resources. This is consistent with the land use assumptions of the PVCCSP for industrial uses.
Policy VI.A. Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	No Conflict. As discussed in Section 4.10, <i>Hydrology and Water Quality</i> , of this Draft EIR, development of the Project site would involve grading more than 1 acre. Therefore, the Project proponent 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.
Policy VIII.A. Adopt and maintain development regulations that encourage water and resource conservation.	No Conflict. As identified in Section 3.0, <i>Project Description</i> , and further discussed in Section 4.8, <i>Greenhouse Gas Emissions</i> , of this EIR, the PVCCSP EIR includes requirements related to water and resource conservation. These requirements have been incorporated into the Project. The Project would pursue the LEED Core & Shell rating program and is expected to reach the equivalent of a LEED “Silver” rating. To achieve this, the design, construction, and operation of the Project would incorporate a series of green building strategies, which include, but are not limited to, measures for water-efficient landscaping, water use reduction, and use of recycled water for landscape irrigation.
Policy VIII.B. Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects.	No Conflict. The Project would comply with the provisions of Chapter 7.44 of the City of Perris Municipal Code, which promotes the recycling of construction and demolition debris that is recyclable and reusable, and establishes regulations to divert a minimum of 50% of the construction and demolition debris from landfills.
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, <i>Project Description</i> , the Project would provide landscaping, including various tree species, as required by the PVCCSP. Building 1 includes 13.8 percent landscape coverage and Building 2 includes 12.1 percent landscape coverage, which are consistent with the requirements of 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 onsite 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 area.

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	<p>Each individual development, including the proposed 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, <i>Project Description</i>, of this EIR.</p>
<p>Policy III.A Accommodate diversity in the local economy.</p>	<p>No Conflict. As identified in the Project's Notice of Preparation and Section 6.1, <i>Effects Determined Not be Significant, of this EIR</i>, the Project would generate construction jobs and, during operation, potentially employ 542 new employees. It is anticipated that construction and operational job positions would be filled by workers who would already reside in the local area.</p>
<p>Policy V.A. Restrict development in areas at risk of damage due to disasters.</p>	<p>No Conflict. As discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i>, the Project site's northwest corner and a portion of the western boundary are identified as being within Zone D, which are areas with possible but undetermined flood hazards, and the remaining portions of the site are identified as being within Zone X, an area of minimal flood hazard.</p> <p>As identified in EIR Section 4.7, <i>Geology and Soils</i>, 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.</p>
<p>Noise Element</p>	
<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>No Conflict. As discussed in Section 4.12, <i>Noise</i>, of this DEIR, the existing and future noise environment for the Project site is in the Conditionally Acceptable category for industrial uses per the State of California Noise/Land Use Compatibility Criteria. Aircraft noise is the dominant component of the existing and future noise level at the project site. Traffic and other noise sources are and would be negligible when compared to the aircraft noise. Conditionally Acceptable for industrial land uses includes noise levels from 70 to 80 A-weighted decibels (dBA) on the Community Noise Equivalent Level (CNEL). The PVCCSP (Chapter 12.0, Airport Overlay Zone) requires that all building office areas, which would include the proposed Project, be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate sound levels. The PVCCSP EIR concludes that, "With this PVCC</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
	<p>requirement, all non-residential land uses meet the noise compatibility requirements set forth in the 2005 AICUZ Study and ... the Perris General Plan Noise Element". The proposed Project would be developed in compliance with the PVCCSP requirements.</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. As part of the Project, Natwar Lane would be improved. Under existing conditions, there are no sensitive land uses in proximity to the Project site. The nearest sensitive land use is an existing adult day care center located approximately 1,613 feet south of the Project site. 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. Mitigation measure MM Noise 1 from the PVCCSP EIR requires construction equipment to operate with adequate mufflers. 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. As concluded in EIR Section 4.12, <i>Noise</i>, the Project would not result in a substantial temporary or periodic increase in ambient noise levels and the impact would be less than significant.</p>
<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. As discussed in EIR Section 4.12, <i>Noise</i> the PVCCSP (Chapter 12.0, Airport Overlay Zone) requires that all building office areas shall be constructed with appropriate sound mitigation measures as determined by an acoustical engineer or architect to ensure appropriate sound levels. The PVCCSP EIR concludes that "With this PVCC requirement, all non-residential land uses meet the noise compatibility requirements set forth in the 2005 AICUZ Study and the Perris General Plan Noise Element."</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. There are no existing residences within 160 feet of the Project site. The nearest existing residence is an existing adult day care center located approximately 1,613 feet south of the Project site. The existing uses surrounding the Project site include vacant undeveloped land and industrial uses. Implementation of the Project would be compatible with the existing land uses.</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<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. The Project would improve the roadway abutting the Project site to serve the proposed use and would improve emergency access to the Project site and surrounding areas to ensure adequate evacuation and emergency vehicle access. All roadway improvements and access would be constructed in accordance with City standards. 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.</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, <i>Project Description</i>, the Project would include the installation of the backbone utility infrastructure necessary to serve the Project. As part of the Project, water distribution lines would be installed within the building sites to connect to the existing water lines in Natwar Lane and Western Way. The Project would include installation of on-site sewer lines and sewer laterals to connect with the existing sewer line in Natwar Lane and Western Way.</p> <p>During Phase 1, all Project off-site runoff from Building 1 would be discharged to a public storm drain system that will drain into the temporary detention basin, which will be constructed on the Building 2 site. Once the future proposed storm drain is constructed, the detention basin will not be required and runoff from Buildings 1 and 2 would discharge to the northeast portion of the Project site. Flows will continue south on Western Way to Nandina. The public storm drain system ultimately connects east to the future storm drain along the MARB/IPA western boundary.</p>
<p>Policy S-2.4: Provide adequate emergency facilities to serve existing and future residents, ensuring that all new essential facilities are located outside of hazard prone areas.</p>	<p>No Conflict. As identified in EIR Section 4.13, <i>Public Services</i>, the Project would be required to pay the City's Development Impact Fee (DIF), which provides a funding source to construct the police, fire, community amenities, government facilities, and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next 25 years, including within the PVCCSP area.</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<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. Truck and automobile access to the Project site would be provided from Natwar Lane via four Project driveways. Access would also be provided from one driveway off Western Way. Therefore, the Project would provide adequate ingress/egress.</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 discussed in EIR Section 4.10, <i>Hydrology and Water Quality</i>, the Project site's northwest corner and a portion of the western boundary are identified as being within Zone D, which are areas with possible but undetermined flood hazards, and the remaining portions of the site are identified as being within Zone X, an area of minimal flood hazard.</p>
<p>Policy S-4.3: Require new development projects and major remodels to control stormwater runoff on site.</p>	<p>No Conflict. As identified in EIR 4.10, <i>Hydrology and Water Quality</i>, although runoff from the Project site would increase relative to existing conditions, the future public storm drain on Van Buren Boulevard would have adequate capacity to accommodate the increase rate of runoff from the Project site. In addition, the Project would be designed so that runoff from the Project site is directed to on-site treatment-control BMPs; therefore, flow volumes exiting the site would be less than or equal to pre-development conditions.</p>
<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 EIR Section 4.10, <i>Hydrology and Water Quality</i>, the Project site's northwest corner and a portion of the western boundary are identified as being within Zone D, which are areas with possible but undetermined flood hazards, and the remaining portions of the site are identified as being within Zone X, an area of minimal flood hazard.</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. Truck and automobile access to the Project site would be provided from Natwar Lane via four Project driveways. Access for Building 2 would also be provided from one driveway off Western Way. 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</p>	<p>No Conflict. Refer to the consistency analysis for Policy V.A of the Conservation Element, above.</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>conveyance capacity to meet daily demands and firefighting requirements.</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. The Project site is located within the MARB/IPA Airport Influence Area. Specifically, the site is within the B2 (High Noise Zone) and FAR Part 77 Military Outer Horizontal Surface Limits of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP). As identified in EIR Section 4.9, <i>Hazards and Hazardous Materials</i>, the Project incorporates and would comply with PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6. While the height of the proposed building would not require Federal Aviation Administration (FAA) notification pursuant to Part 77 of the FAR, it is possible that construction equipment would encroach into the imaginary surface, requiring notification, consistent with PVCCSP EIR mitigation measure MM HAZ-6. The PVCCSP EIR measures would be incorporated in the Mitigation Monitoring and Reporting Program and conditions of approval for the Project.</p>
<p>Policy S.7-1: Require all development to provide adequate protection from damage due to seismic incidents.</p>	<p>No Conflict. As identified in EIR 4.7, <i>Geology and Soils</i>, the PVCCSP EIR, and the 2016 California Building Code (CBC), as adopted by the City, provides guidelines and parameters that reduce the effects of ground shaking produced by regional seismic events, and the Project proponent shall implement seismic design considerations in accordance with the 2016 CBC (or current building code), which is reflected in General Plan Measure I.E.5. Further, consistent with General Plan measures and mitigation measure MM Geo 1 from the PVCCSP EIR, the Project would be designed and constructed in accordance with all final Geotechnical Report recommendations (General Plan Measure I.E.2).</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 identified in EIR Section 4.7, <i>Geology and Soils</i>, two Preliminary Geotechnical Investigations were prepared by Aragon Geotechnical, Inc. for the Project and included as Appendices F1 and F2. The Geotechnical Investigations analyzed the potential seismic and geologic hazards on the Project site.</p>
<p>Policy S-7.4: Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.</p>	<p>No Conflict. As identified in EIR Section 4.7, <i>Geology and Soils</i>, 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.</p>
<p>Policy S-8.2 Ensure that the transport, use, storage, and disposal of hazardous materials occur in a</p>	<p>No Conflict. As identified in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>, the Project would be required</p>

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
responsible manner that protects public health and safety	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 requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), South Coast Air Quality Management District (discussed in Section 4.3, <i>Air Quality</i> , of this EIR), and Regional Water Quality Control Board (discussed in Section 4.10, <i>Hydrology and Water Quality</i> , of this EIR). With mandatory compliance with 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.
Healthy Community Element	
Policy HC 1.3. Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space,	No Conflict. As described in Section 4.1, <i>Aesthetics</i> , of this EIR, development of the Project with 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.
Policy HC 2.4. Promote development patterns and policies that: <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 	No Conflict. The Project Applicant would develop the vacant sites with industrial uses consistent with the design guidelines and development standards outlined in the PVCCSP. The Project includes employee amenities, which would provide space for future employees to interact, and would also include a linear trail/landscaped area that would also provide an area for people to congregate and interact.
Policy HC 2.6. Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution	No Conflict. Refer to the consistency analysis for 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 Goal 5 of the Connect SoCal, which addresses air quality.
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.	No Conflict. There are no existing bus routes within close proximity to the Project site. However, a potential route is identified along Harley Knox Boulevard, with the closest potential bus stop at the intersection of Western Way and Harley Knox Boulevard.
Policy HC 3.5. Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today	No Conflict. As identified in the Project’s Notice of Preparation and Section 6.1, <i>Effects Determined Not be Significant</i> , of this EIR, the Project would generate construction jobs and, during operation, potentially employ 542 new employees. It is anticipated that there would be employment opportunities generated for local residents.

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<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. Refer to the consistency analysis for Goal 5 of the Connect SoCal, above, regarding air quality and health of the residents in the region. 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, <i>Hydrology and Water Quality</i>, 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, <i>Air Quality</i>, of this EIR, the Project would be implemented in compliance with applicable South Coast AQMD 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.</p>
<p>Environmental Justice Element</p>	

GENERAL PLAN POLICY	CONSISTENCY ANALYSIS
<p>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.</p> <p>As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."</p>	<p>No Conflict. There are no existing or planned sensitive land uses in proximity to the Project site. The nearest sensitive land use is an existing adult day care center located approximately 1,613 feet south of the Project site. As concluded in EIR Section 4.12, <i>Noise</i>, the Project would not result in a substantial temporary or periodic increase in ambient noise levels and the impact would be less than significant.</p> <p>As discussed in Section 4.3, <i>Air Quality</i>, 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, <i>Air Quality</i>, 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. Bicycle parking spaces would be provided at the primary entrances of each building. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.</p>

Source: (City of Perris, 2008; City of Perris, 2005; City of Perris, 2016a; City of Perris, 2016b; City of Perris, 2006; City of Perris, 2016c)

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.

Consistent with this conclusion and as discussed in this Section, the Project would not result in a significant impact on land use and planning. Implementation of cumulative development in accordance with the General Plan and the PVCCSP, including the Project, would continue to convert undeveloped land to urban uses. The character and overall intensity of the Project are consistent with existing land uses within the City and in the Project vicinity. The Project is therefore consistent with the planned development for the Project site. 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, State Zoning and Planning Law, and the Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. Future development in the City would also be governed by policies, implementation measures, and programs to ensure orderly urban development.

Therefore, it can be assumed that through these requirements, future development would be consistent with adopted goals and policies and compatible with existing land uses. However, 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 (1) the proposed development would not change the type or amount of development anticipated by the City's General Plan and PVCCSP; (2) the Project does not conflict with adopted goals and policies as identified through the analysis presented in this section.

4.11.6 REFERENCES

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<u>Section</u>	<u>Page</u>
4.12 Noise.....	4.12-1
4.12.1 Existing Setting.....	4.12-1
4.12.2 Existing Policies and Regulations	4.12-7
4.12.3 Thresholds of Significance.....	4.12-10
4.12.4 Environmental Impacts	4.12-11
4.12.5 Cumulative Impacts	4.12-24
4.12.6 References	4.12-25

TABLES

<u>Table</u>	<u>Page</u>
Table 4.12-1 24-Hour Ambient Noise Level Measurements	4.12-4
Table 4.12-2 Existing Without Project Conditions Noise Contours.....	4.12-4
Table 4.12-3 Noise Ordinance Property Line Sound Level Noise Limits.....	4.12-9
Table 4.12-4 Construction Noise Level Compliance.....	4.12-15
Table 4.12-5 Operational Noise Level Compliance (L _{max}).....	4.12-17
Table 4.12-6 Operational Noise Level Compliance (CNEL).....	4.12-18
Table 4.12-7 Project Daytime Noise Level Contributions (dBA L _{eq})	4.12-18
Table 4.12-8 Project Nighttime Noise Level Contributions (dBA L _{eq})	4.12-19
Table 4.12-9 Existing Conditions with Project (Phase 1) Traffic Noise Impacts	4.12-20
Table 4.12-10 Existing Conditions with Project (Phase 1+2) Traffic Noise Impacts	4.12-21
Table 4.12-11 EAC (2023) Conditions with Project Traffic Noise Impacts	4.12-21
Table 4.12-12 EAC (2025) with Project Traffic Noise Impacts	4.12-22
Table 4.12-13 Construction Equipment Vibration Levels	4.12-23

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.12-1 Noise Measurement Locations	4.12-3
Figure 4.12-2 Construction Activities and Receiver Locations	4.12-5
Figure 4.12-3 Receiver Locations.....	4.12-6
Figure 4.12-4 Operational Noise Source Locations	4.12-16

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 one Project-specific technical studies prepared by Urban Crossroads, including the *First March Logistics Noise Impact Analysis, City of Perris* (Noise Analysis) (February 2023) (Urban Crossroads, 2023e). The Noise Analysis is included in Appendix J of this EIR.

There were no comments received on the Notice of Preparation or at the January 19, 2022 Draft EIR public scoping meeting regarding noise.

4.12.1 EXISTING SETTING

Section 4.9, Noise, of the PVCCSP EIR, includes a detailed discussion of the current environmental setting, 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 J 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, $L_{eq(3)}$ would represent a three-hour average. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10p.m. to 7 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weighs only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.

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. These guidelines allow 78 Vibration Decibels (VdB) for residential uses and buildings where people normally sleep and provide a substantiated basis for determining the relative significance of potential Project-related vibration impacts due to on-site operational and construction activities.

Existing Noise Levels

To assess the existing noise level environment, four 24-hour noise level measurements were taken at potential receiver locations in the Project study area. The measurement 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 Thursday, April 15th, 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 53.1 to 62.7 dBA L_{eq} , and average nighttime noise levels range from 49.0 to 60.8 dBA L_{eq} . The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the surface streets and aircraft noise from the adjacent March Air Reserve Base/Inland Port Airport (MARB/IPA). This includes the auto and heavy truck activities near the noise level measurement locations.

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*.



Source(s): Urban Crossroads (09-15-2021)

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	
		Daytime	Nighttime
L1	Located south of the Project site on Jet Way near Basic Occupational Training Center at 1323 Jet Way.	56.3	53.4
L2	Located south of the Project site on Patterson Avenue near a single-family residence at 5137 Patterson Avenue.	53.1	49.0
L3	Located southeast of the Project site on Patterson Avenue near a single-family residence at 4929 Patterson Avenue.	62.7	60.8
L4	Located south of the Project site on West Oleander Avenue near a single-family residence at 1341 West Oleander Avenue.	59.4	56.1

1. See Figure 4.12-1 for the noise level measurement locations.
2. The long-term 24-hour measurement printouts are included in Appendix 5.2 of the Project’s Noise Analysis (Appendix J). "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
 Source: (Urban Crossroads, 2023e)

Table 4.12-2 Existing Without Project Conditions Noise Contours

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Western Wy.	s/o Nandina Av.	Non-Sensitive	64.7	RW	RW	97
2	Nandina Av.	e/o Natwar Ln.	Non-Sensitive	64.4	RW	RW	59
3	Harley Knox Blvd.	w/o Western Wy.	Non-Sensitive	76.8	183	394	850
4	Harley Knox Blvd.	e/o Western Wy.	Non-Sensitive	76.7	178	383	826

RW: Location of the respective noise contour falls within the right-of-way of the road.

1. Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
2. The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

Source: (Urban Crossroads, 2023e)

Sensitive Receptors

To assess the potential for construction and long-term operational noise impacts, four receiver locations, as shown on Figure 4.12-2, *Construction Activities and Receiver Locations*, and Figure 4.12-3, *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.



Source(s): Urban Crossroads (09-15-2021)

Figure 4.12-2



Construction Activities and Receiver Locations



Source(s): Urban Crossroads (09-15-2021)

Figure 4.12-3



Receiver Locations

Other receptors include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards, as discussed below. Representative sensitive receivers in the Project study area include single-family residences and adult day care center, as described below. In addition, other receivers include an existing RV park, which is a transient commercial use and is not considered a sensitive land use, and receiver locations R3 and R4, which represent existing open space uses and potential sensitive receiver locations for purposes of analyzing impacts to biological resources, as further discussed in Section 4.4, *Biological Resources*, of this EIR. Sensitive land uses in the Project study area that are located at greater distances than receivers identified on Figure 4.12-3 would experience lower noise levels from Project-related construction or operational activities due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1: Location R1 represents the existing noise sensitive adult day care center at 1323 Jet Way, approximately 1,613 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 5137 Patterson Avenue, approximately 2,129 feet southeast of the Project site. Receiver R2 is placed at the private outdoor living area (backyard). A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 4929 Patterson Avenue, approximately 3,037 feet southeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing noise sensitive residence 1341 West Oleander Avenue, approximately 3,282 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

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 J 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/IP, 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. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts. 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 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 the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

Local

City of Perris General Plan

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

The noise standards identified in the City of Perris General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the 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), 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. 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.

Additionally, Policy V.A of the General Plan Noise Element, which addresses noise levels generated by industrial uses, is addressed under Threshold a of this section. Implementation Measure V.A.1 requires that new large-scale 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.

The specific goals and policies of the General Plan related to noise 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.

City of Perris Noise Ordinance

To analyze noise impacts originating from a designated fixed location or private property, such as the Project, operational noise such as the expected loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements are 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, *Noise Ordinance Property Line Sound Level Noise Limits*).

Table 4.12-3 Noise Ordinance Property Line Sound Level Noise Limits

Time Period	Maximum Noise Level
Nighttime: 10:01 PM–7:00 AM	60 dBA
Daytime: 7:01 AM–10:00 PM	80 dBA
dBA: A-weighted decibel	

Source: (Urban Crossroads, 2023e)

Section 7.34.050 – General Prohibition

- 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.
- 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:
 - The level of the noise.
 - Whether the nature of the noise is usual or unusual.
 - Whether the origin of the noise is natural or unnatural.
 - The level of the ambient noise.
 - The proximity of the noise to sleeping facilities.
 - The nature and zoning of the area from which the noise emanates and the area where it is received.

- The time of day or night the noise occurs.
- The duration of the noise.
- 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} at 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 MARB/IP ALUCP, Map MA-1, indicates that the Project site is located within Compatibility Zone B-2, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a high noise impact, and is mostly within or near the 60 to 70 dBA CNEL noise contour boundaries. Further, consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA LUCP, noise sensitive outdoor uses are not permitted. The MARB/IPA LUCP does not identify industrial-use specific noise compatibility standards, and therefore, the OPR Land Use Compatibility for Community Noise Exposure, previously discussed, is used to assess potential aircraft-related noise levels within the Project site. The OPR guidelines indicate that industrial uses, such as the Project, are considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL.

The noise contour boundaries of MARB/IPA are presented on Exhibit 3-A of the Noise Impact Analysis and show that the Project is considered normally acceptable land use since it is located within the 70 dBA CNEL noise level contour boundaries.

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 area 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 noise. These Standards and Guidelines (summarized below) are incorporated as part of the Project (i.e., the warehouse component) 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 located 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.*

Thresholds of Significance

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.

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development.

Off-Site Traffic Noise

To assess the off-site transportation CNEL noise level impacts associated with the Project, noise contours were used to assess the Project’s incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the following PVCC SP EIR significance criteria:

- When the resulting noise levels at noise-sensitive land uses (e.g. residential, etc.):
 - are less than 60 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase; or
 - exceed 60 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase (PVCCSP EIR, Page 4.9-20).
- When the resulting ambient levels at non-noise sensitive land uses (e.g. industrial, etc.):
 - are less than 70 dBA CNEL and the Project creates a 5 dBA CNEL or greater Project-related noise level increase; or
 - exceed 70 dBA CNEL and the Project creates a 3 dBA CNEL or greater Project-related noise level increase (City of Perris General Plan Exhibit N-1, Land Use Compatibility for Community Noise Exposure).

Operational Noise

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against the stationary source City of Perris L_{max} exterior noise level standards in the Municipal Code and the 24-hour CNEL noise level criteria for new industrial facilities identified in City of Perris General Plan Noise Element.

- If Project-related operational noise levels

- exceed the 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime noise level standards at the nearby sensitive receiver locations in the City of Perris (City of Perris Municipal Code, Section 7.34.040); or
 - exceed the 60 dBA CNEL exterior noise level standard at residential receiver locations within 160 feet of the Project area, in the City of Perris (City of Perris General Plan Noise Element, Implementation Measure V.A.1).
- If the resulting ambient noise levels at the nearby noise-sensitive receivers near the Project area:
 - are less than 60 dBA L_{eq} and the Project creates a 5 dBA L_{eq} or greater Project-related noise level increase; or
 - exceed 60 dBA L_{eq} and the Project creates a 3 dBA L_{eq} or greater Project-related noise level increase (PVCCSP EIR, Page 4.9-20).

Construction Noise and Vibration

Noise from construction activities are typically evaluated against standards established under a City's Municipal Code. In addition, since the City of Perris has not identified or adopted specific vibration level standards guidelines for maximum-acceptable vibration criteria for different types of land uses were derived from the United States Department of Transportation Federal Transit Administration (FTA).

- If Project-related construction activities create noise levels at sensitive receiver locations in the City of Perris which exceed the construction noise level limit of 80 dBA L_{max} (City of Perris Municipal Code 7.34.060).
- If short-term project generated construction source vibration levels could exceed the FTA maximum acceptable vibration standard of 0.5 PPV (in/sec) at noise-sensitive receiver locations (PVCCSP EIR, Page 4.9-27).

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 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 area 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. In addition, truck

traffic on public roads is exempt from local regulations. 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 3.6.6, *Construction Activities*, of this EIR. Noise levels generated by heavy construction equipment can range from approximately 68 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 the Project's Noise Analysis (Appendix J) provides a summary of the construction reference noise levels for the Project construction activities.

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. Tables 10-2 of the Project's Noise Analysis (Appendix J) provide a summary of the noise levels by construction stage at the nearest receiver locations. The noise analysis shows that the Project construction noise levels are expected to range from 53.4 to 66.0 dBA L_{max} , and the highest construction levels are expected to range from 60.4 to 66.0 dBA L_{max} at the nearby receiver locations (refer to Figure 4.12-2, *Construction Activities and Receiver Locations*).

The construction noise analysis shows that the highest construction noise levels would occur when equipment is operating at the closest point from the edge of the Project construction boundary to each of the nearest receiver locations. As shown on Table 4.12-4, *Construction Noise Level Compliance*, the highest unmitigated construction noise levels are expected to range from 60.4 to 66.0 dBA L_{max} . The construction noise analysis shows that none of the receiver locations would exceed the City of Perris Municipal Code 80 dBA L_{max} significance threshold for construction activity. Therefore, the noise impact due to Project construction activities are considered less than significant.

Table 4.12-4 Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	66.0	80	No
R2	63.9	80	No
R3	61.0	80	No
R4	60.4	80	No

¹ Noise receiver locations are shown on Figure 4.12-2.

² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 10-2 of the Noise Analysis included in Appendix J of this EIR.

³ Construction noise level thresholds as discussed previously.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

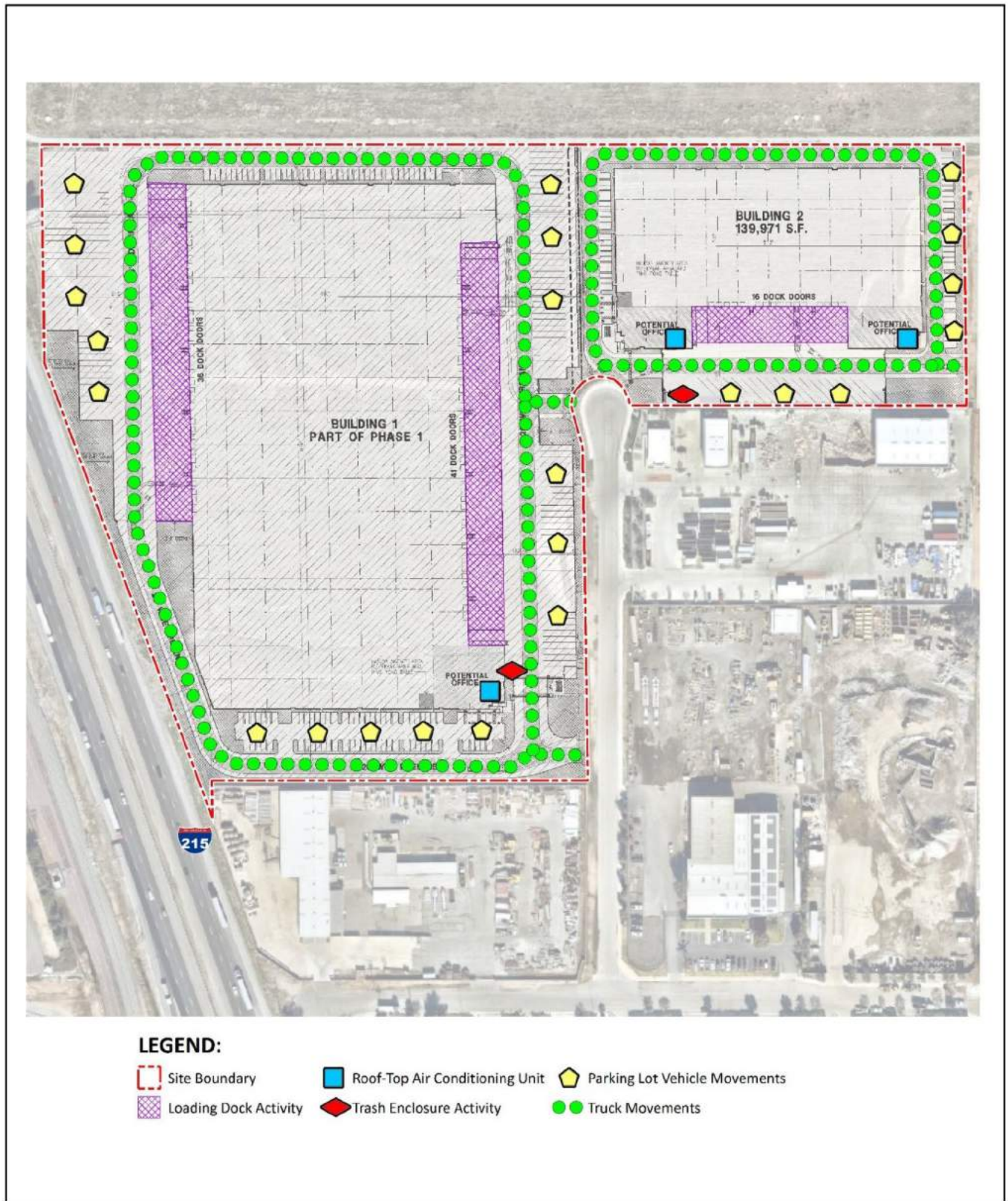
Source: (Urban Crossroads, 2023e)

Operational-Related Noise Impacts

Project Operational Noise Levels

To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. 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. The on-site Project-related noise sources are expected to include: loading dock activity, roof-top air conditioning units, trash enclosure activity, parking lot vehicle movements, and truck movements, which are further described in Section 9.2 of the Noise Analysis included in Appendix J of this EIR. Figure 4.12-4, *Operational Noise Source Locations*, identifies the noise source locations used to assess the operational noise levels.

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 Project’s Noise Analysis (Appendix J of this EIR). Refer to Noise Analysis Section 9.2 for a discussion of the reference noise level measurements and inputs.



Source(s): Urban Crossroads (09-15-2021)

Figure 4.12-4



Not to Scale

Operational Noise Source Locations

Using the reference noise levels to represent the proposed warehouse 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 9-3 of the Project’s Noise Analysis included in Appendix J shows the Project operational noise levels during the daytime hours of 7:01 a.m. to 10:00 p.m., and Table 9-4 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, there are minor differences between the daytime and nighttime noise levels, which is largely related to the duration of noise activity by the individual noise source activity (as shown in Table 9-1 of the Project’s Noise Analysis). While the individual noise source levels vary between the daytime and nighttime operational noise levels, the loading dock activity noise source levels effectively overshadows the other noise source activity. This effectively produces the same daytime and nighttime noise levels, which are expected to range from 49.8 to 55.6 dBA L_{max} .

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 nearby noise-sensitive receiver locations. Table 4.12-5, *Operational Noise Level Compliance*, shows the operational noise levels associated with the Project would satisfy the City of Perris operational noise level standards at all the nearest receiver locations. Therefore, the operational noise impacts are considered less than significant.

Table 4.12-5 Operational Noise Level Compliance (L_{max})

Receiver Location ¹	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	55.6	55.5	80	60	No	No
R2	53.7	53.6	80	60	No	No
R3	50.7	50.6	80	60	No	No
R4	49.9	49.8	80	60	No	No

¹ See Figure 4.12-3 for the receiver locations.

² Project operational noise levels as shown on Tables 9-2 and 9-3 of the Noise Analysis, which is included as Appendix J.

³ Exterior noise level standard described previously.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

Daytime = 7:01 a.m. to 10:00 p.m.; Nighttime = 10:01 p.m. to 7:00 a.m.

Source: (Urban Crossroads, 2023e)

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 land use such as the Project to demonstrate compliance at any noise-sensitive land use within 160 feet of the Project site. Table 4.12-6, *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 (L_{eq}) to 24-hour CNELs. Table 4.12-6 indicates that the 24-hour noise levels associated with the Project at the nearby receiver locations are expected to range from 48.3 to 54.1 dBA CNEL. The Project-related operational noise levels shown on Table 4.12-6 would satisfy the City of Perris 60 dBA CNEL exterior noise level standards at the nearby sensitive receiver locations; therefore, Project-related noise during long-term operations would be less than significant.

Table 4.12-6 Operational Noise Level Compliance (CNEL)

Receiver Location ¹	Project Operational Noise Levels			Exterior Noise Level Standards (CNEL) ³	Noise Level Standards Exceeded? ⁴
	Daytime (dBA L _{eq})	Nighttime (dBA L _{eq})	24-Hour (CNEL)		
R1	47.6	47.4	54.1	60	No
R2	45.7	45.5	52.2	60	No
R3	42.7	42.5	49.2	60	No
R4	41.9	41.7	48.3	60	No

¹ See Exhibit 4.12-3 for the receiver locations.

² Project operational noise level calculations are included in Appendix 9.2 of the Noise Analysis, which is included as Appendix J.

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?

"Daytime = 7:01 a.m. to 10:00 p.m.; Nighttime = 10:01 p.m. to 7:00 a.m.

Source: (Urban Crossroads, 2023e)

Project Operational Noise Increases

To describe the Project operational noise level contributions, the Project operational noise levels are 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 Project’s Noise Analysis (Appendix J of this EIR) for a description of how Project-related noise level contributions were calculated. Noise levels that would be experienced at receiver locations when Project-source noise is added to the ambient daytime and nighttime conditions are presented on Table 4.12-7, *Project Daytime Noise Level Contributions*, and Table 4.12-8, *Project Nighttime Noise Level Contributions*.

Table 4.12-7 Project Daytime Noise Level Contributions (dBA L_{eq})

Receiver Location ¹	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	47.6	L1	56.3	56.8	0.5	5.0	No
R2	45.7	L2	53.1	53.8	0.7	5.0	No
R3	42.7	L3	62.7	62.7	0.0	3.0	No
R4	41.9	L4	59.4	59.5	0.1	5.0	No

¹ See Figure 4.12-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 4.12-6.

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 Project activities.

⁷ Significance increase criteria as described above.

Source: (Urban Crossroads, 2023e)

Table 4.12-8 Project Nighttime Noise Level Contributions (dBA L_{eq})

Receiver Location ¹	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	47.4	L1	53.4	54.4	1.0	5.0	No
R2	45.5	L2	49.0	50.6	1.6	5.0	No
R3	42.5	L3	60.8	60.9	0.1	3.0	No
R4	41.7	L4	56.1	56.3	0.2	5.0	No

¹ See Figure 4.12-3 for the receiver locations.
² Total Project nighttime operational noise levels as shown on Table 4.12-5.
³ Reference noise level measurement locations as shown on Figure 4.12-1.
⁴ Observed nighttime 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 Project activities.
⁷ Significance Criteria as defined herein.
 Source: (Urban Crossroads, 2023e)

As indicated on Table 4.12-7 and Table 4.12-8, the Project would contribute a daytime operational noise level increase of up to 0.7 dBA Leq and a nighttime operational noise level increase of up to 1.6 dBA Leq at the receiver locations. Because the Project-related operational noise level contributions 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, the increases at the sensitive receiver locations are considered less than significant.

Traffic-Related Noise Impacts

Under existing conditions, it is expected that Project truck traffic would utilize the interchange of Harley Knox Boulevard at the I-215. 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 J of this EIR. Table 6-1 of the Noise Analysis present the roadway parameters used to assess the Project’s off-site transportation noise impacts. The estimated Project trip generation is presented in Section 4.14, *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 traffic scenarios are presented in Tables 6-5 to 6-8 of the Noise Analysis (Appendix J of this EIR).

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 based on the PVCCSP EIR significance criteria discussed previously. 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.

Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes:

- Existing (2021)
- Existing Plus Project (E+P) – Phase 1
- E+P – Project Buildout (Phase 1 + Phase 2)
- Existing Plus Ambient Growth Plus Cumulative (E+A+C) (2023)
- Existing Plus Ambient Growth Plus Project (Phase 1) Plus Cumulative (E+A+P+C) (2023)
- Existing Plus Ambient Growth Plus Cumulative (E+A+C) (2025)
- Existing Plus Ambient Growth Plus Project Buildout Plus Cumulative (E+A+P+C) (2025)

Table 4.12-9, *Existing Conditions with Project (Phase 1) Traffic Noise Impacts*, identifies the estimated exterior traffic noise levels, without barrier attenuation, for the 4 study area roadway segments under Existing and Existing with Project (Phase 1) conditions. Table 4.12-9 shows that the traffic noise levels under existing conditions would range from 64.4 to 76.8 dBA CNEL and Existing with Project (Phase 1) conditions with trucks would range from 67.5 to 77.0 dBA CNEL. The Project is expected to generate existing off-site traffic noise level increases ranging from 0.0 dBA CNEL to up to 3.8 dBA CNEL. Based on the 5 dBA CNEL increase significance criteria when noise levels at noise-sensitive land uses are below 60 dBA CNEL or the 3 dBA CNEL increase criteria when the noise levels already exceed 60 dBA CNEL, all other roadway segments would not experience noise level increases at sensitive receivers under Existing with Project (Phase 1) conditions that would exceed the established thresholds of significance. Therefore, impacts would be less than significant.

Table 4.12-9 Existing Conditions with Project (Phase 1) Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use? ²	Incremental Noise Level Increase Threshold ³	
			Existing Ambient	Existing +Project	Project Increase		Limit	Exceeded?
1	Western Wy.	s/o Nandina Av.	64.7	67.5	2.8	No	5.0	No
2	Nandina Av.	e/o Natwar Ln.	64.4	68.2	3.8	No	5.0	No
3	Harley Knox Blvd.	w/o Western Wy.	76.8	77.0	0.2	No	3.0	No
4	Harley Knox Blvd.	e/o Western Wy.	76.7	76.7	0.0	No	3.0	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the nearest adjacent land use.

² Yes = Existing, noise-sensitive land uses adjacent to the study area roadway segment.

³ Does the Project create an incremental noise level increase exceeding the established significance criteria?

Source: (Urban Crossroads, 2023e)

Table 4.12-10, *Existing Conditions with Project (Phase 1+2) Traffic Noise Impacts*, shows that the traffic noise levels under existing conditions would range from 64.4 to 76.8 dBA CNEL and Existing with Project (Phase 1+2) conditions with trucks would range from 67.3 to 77.0 dBA CNEL. The Project is expected to generate existing off-site traffic noise level increases ranging from 0.0 dBA CNEL to up to 3.6 dBA CNEL. Based on the 5 dBA CNEL increase significance criteria when noise levels at noise-sensitive land uses are below 60 dBA CNEL or the 3 dBA CNEL increase criteria when the noise levels already exceed 60 dBA CNEL, all other roadway segments would not experience noise level increases at sensitive receivers

under Existing with Project (Phase 1+2) conditions that would exceed the established thresholds of significance. Therefore, impacts would be less than significant.

Table 4.12-10 Existing Conditions with Project (Phase 1+2) Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use? ²	Incremental Noise Level Increase Threshold ³	
			Existing Ambient	Existing +Project	Project Increase		Limit	Exceeded?
1	Western Wy.	s/o Nandina Av.	64.7	67.3	2.6	No	5.0	No
2	Nandina Av.	e/o Natwar Ln.	64.4	68.0	3.6	No	5.0	No
3	Harley Knox Blvd.	w/o Western Wy.	76.8	77.0	0.2	No	3.0	No
4	Harley Knox Blvd.	e/o Western Wy.	76.7	76.4	0.0	No	3.0	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the nearest adjacent land use.

² Yes = Existing, noise-sensitive land uses adjacent to the study area roadway segment.

³ Does the Project create an incremental noise level increase exceeding the established significance criteria?

Source: (Urban Crossroads, 2023e)

Table 4.12-11, *EAC (2023) Conditions with Project Traffic Noise Impacts*, shows that the traffic noise levels with Existing Plus Ambient Growth Plus Cumulative Projects (EAC 2023) without Project conditions would range from 64.7 to 78.0 dBA CNEL and EAC (2023) with Project conditions with trucks would range from 68.4 to 78.1 dBA CNEL. The Project is expected to generate existing off-site traffic noise level increases ranging from 0.0 dBA CNEL to up to 3.7 dBA CNEL. Based on the 5 dBA CNEL increase significance criteria when noise levels at noise-sensitive land uses are below 60 dBA CNEL or the 3 dBA CNEL increase criteria when the noise levels already exceed 60 dBA CNEL, all other roadway segments would not experience noise level increases at sensitive receivers under EAC (2023) with Project conditions that would exceed the established thresholds of significance. Therefore, impacts would be less than significant.

Table 4.12-11 EAC (2023) Conditions with Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use? ²	Incremental Noise Level Increase Threshold ³	
			Existing Ambient	Existing +Project	Project Increase		Limit	Exceeded?
1	Western Wy.	s/o Nandina Av.	67.8	69.4	1.6	No	5.0	No
2	Nandina Av.	e/o Natwar Ln.	64.7	68.4	3.7	No	5.0	No
3	Harley Knox Blvd.	w/o Western Wy.	78.0	78.1	0.1	No	3.0	No
4	Harley Knox Blvd.	e/o Western Wy.	77.7	77.7	0.0	No	3.0	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the nearest adjacent land use.

² Yes = Existing, noise-sensitive land uses adjacent to the study area roadway segment.

³ Does the Project create an incremental noise level increase exceeding the established significance criteria?

Source: (Urban Crossroads, 2023e)

Table 4.12-12, *EAC (2025) with Project Traffic Noise Impacts*, shows that the traffic noise levels with Existing Plus Ambient Growth Plus Cumulative Projects (EAC 2025) without Project conditions would range from 64.9 to 78.4 dBA CNEL and EAC (2025) with Project conditions with trucks would range from 68.3 to 78.5 dBA CNEL. The Project is expected to generate existing off-site traffic noise level increases

ranging from 0.0 dBA CNEL to up to 3.4 dBA CNEL. Based on the 5 dBA CNEL increase significance criteria when noise levels at noise-sensitive land uses are below 60 dBA CNEL or the 3 dBA CNEL increase criteria when the noise levels already exceed 60 dBA CNEL, all other roadway segments would not experience noise level increases at sensitive receivers under EAC (2025) with Project conditions that would exceed the established thresholds of significance. Therefore, impacts would be less than significant.

Table 4.12-12 EAC (2025) with Project Traffic Noise Impacts

ID	Road	Segment	CNEL at Adjacent Land Use (dBA) ¹			Noise-Sensitive Land Use? ²	Incremental Noise Level Increase Threshold ³	
			Existing Ambient	Existing +Project	Project Increase		Limit	Exceeded?
1	Western Wy.	s/o Nandina Av.	68.5	69.8	1.3	No	5.0	No
2	Nandina Av.	e/o Natwar Ln.	64.9	68.3	3.4	No	5.0	No
3	Harley Knox Blvd.	w/o Western Wy.	78.4	78.5	0.1	No	3.0	No
4	Harley Knox Blvd.	e/o Western Wy.	78.2	78.2	0.0	No	3.0	No

¹ The CNEL is calculated at the boundary of the right-of-way of each roadway and the nearest adjacent land use.

² Yes = Existing, noise-sensitive land uses adjacent to the study area roadway segment.

³ Does the Project create an incremental noise level increase exceeding the established significance criteria?

Source: (Urban Crossroads, 2023e)

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Construction-related noise impacts, on-site operational, and off-site traffic-related operational noise impacts would be less than significant.

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

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Using the vibration source level of construction equipment provided on Table 10-4 of the Project’s Noise Analysis (Appendix J) and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration building damage impacts.

Table 4.12-13, *Construction Equipment Vibration Levels*, presents the expected Project related vibration levels at the nearby building structure locations. As shown in Table 4.12-13, at distances ranging from 1,613 to 3,282 feet from the Project construction boundary to the receiver building locations, construction vibration velocity levels are estimated at 0.000 PPV (in/sec). Based on maximum acceptable vibration threshold identified in the PVCC SP EIR (Page 4.9-27) of 0.5 PPV (in/sec), Project construction vibration levels would not exceed the building damage thresholds at all sensitive residential receiver locations, and therefore, vibration-related impacts would be less than significant. Further, the typical construction

vibration levels are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site boundaries.

Table 4.12-13 Construction Equipment Vibration Levels

Receiver ¹	Distance to Construction Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³					Thresholds PPV (in/sec) ⁴	Threshold Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	1,613	0.000	0.000	0.000	0.000	0.000	0.5	No
R2	2,129	0.000	0.000	0.000	0.000	0.000	0.5	No
R3	3,037	0.000	0.000	0.000	0.000	0.000	0.5	No
R4	3,282	0.000	0.000	0.000	0.000	0.000	0.5	No

¹ Receiver locations are shown on Figure 4.12-2.

² Distance from Project construction boundary to the receiver building structure.

³ Based on the Vibration Source Levels of Construction Equipment (Table 10-4) of the Noise Analysis, which is included as Appendix J.

⁴ PVCC SP EIR, Page 4.9-27.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

"PPV" = Peak Particle Velocity

Source: (Urban Crossroads, 2023e)

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

Project-generated vibration impacts during construction 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 area to excessive noise levels?

There are no private airport facilities within the Project vicinity, although the MARB/IPA is located adjacent to the Project site. As previously discussed, the MARB/IPA ALUCP, Map MA-1, indicates that the Project site is located within Compatibility Zones B-2, and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a high noise impact, and is mostly within or near the 60 to 70 dBA CNEL noise contour boundaries. Further, the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA ALUCP identifies no prohibited uses other than noise sensitive outdoor uses are not permitted. The MARB/IPA ALUCP does not identify industrial-use specific noise compatibility standards, and therefore, the OPR Land Use Compatibility for Community Noise Exposure, previously discussed, is used to assess potential aircraft-related noise levels within the Project area. The OPR guidelines indicate that industrial uses, such as the Project, are considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL. The Project is within the 70 dBA CNEL noise contour and would have a less than significant related to the exposure of people to excessive noise levels from airport operations. 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.

4.12.5 CUMULATIVE IMPACTS

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. As it is unlikely that any other cumulative developments would be under construction in close 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 4.12-5 and Table 4.12-6, 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 traffic-related noise impacts, Tables 4.12-11 and 4.12-12 present a comparison of the Existing and the Existing plus Ambient plus Cumulative (EAC) with Project CNEL noise levels with trucks in 2023 and 2025. The cumulative off-site traffic noise impacts would range from 0.0 dBA CNEL to 3.7 dBA CNEL in 2023, and 0.0 dBA CNEL to 3.4 dBA CNEL in 2025. Based on the 5 dBA CNEL increase significance criteria when noise levels at noise-sensitive land uses are below 60 dBA CNEL or the 3 dBA CNEL increase criteria when the noise levels already exceed 60 dBA CNEL, the Project's off-site traffic-related noise impacts would not result in a cumulative increase in noise levels that exceeds the City's thresholds of significance.

The analysis presented under Threshold b demonstrates that Project-related vibration impacts would be less than significant during Project construction. As it is unlikely that other sources of vibration would occur concurrent with Project construction activities, impacts would be less-than-cumulatively considerable.

The Project would not be exposed to airport-related noise levels in excess of 70 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

Urban Crossroads, 2023e. *First March Logistics Project Noise Impact Analysis, City of Perris*. February 23, 2023. Included in Appendix J of this EIR.

<u>Section</u>	<u>Page</u>
4.13 Public Services	4.13-1
4.13.1 Existing Setting	4.13-1
4.13.2 Existing Policies and Regulations	4.13-1
4.13.3 Thresholds of Significance.....	4.13-2
4.13.4 Environmental Impacts	4.13-3
4.13.5 Cumulative Impacts	4.13-6
4.13.6 References	4.13-6

4.13 PUBLIC SERVICES

This Section identifies and evaluates the Project's potential impacts on existing public fire protection and police protection services. The analysis in this Section is based in part on information from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR and City of Perris General Plan. All references used in this Section are listed below under Subsection 4.13.6, *References*. Refer to Section 6.1, *Effects Determined Not to be Significant*, of this EIR for a discussion of impacts to schools, parks, and other public facilities.

There were no comments received on the Notice of Preparation or at the January 19, 2022 Draft EIR public scoping meeting regarding public services.

4.13.1 EXISTING SETTING

Fire Protection Services

The California Department of Forestry and Fire Protection (CAL FIRE), under contract with the County of Riverside and operating as the Riverside County Fire Department (RCFD), provides fire prevention and suppression to the City of Perris. The two nearest fire stations to the Project site are RCFD Station No. 59 and RCFD Station No. 90, which both exclusively serve the City of Perris. RCFD Station No. 59 is located at 21510 Pinewood Street, approximately 4.6 roadway miles southwest of the Project site. RCFD Station No. 90 is located at 333 Placentia Avenue, approximately 5.1 roadway miles southeast of the Project site. Other RCFD stations respond to emergency service calls in the City on an as-needed basis. (City of Perris, 2016c; Google Earth Pro, 2020)

Police Protection Services

The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides law enforcement services to the City. The Perris Police Station is located at 137 N. Perris Boulevard Street, approximately 6.4 roadway miles southeast of the Project site (City of Perris, 2020; Google Earth Pro, 2020). Sheriff response times vary by time of day and priority of the call. Average response time from dispatch to on-scene arrival for Priority I calls as of August 2019 was 9.44 minutes and for Priority IA calls as of August 2019 was 6.76 minutes (Grimm, 2019)

4.13.2 EXISTING POLICIES AND REGULATIONS

State

Public Resources Code (PRC) Sections 4290-4290.5

This portion of the Public Resources Code (PRC) requires minimum Statewide fire safety standards pertaining to road standards for fire equipment access; signs identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fuel breaks and greenbelts. With certain exceptions, all new construction after July 1, 1991, in potential wildland fire areas, is required to meet these Statewide standards. The State requirements, however, do not supersede more restrictive local regulations. (CA Legislative Information, 2020)

California Code of Regulations (CCR) Title 24, Parts 2 and 9 – Fire Codes

Part 2 of Title 24 of the CCR refers to the California Building Code which contains complete regulations and general construction building standards of State of California adopting agencies, including administrative, fire and life safety and field inspection provisions. Part 2 was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 refers to the California Fire Code, which contains other fire safety-related building standards. Chapter 7A, “Materials and Construction Methods for Exterior Wildfire Exposure,” in the 2019 California Building Code addresses fire safety standards for new construction and Section 701A.3 addresses “New Buildings Located in Any Fire Hazard Severity Zone or any Wildland-Urban Interface Fire Area.” (BSC, 2020)

Local

City of Perris Municipal Code Section 19.68.020 (Development impact fees)

City of Perris Section 19.68.020, Development Impact Fees, establishes a development impact fee (DIF) program that requires new development to bear its fair share cost of providing facilities reasonably needed to serve that development. The DIF amounts shall be established and adjusted by resolution of the city council from time to time in accordance with the procedures set forth in State law. (City of Perris, 2019)

4.13.3 THRESHOLDS OF SIGNIFICANCE

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

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
 - i. Fire protection
 - ii. Police protection
 - iii. Schools
 - iv. Parks
 - v. Other public facilities

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. The City has determined that the Project would have less than significant under thresholds iii, iv, and v. Refer to Section 5.0, *Other CEQA Consideration*, of this EIR, for further analysis on these thresholds.

4.13.4 ENVIRONMENTAL IMPACTS

Applicable PVCCSP Standards and Guidelines and Mitigation Measures

The PVCCSP includes Standards and Guidelines relevant to public services. These Standards and Guidelines (summarized below) are incorporated as part of the proposed 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 MMs for public services 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

- Crime Prevention Measures

4.2.2 Site Layout for Commerce Zones

- 4.2.2.2 Vehicular Access and On-Site Circulation: Emergency Vehicle Access

4.2.4 Lighting

- 4.2.4.1 General Lighting: Safety and Security; and Outdoor Lighting
- 4.2.4.3 Parking Lot Lighting: Parking Lot Lighting Required

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

- Fire Protection

Landscape Standards and Guidelines (Chapter 6.0 of the PVCCSP)

6.1 On-Site Landscape General Requirements

- Avoid Interference with Project Lighting/Utilities/Emergency Apparatus.

6.1.2. Landscape in Parking Lots

- Pedestrian Linkages

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

8.2 Industrial Development Standards and Guidelines

8.2.1 Industrial Site Layout

- 8.2.1.4 Employee Break Areas and Amenities: Outdoor Break Areas; Additional Amenities for Buildings Exceeding 100,000 S.F.; and Connection to Adjacent Amenities.

Impact Analysis

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

i. Fire protection?

ii. Police protection?

Fire Protection Services

The Project site lies within the northeast portion of the PVCCSP and the Project does not require a to change the site’s current specific plan land use designation. Implementation of the Project would not involve new residential uses or increase the City’s population; however, the operation of the proposed warehouse buildings would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped site. According to the National Fire Protection Association (NFPA), the Project meets the “urban” land use category, which requires a 9-minute total response time (NFPA, 2019a; NFPA, 2019b). 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 District (NPRBBD) fees, inclusive to the City’s DIF, which provides a funding source for construction of fire facilities due to impacts related to the future growth in the City. The Project would not require the construction of new or expanded fire protection facilities and would be primarily served by RCFD Station No. 59, an existing fire station located approximately 4.6 roadway miles southwest of the Project site (Google Earth Pro, 2020).

The Project would not conflict with any of the applicable policies from the City of Perris General Plan pertaining to the topic of public services (including fire protection services). Additionally, the Project is consistent with the site’s existing PVCCSP land use designation of Light Industrial and General Industrial. The Project Applicant would be implementing a land use that has been evaluated in the PVCCSP EIR. As stated above, the PVCCSP EIR Initial Study concluded that buildout of the PVCCSP would result in less-than-significant impacts to fire protection services with mandatory adherence to General Plan policies and City of Perris Municipal Code Section 19.68.020 (i.e., payment of DIFs related to public services).

Section 19.68.020 of the City's Municipal Code requires payment of DIFs to mitigate the cost of public facilities needed to serve new development. Mandatory DIF payments would ensure that the Project provides fair share funds for the provision of additional protection services, which may be applied to fire facilities and/or equipment, to offset the Project's proposed incremental increase in the demand for fire protection services. Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protection services. Impacts would be less than significant.

Police Protection Services

The Riverside County Sheriff's Department, under contract with the City and operating as the Perris Police Department, provides police protection services to the Project site. As mentioned in Subsection 4.13.1, the Perris Police Department is located at 137 N. Perris Boulevard and is approximately 6.4 roadway miles southeast of the Project site.

Under existing conditions, the Project site is vacant and undeveloped. The Project Applicant proposes to develop the site with industrial uses, which does not include a residential component; therefore, the Project would not lead to a direct increase in the City's population that would substantially generate demand for police protection services. However, the Project Applicant would develop an undeveloped, vacant site with two warehouse buildings that would generate approximately 542 employees (one employee per 1,030 sf is estimated for Light Industrial floor space). Accordingly, it is anticipated that implementation of the Project would generate a nominal increase in the demand for services from the Perris Police Department.

The Project would not conflict with any of the applicable policies from the City of Perris General Plan pertaining to the topic of public services (including police protection services). Additionally, the Project is consistent with the site's existing PVCCSP land use designation of Light Industrial and General Industrial. The Project Applicant would be implementing a land use that has been evaluated in the PVCCSP EIR. As stated above, the PVCCSP EIR Initial Study concluded that buildout of the PVCCSP would result in less-than-significant impacts to police protection services with mandatory adherence to General Plan policies and City of Perris Municipal Code Section 19.68.020 (i.e., payment of DIFs related to public services).

Mandatory payment of required DIFs would ensure that the proposed Project provides fair share funds for the provision of additional police protection services, which may be applied to police facilities and/or equipment, to offset the proposed Project's incremental increase in the demand for police protection services. Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered police protection facilities, and would not exceed applicable service ratios or response times for police protection services. 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 conclusions of the PVCCSP EIR and Initial Study.

4.13.5 CUMULATIVE IMPACTS

The development of the Project site in accordance with the land uses permitted within the PVCCSP would result in an incremental increase in demand for fire and police protection services to the site. However, both the RCFD and the Perris Police Department have existing facilities in place to adequately serve the Project site in its developed condition in addition to the Departments' other service commitments in their respective areas. There is no reasonable potential that new police or fire protection stations would be needed or that existing stations would need to be physically altered to accommodate necessary personnel and equipment. Accordingly, the Project would have a less-than-cumulatively considerable impact with respect to resulting in adverse physical impacts related to police and fire protection services.

4.13.6 REFERENCES

Building Standards Commission (BSC). 2020 (January 1). *2019 California Buildings Standard Code Title 24*. Web. Accessed January 31, 2020. Available: <https://www.dgs.ca.gov/BSC/Codes#@ViewBaq.JumpTo>.

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<u>Section</u>	<u>Page</u>
4.14 Transportation	4.14-1
4.14.1 Existing Setting	4.14-2
4.14.2 Existing Policies and Regulations	4.14-7
4.14.3 Thresholds of Significance	4.14-10
4.14.4 Environmental Impacts	4.14-11
4.14.5 Cumulative Impacts	4.14-30
4.14.6 References	4.14-33

FIGURES

<u>Figure</u>	<u>Page</u>
Figure 4.14-1 Existing Circulation System	4.14-3
Figure 4.14-2 City of Perris Truck Route Plan	4.14-4
Figure 4.14-3 Existing Transit Routes	4.14-5
Figure 4.14-4 Existing Bicycle and Pedestrian Facilities	4.14-6
Figure 4.14-5 Project (Passenger Cars) Trip Distribution	4.14-19
Figure 4.14-6 Project (Truck) Trip Distribution	4.14-20
Figure 4.14-7 Cumulative Development Location Map	4.14-32

TABLES

<u>Table</u>	<u>Page</u>
Table 4.14-1 Trip Generation Summary	4.14-18
Table 4.14-2 City of Perris General Plan Consistency Analysis	4.14-22
Table 4.14-3 TDM Strategies	4.14-27

4.14 TRANSPORTATION

This section assesses transportation impacts resulting from implementation of the Project. In accordance with Senate Bill (SB) 743, further discussed under 4.14.2 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.

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 project-level traffic impact studies to be prepared for individual development projects in the PVCCSP 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 *First March Logistics Project Traffic Impact Analysis, City of Perris* has been prepared (Urban Crossroads, 2023f), and is provided in Appendix K1 of this EIR, for informational purposes and to comply with PVCCSP EIR mitigation measure MM Trans 7. 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. The VMT Analysis, *First March Logistics Vehicle Miles Traveled Analysis*, is provided in Appendix K2 of this EIR (Urban Crossroads, 2022b).

In response to the Notice of Preparation (NOP), comments regarding transportation were received from the Riverside County Transportation Department who provided recommendation on the scope of the traffic study for the Project and requested that the study should follow the Riverside County Transportation Analysis Guidelines. Additionally, the March Joint Power Authority (MJPA) recommends the following items be analyzed: (1) Incorporate the traffic analysis and assumptions for the Veterans Industrial Park 215 Project; (2) Traffic Scoping Agreement be made available to MJPA prior to approval; (3) coordinate all proposed storm drainage with RCFC, TriLake Engineering and MARB; (4) identification of the use of Van Buren only for local deliveries. Additionally, the Center for Community Action and Environmental Justice (CCA EJ) expressed concern on transportation options and request that the EIR identify mitigations to reduce transportation impacts and the City's Active Transportation Plan and guidance on bikeway selection provided by the state and federal agencies.

Additionally, at the Draft EIR public scoping meeting on January 19, 2022, the Planning Commissioners, organizations' representatives, and members of the public requested that the following issues be addressed: traffic impacts due to increase in trucks and employees; use of truck routes that avoid sensitive receptors; and alternative modes of transportation be provided to access the Project site.

4.14.1 EXISTING SETTING

Regional and Local Roadway Circulation System

As identified in the PVCCSP EIR, there are two primary transportation facilities located within the PVCCSP area: I-215 and Ramona Expressway. I-215, traversing north to south, is the only State highway located in the Specific Plan area and parallels its western boundary. Ramona Expressway is a City facility that traverses east to west through the PVCCSP area. Under existing conditions, regional access to the Project site is provided via I-215. Local access to the Project site is currently provided from Natwar Lane and Western Way. Figure 4.14-1, *Existing Circulation System*.

Truck Routes

The City's designated truck route map is shown on Figure 4.14-2, *City of Perris Truck Route Plan*. As shown, Harley Knox Boulevard is identified as a designated truck route. The truck route for the Project site under existing conditions is for truck traffic to travel south on either Natwar Lane and Western Way and then west Harley Knox Boulevard to I-215.

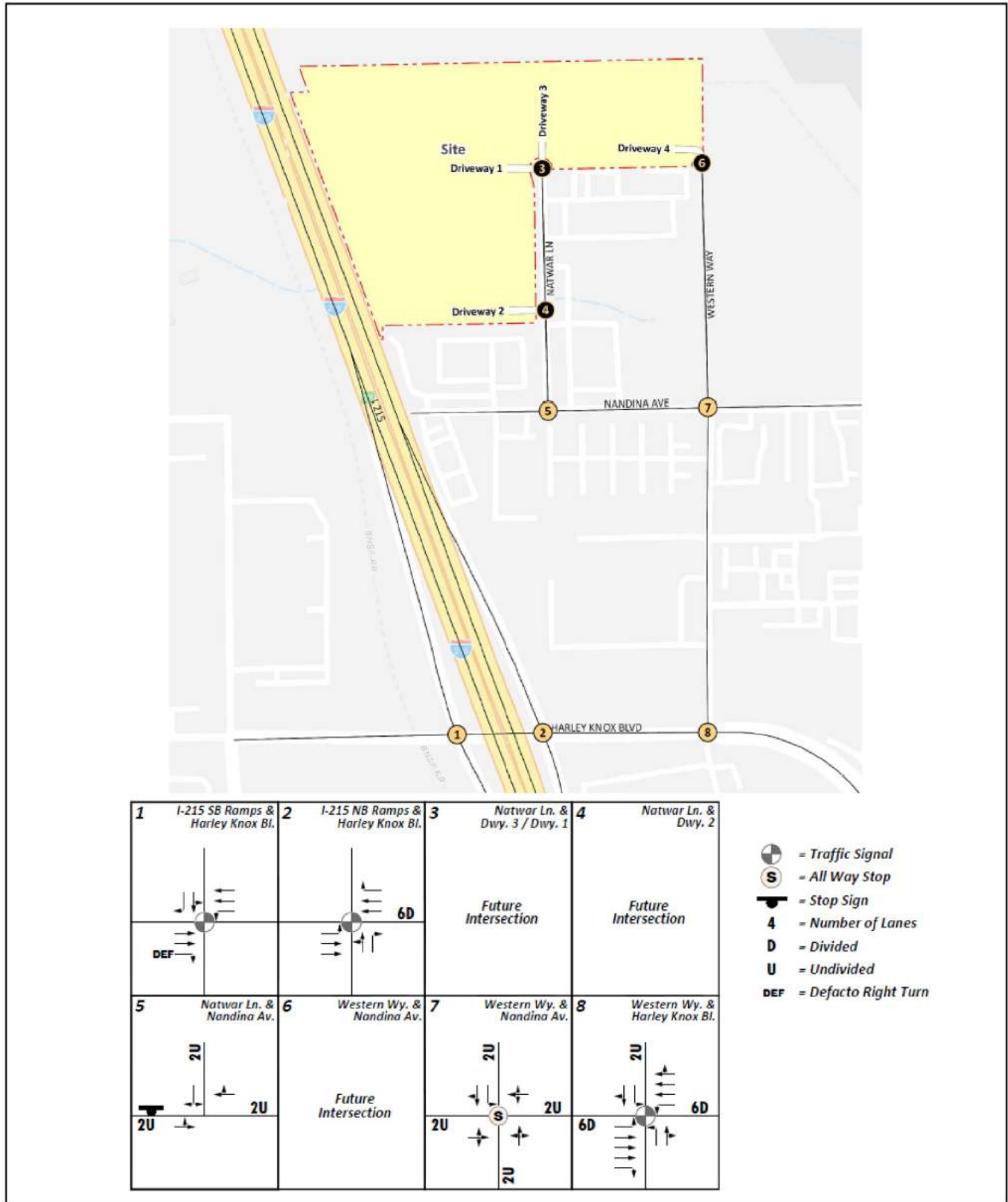
Transit Service

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 4.14-3, *Existing Transit Routes*, there are no existing bus routes within close proximity to the Project site. However, a potential route is identified along Harley Knox Boulevard, with the closest potential bus stop at the intersection of Western Way and Harley Knox Boulevard. 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.

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.

Bicycle and Pedestrian Facilities

In an effort to promote alternative modes of transportation, the City of Perris General Plan Circulation Element and PVCCSP identify trails and bicycle facilities. The PVCCSP Trail System is shown on Figure 3.0-5 of the PVCCSP. Harley Knox Boulevard currently has Class II bike lanes. Field observations conducted in March 2019 (pre-COVID) indicate nominal pedestrian and bicycle activity within the study area, which is not anticipated to be much different from current activity based on the development that has occurred in the immediate vicinity since March 2019. Figure 4.14-4, *Existing Bicycle and Pedestrian Facilities*, depicts the existing bicycle and pedestrian facilities, including bike lanes, sidewalks, and crosswalk locations.

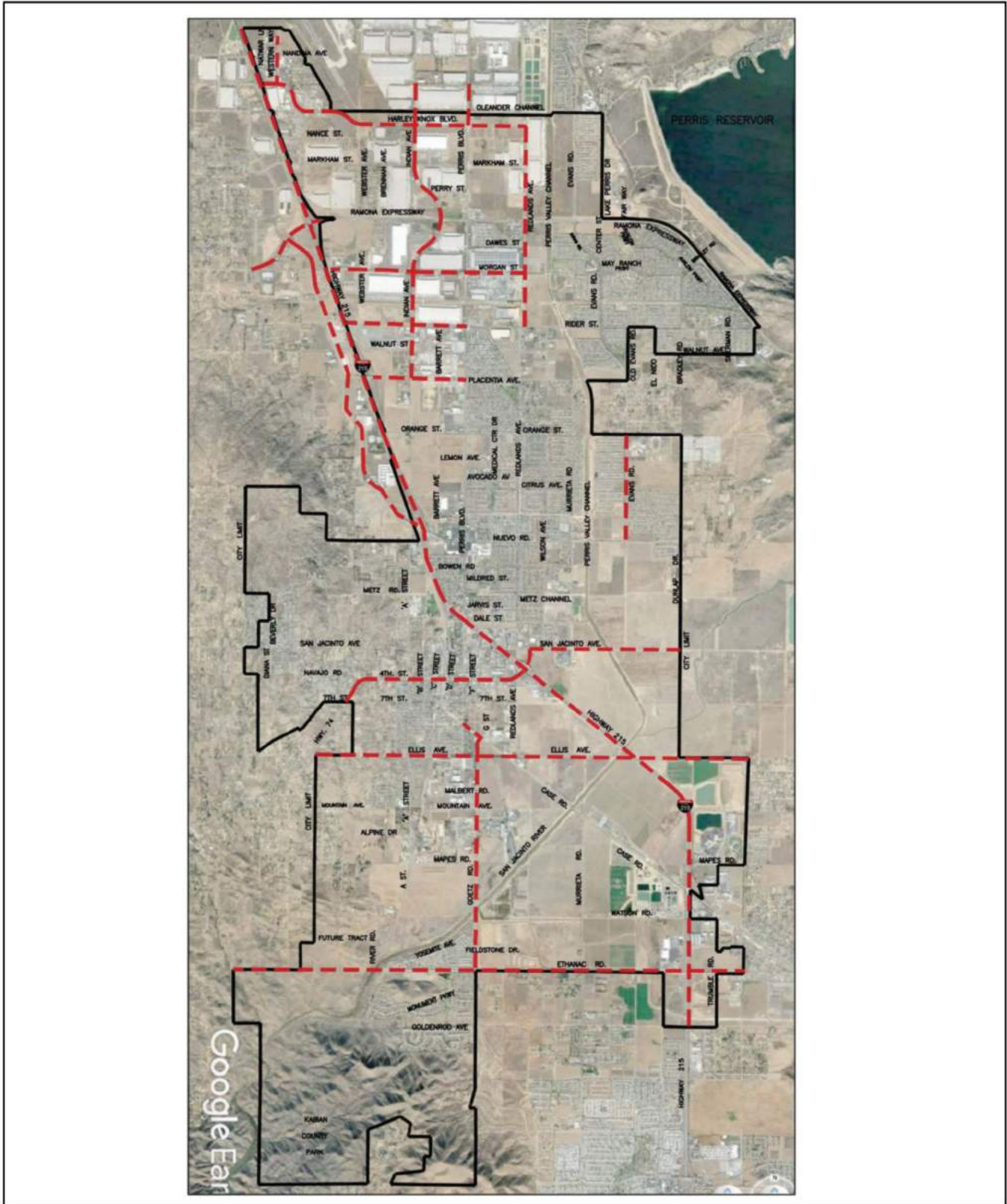


Source(s): Urban Crossroads (06-28-2021)

Figure 4.14-1



Existing Circulation System



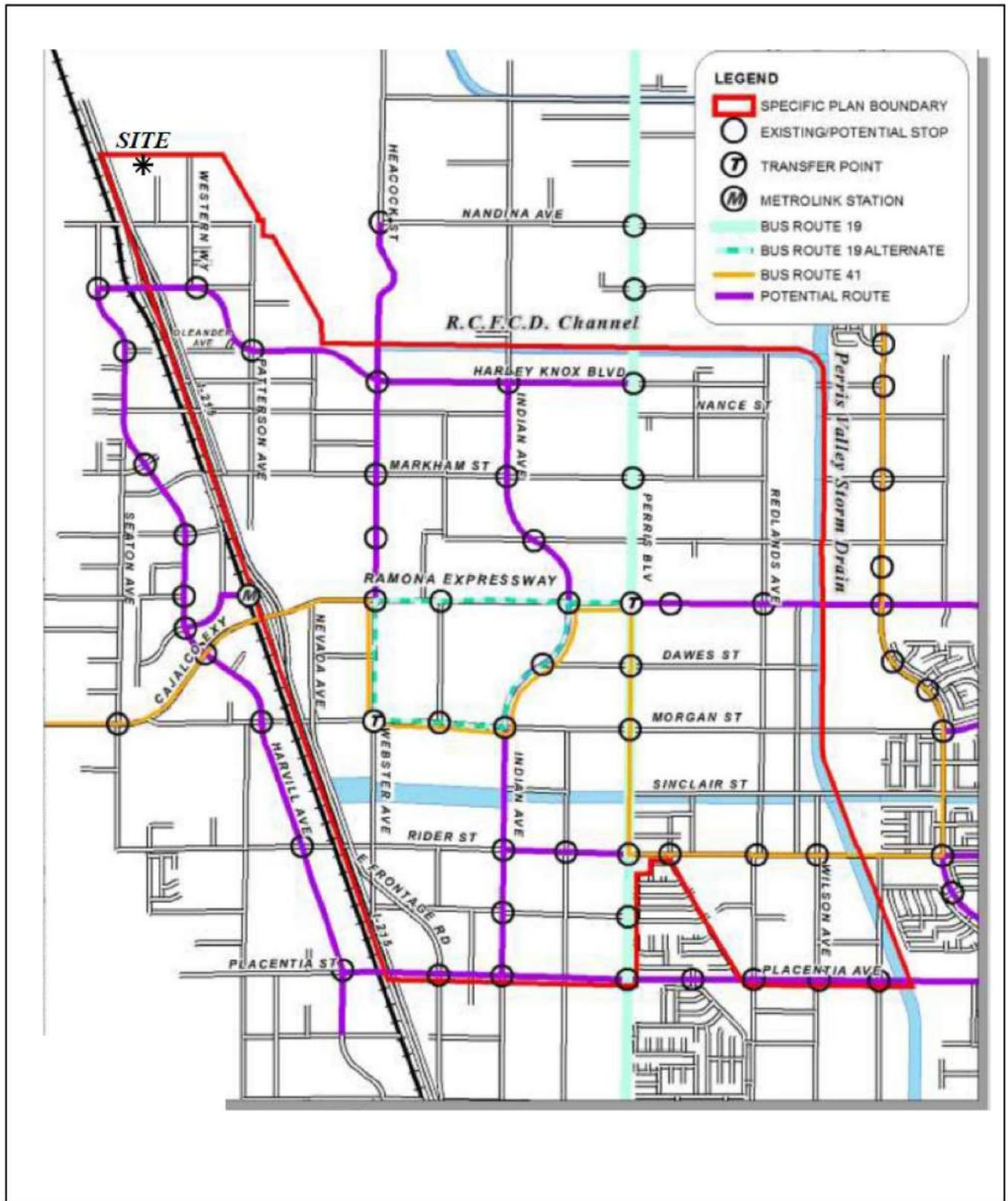
Source(s): Urban Crossroads (11-14-2022)

Figure 4.14-2



Not to Scale

City of Perris Truck Route Plan

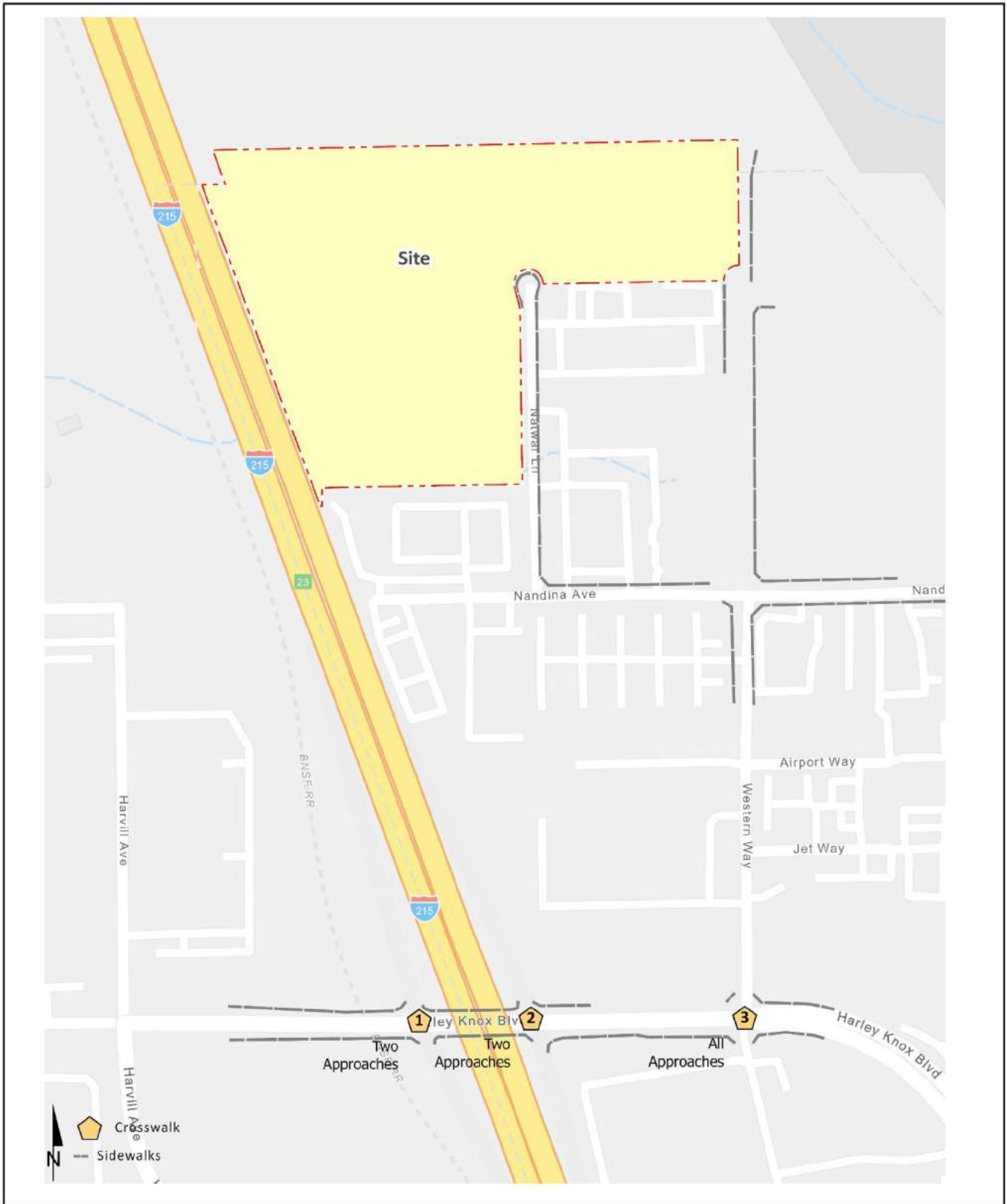


Source(s): Urban Crossroads (06-28-2021)

Figure 4.14-3

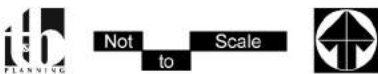


Existing Transit Routes



Source(s): Urban Crossroads (06-28-2021)

Figure 4.14-4



Not to Scale

Existing Bicycle and Pedestrian Facilities

4.14.2 EXISTING POLICIES AND REGULATIONS

Section 4.10 of the PVCCSP EIR provides a discussion of “Related Regulations” relevant to development within the PVCCSP area, including Levels of Service, City of Perris General Plan, Fair Share Fee Programs, Guidelines Pertaining to Fire Department Access, and Design Considerations. The Project-specific Traffic Analysis included in Appendix K1 of this EIR also discusses existing regulations related to transportation and circulation. 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 the State 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.

Regional Plans

SCAG Regional Transportation Plan/Sustainable Communities Strategy

As further discussed in Section 4.11, *Land Use and Planning*, of this 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 site is within SCAG’s regional authority. On September 3, 2020 SCAG’s Regional Council approved and fully adopted Connect SoCal (2020-2045 RTP/SCS) and the addendum to the Connect SoCal Program Environmental Impact Report. 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. (SCAG, 2020)

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. 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. (SCAG, 2018)

County of Riverside Congestion Management Program

Within the SCAG region, there are five Congestion Management Agencies (CMAs) that have the responsibility of preparing the Congestion Management Program (CMP) for their respective county. In its role as Riverside County's CMA, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to focus on meeting federal Congestion Management System guidelines. The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. RCTC adopted the current CMP in 2011. None of the study area intersections are identified as CMP facilities in the County of Riverside CMP. However, the RCTC monitors the CMP roadway network system to minimize LOS deficiencies. The RCTC does not require TIAs for development proposals. However, the City is required to maintain minimum LOS thresholds identified in the General Plan and continues to require TIAs on development projects.

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 based information presented in the Project-specific Traffic Analysis (Urban Crossroads, 2023f).

Transportation Uniform Mitigation Fee (TUMF) Program

The Western Riverside Council of Governments (WRCOG) is responsible for establishing and updating TUMF rates. The County 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 listed of improvements funded by each of these fee programs. Fees are based upon projected land uses and a related transportation need to address growth based upon a 2016 Nexus study. TUMF is an ambitious regional program created to address cumulative impacts of growth throughout western Riverside County. Program guidelines are being handled on an iterative basis. Exemptions, credits, reimbursements, and local administration are being deferred to primary agencies. The County of Riverside serves this function for the Project. Fees submitted to the County are passed on to the WRCOGs 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.

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. As such, the Project will be subject to 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). NPRBBD fees are inclusive of TUMF and DIF. The City of Perris DIF program is 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. Table 8-1 of the Project-specific Traffic Analysis included in Appendix K1 lists each facility identified within the NPRBBD, the General Plan roadway classification and the current estimated construction cost for the facilities. The listed facilities identified within the NPRBBD provide additional benefit by providing alternate truck routes in the City of Perris. NPRBBD fees are to be paid in conjunction with TUMF and City DIF fees as a one-time fee payment to the City prior to the issuance of a building permit.

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.

The City has an established, proven track record with respect to implementing the City's DIF Program. Many of the intersections included in the Project-specific Traffic Analysis are at various stages of widening and improvement based on the City's collection of DIF fees. Under DIF program, as a result of the City's continual monitoring of the local circulation system, the City insures that DIF improvements are constructed prior to when the LOS would otherwise fall below the City's established performance criteria.

Fair Share Contribution

Project improvements may include a combination of fee payments to established programs, 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, the approving jurisdiction may elect to collect a fair share contribution or to require the development to construct improvements.

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 proposed Project and a discussion of the Project's consistency is provided under the discussion of Threshold a, below.

4.14.3 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.

4.14.4 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 (City of Perris, 2022).

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

4.2 On-Site Standards and Guidelines

Vehicular Access and On-Site Circulation (Section 4.2.2.2)

- **Establish Truck Routes.** Truck routes are required for trucks having a maximum gross weight of 5 tons. These routes (Figure 3.0-3 in the PVCCSP) should avoid conflicts with established communities and be separated from passenger vehicles where possible.
- **Minimize Vehicular Conflict.** Site access should promote safety, efficiency, convenience, and minimize conflict between employee/customer vehicles and large trucks by creating separate access points when possible.
- **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.

Pedestrian Access and On-Site Circulation (Section 4.2.2.3)

- **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.
- **Primary Walkway.** Primary walkways should be 5 feet wide at a minimum and conform to [Americans with Disabilities Act (ADA)]/Title 24 standards for surfacing, slope, and other requirements.
- **Pedestrian Linkages to Public Realm.** A minimum five-foot wide sidewalk or pathway, at or near the primary drive aisle, should be provided as a connecting pedestrian link from the public street to the building(s), as well as to systems of mass transit, and other on-site building(s).

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.
- **Interim Truck Routes.** Ramona Expressway and Perris Boulevard are designated truck routes. However, the City will encourage truck traffic to use Indian Avenue, Redlands Avenue, and Harley Knox Boulevard in lieu of Ramona Expressway and Perris Boulevard. It is anticipated that the truck route designation will be lifted from Ramona Expressway and Perris Boulevard as these other routes become established.¹
- **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.
- **Concrete Intersections and Approaches.** All major intersections and approaches shall be paved with concrete for a minimum distance of 150 feet on either side of the centerline.

¹ Ramona Expressway is no longer a designated truck route in the PVCCSP.

- **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.

The PVCCSP EIR includes mitigation measures relevant to the analysis of potential traffic and circulation 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. To satisfy mitigation measure MM Trans 4, the RTA submitted an NOP comment letter (see *Technical Appendix A*) on December 23, 2021 stating that they reviewed the development plans and have no comments on 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 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 Traffic Analysis included in Appendix K1 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 area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards,*

including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

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

MM Trans 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.*

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 truck access recommendations for each driveway that were recommended in the Traffic Analysis (refer to Sections 1.7 through 1.10) have been incorporated into the Project (refer to the discussion provided in Section 3.6.2, Vehicular and Non-Vehicular Circulation and Parking, 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 14-1 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 or the proposed Project and applicable City of Perris standards.

- Construct Natwar Lane at its ultimate half-section pavement width as a Collector (64-foot right-of-way) between the Project's northern and southern boundaries.
- Construct Western Way as its ultimate full-section pavement width as a Secondary Arterial (94-foot right-of-way) between the Project's northern and southern boundaries

Site Access Improvements

PDF 14-2 Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site adjacent access improvements outlined below, consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The proposed Project shall improve

these roadways as required by the final Conditions of Approval for the proposed Project and applicable City of Perris standards.

- **Natwar Lane/Driveway 3 & Driveway 1** – Install a stop control on the eastbound and southbound approach, and construct the intersection with the following geometrics:
 - *Northbound Approach*: One shared left-through lane.
 - *Southbound Approach (Project Driveway 3)*: One shared through-right turn lane.
 - *Eastbound Approach (Project Driveway 1)*: One shared left-right turn lane.
 - *Westbound Approach*: N/A

- **Natwar Lane & Driveway 2** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:
 - *Northbound Approach*: One through lane.
 - *Southbound Approach*: One shared through-right turn lane.
 - *Eastbound Approach (Project Driveway 2)*: One right turn lane.
 - *Westbound Approach*: N/A

- **Western Way & Driveway 4** – Install a stop control on the eastbound approach and construct the intersection with the following geometrics:
 - *Northbound Approach*: One through lane.
 - *Southbound Approach*: One shared through-right turn lane.
 - *Eastbound Approach (Project Driveway 4)*: One right turn lane.
 - *Westbound Approach*: N/A

On-site traffic signing and striping should be implemented agreeable with the provision of the California Manual on Uniform Traffic Control Devices (CA MUTCD) 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.

Truck Access and Circulation

PDF 14-3 Prior to the issuance of occupancy permits, the Project proponent 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.

- Natwar Lane/Driveway 3 & Driveway 1 shall provide a 40-foot curb radius.
- Natwar Lane & Driveway 2 shall provide a 45-foot curb radius.
- Western Way & Driveway 4 shall provide a 40-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 Project are shown in Table 4.14-1, *Trip Generation Summary*, together with the trip generation summary illustrating daily and peak hour trip generation estimates. The trip generation rates used for this analysis are based on information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (10th Edition, 2017). For purposes of this analysis, High-Cube Fulfillment Center Warehouse, ITE land use code 140 (Manufacturing), and ITE land use code 150 (Warehousing) have been used to derive site-specific trip generation estimates. The ITE land use codes and vehicle mixes were selected based on the building size and configuration of each proposed building and to allow flexibility of the future use, since the future tenants of the proposed buildings are currently unknown. The Project Applicant anticipates that a high-cube warehouse distribution operator would occupy Building 1 and a warehouse would occupy Building 2. Because the ITE manufacturing trip rate is one of the highest trip rates in the industrial land use category, it was applied to a portion of the total square footage to provide a conservative analysis that would overestimate trips. While manufacturing is an unlikely use in southern California due to labor costs, etc., it is common practice to apply a manufacturing rate to a portion of an industrial park in an effort to overestimate trips. Using a higher total trip generation provides a conservative analysis of (i.e., overestimates) environmental impacts relating to transportation, and associated air quality, greenhouse gas emissions, and noise.

Passenger car equivalent (PCE) factors were applied to the trip generation rates for heavy trucks (i.e., large 2-axes, 3-axes, 4 or more axes). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit (e.g., the passenger car). A PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the San Bernardino County CMP and are in excess of the factor recommended for use in the County of Riverside traffic study guidelines. Additional information regarding the breakdown of trips by vehicle mix is provided in the Traffic Analysis included as Appendix K1. Project actual daily and peak hour trip generation by vehicle type is shown in Table 4.14-1. The Project is estimated to generate a total of approximately 1,390 trip-ends per day, with 127 AM peak hour trips and 152 PM peak hour trips in actual vehicles.² This represents approximately 0.5% percent of the projected daily trips associated with the PVCCSP.

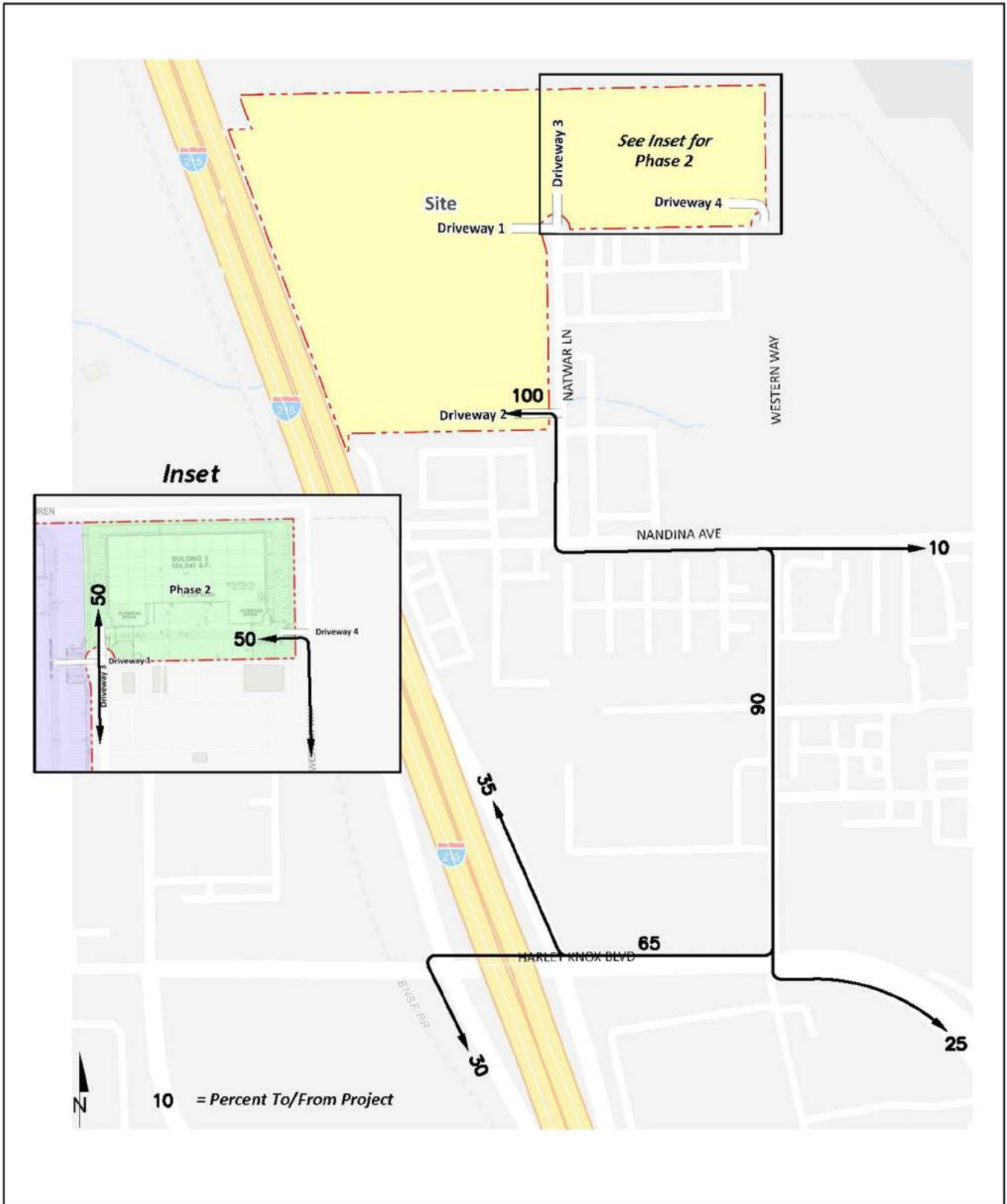
² The Project is proposed to consist of a single 419,034 sf warehouse building (Building 1) and a second 139,971 sf warehouse building (Building 2). However, for the purposes of this traffic study, the building size evaluated for Building 1 will assume up to 450,000 sf.

Table 4.14-1 Trip Generation Summary

Project	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Building 1: Manufacturing	100.000	TSF							
Passenger Cars:			44	13	57	19	43	62	354
Truck Trips:									
2-axle:			1	0	1	0	1	1	8
3-axle:			1	0	1	0	1	1	8
4+-axle:			2	1	3	1	2	3	26
- Total Truck Trips (Actual Vehicles)			4	1	5	1	4	5	42
Subtotal (Actual Vehicles)			48	14	62	20	47	67	396
Building 1: High-Cube Fulfillment Center	350.000	TSF							
Passenger Cars:			28	8	36	14	36	50	614
Truck Trips:									
2-4axle:			2	1	3	1	3	4	58
5+-axle:			3	1	4	1	3	4	76
- Total Truck Trips (Actual Vehicles)			5	2	7	2	6	8	134
Subtotal (Actual Vehicles)			33	10	43	16	42	58	748
Building 2: Warehousing	139.971	TSF							
Passenger Cars:			16	5	21	6	17	23	178
Truck Trips:									
2-axle:			0	0	0	0	0	0	12
3-axle:			0	0	0	0	1	1	14
4+-axle:			1	0	1	1	2	3	42
- Total Truck Trips (Actual Vehicles)			1	0	1	1	3	4	68
Subtotal (Actual Vehicles)			17	5	22	7	20	27	246
Total Passenger Cars			88	26	114	39	96	135	1,146
Total Trucks (Actual Vehicles)			10	3	13	4	13	17	244
Total Trips (Actual Vehicles)			88	29	127	43	109	152	1,390

¹TSF = thousand square feet
 Source: (Urban Crossroads, 2023f)

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered in order 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. The trip distribution patterns are illustrated on Figure 4.14-5, *Project (Passenger Cars) Trip Distribution*, and Figure 4.14-6, *Project (Truck) Trip Distribution*.



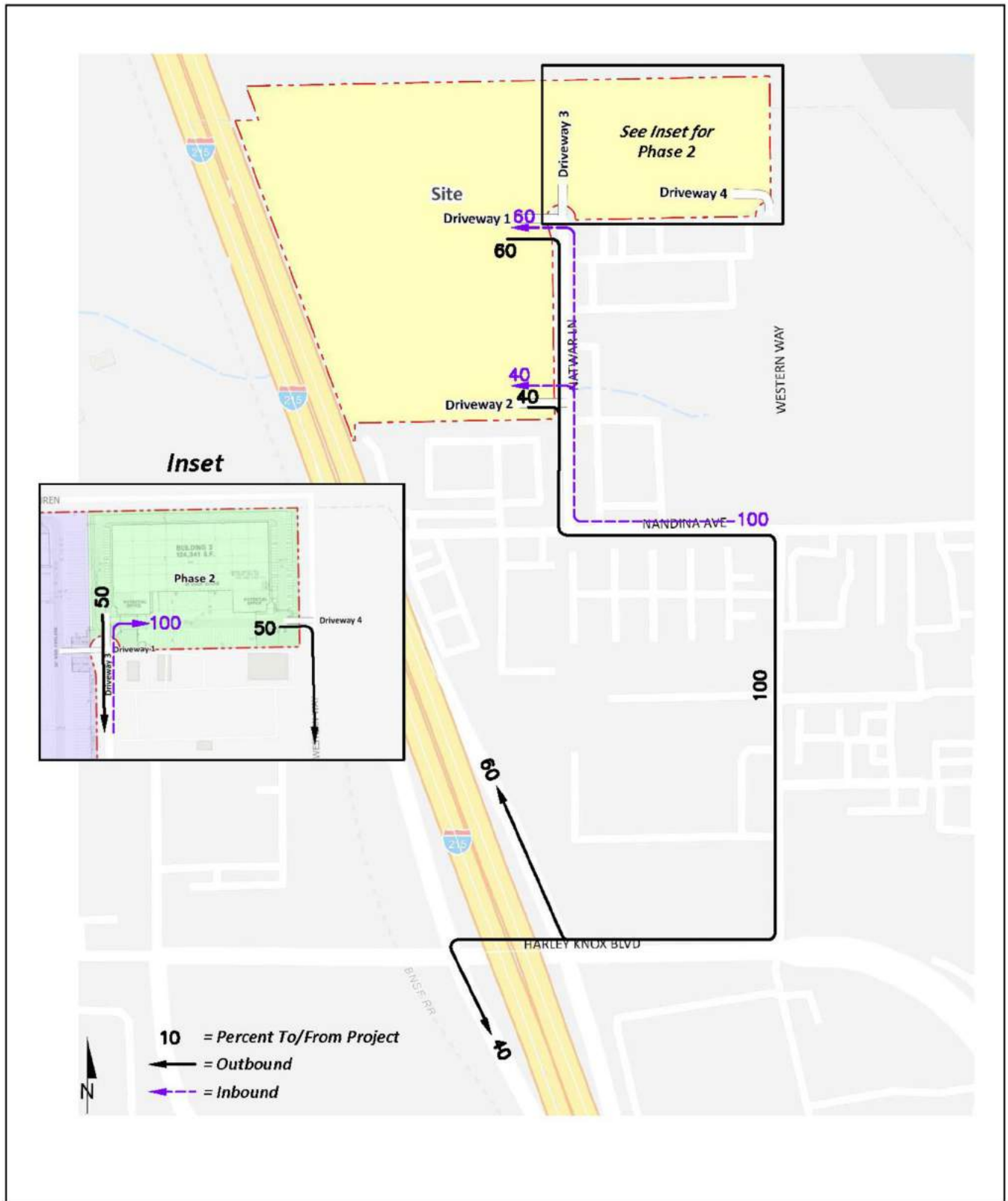
Source(s): Urban Crossroads (11-14-2022)

Figure 4.14-5



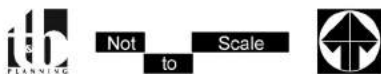
Not to Scale

Project (Passenger Cars) Trip Distribution



Source(s): Urban Crossroads (11-14-2022)

Figure 4.14-6



Project (Truck) Trip Distribution

The assignment of traffic from the Project 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. Based on the identified Project traffic generation and trip distribution patterns, Project (Phase 1) ADT and peak hour intersection turning moving volumes are shown on Exhibit 4-3 and Exhibit 4-4 of the Traffic Analysis included as Appendix K 1 of this EIR.

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 2020-2045 RTP/SCS (Connect SoCal)

SCAG's Connect SoCal seek to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. Table 4.11-2, *SCAG Policy Consistency Analysis*, in Section 4.11, *Land Use and Planning*, of this EIR, addresses the Project's consistency with SCAG's 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 good movement.

Riverside County CMP

The RCTC monitors the CMP roadway network system to minimize LOS deficiencies. Pursuant to SB 743, LOS is no longer the basis for determining whether a Project has a significant impact pursuant to CEQA. However, for informational purposes, the Project's consistency with the CMP is being discussed. Within the project study area, I-215 is recognized as a key transportation facility within the CMP system. Although the California Department of Transportation (Caltrans) utilizes LOS D as their stated threshold, the RCTC has adopted LOS E as the minimum standard for intersections and segments along the CMP System of Highways and Roadways.

The Project would contribute traffic to freeway mainline segments along I-215, and the Project Traffic Analysis analyzed the northbound and southbound ramps of I-215 north and south of the existing interchanges at Harley Knox Boulevard. As identified in the Project Traffic Analysis, the north and southbound ramps would operate at an unacceptable LOS F during the Existing Plus Ambient Growth Plus Cumulative (EAC) 2023, EAC 2025, and Existing Plus Ambient Growth Plus Project Buildout Plus Cumulative (EAPC) 2025. However, this condition occurs without and with the Project, and the Project will participate in the phased construction of off-site traffic signals through payment of the Project's fair share of traffic signal mitigation fees which include TUMF, DIF, and NPRBBD as outlined in mitigation measure PVCCSP MM Trans 3. The fees shall be collected and utilized as needed by the City to construct the improvements necessary to maintain the required Level of Service (LOS) and build or improve roads to their build-out level. The Project would not conflict with the Riverside County CMP.

It should be noted that *The Project Study Report/Project Development Support in Riverside County on I-215 and SR-60 between Nuevo Road (I-215) & I-215/SR-60 Junction and Box Springs Road (I-215) & Day Street (SR-60)*, also known as the I-215 North Project, includes the construction of a high-occupancy

vehicle (HOV) lane in each direction of the I-215 Freeway between Nuevo Road and Box Springs Road within the existing median. At this time, the I-215 North Project has no anticipated start or completion date. Further, Caltrans has no near-term fee programs or other improvement programs in place to address the deficiencies caused by development projects on the State highway system freeway facilities.

City of Perris

City of Perris General Plan

As presented in Section 4.11, *Land Use and Planning*, of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City’s General Plan. Table 4.14-2, *City of Perris General Plan Consistency Analysis*, restates the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Table 4.14-2 City of Perris General Plan Consistency Analysis

GENERAL PLAN GOAL	CONSISTENCY ANALYSIS
Circulation Element	
<p>Goal I. A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.</p>	<p>No Conflict. As described in Section 3.0 of this EIR, the Project would include roadway improvements, including driveways into the building sites, to accommodate Project circulation needs. Specifically, Natwar Lane and Western Way would be improved. Traffic-control improvements would also be implemented as part of the Project. These improvements would also provide a circulation benefit to other development in the area.</p>
<p>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).</p>	<p>No Conflict. The traffic analysis prepared for the Project (included in Appendix K1 of this DEIR) was used to determine the improvements that are required to be constructed to maintain the required levels of service and to implement the PVCCSP’s Circulation Plan, consistent with the City’s General Plan for the Future Roadway Network. The Project incorporates the improvements recommended by the traffic analysis (refer to project design features PDF 14-1 through PDF 14-3) and would construct the PVCCSP roadways that are adjacent to the building sites, as required.</p>
<p>Goal II. A well planned, designed, constructed, and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.</p>	<p>No Conflict. 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 (refer to PVCCSP EIR mitigation measure MM Trans 3), 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 Project area and would go toward the maintaining roadway infrastructure in the Project area.</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 based on the demand determined by the traffic analysis prepared for the Project.</p>

GENERAL PLAN GOAL	CONSISTENCY ANALYSIS
Goal III. To financially support a transportation system that is adequately maintained.	No Conflict. Refer to the consistency analysis for Circulation Goals I and II, and associated policies, above.
Policy III.A. Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	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, the Project developers would either fund or construct portions of the transportation system beyond the immediate Project area that would also serve future development.
Goal IV. Safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space, and schools that service those neighborhoods.	No Conflict. As required by the PVCCSP, the Project would include sidewalks as part of the roadway improvements constructed adjacent to the Project site. These sidewalks would help to complete pedestrian pathways along roadways that currently do not have sidewalks or curbs and gutters.
Goal V. Efficient goods movement.	No Conflict. The Project involves the development of two warehouses with near-direct access to I-215, which would allow easy access for inbound and outbound trucks, providing efficient goods movement. Additionally, the Project site is located south of MARB/IPA, which is used primarily for the distribution of goods.
Policy V.A. Provide for safe movement of goods along the street and highway system.	No Conflict. 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.
Goal VI. An efficient and convenient aviation system to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace.	No Conflict. As stated above, the Project site is located south of MIP, which allows simple distribution of goods by trucks to the MIP to be delivered to an international market.
Goal VII. A transportation system that maintains a high level of environmental quality.	No Conflict. The Project includes roadway improvements required by the PVCCSP and the Project developer would pay traffic fees and fair share fees for roadway improvements to improve the flow of traffic in the Project site by limiting delay times at intersections and improving the overall flow of traffic.
Policy VII.A. Implement the Transportation System in a manner consistent with Federal, State, and local environmental quality standards and regulations.	No Conflict. This EIR has been prepared in accordance with the State CEQA Guidelines. Further, 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.
Goal VIII. Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.	No Conflict. The Project design incorporates improvements to site-adjacent local roadways based on the projection of future traffic resulting from the Project. These improvements—as well as the required payment of fees to provide funding for any necessary improvements to local roadways—would ensure that traffic delays are minimized and safety is increased. Additionally, refer to the consistency analysis for RTP/SCS Goal 4 in Section 4.11 which addresses non-vehicular transportation.

Perris Valley Commerce Center Specific 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. As discussed through the analysis presented in this section, the Project would be developed in accordance with the PVCCSP Standard and Guidelines.

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, approved in 2013, 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* (City Guidelines). The City Guidelines include VMT thresholds that were recently reviewed and adopted by City Council on May 12, 2020. All discretionary land use projects subject to CEQA must evaluate transportation impacts related to VMT as part of the environmental review process. 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 one-half mile of qualifying transit, a project that is a local serving land use, a project in a low VMT area, and a project with net daily trips less than 500 ADT. 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. If a project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the citywide average, then the project is considered to be located in a low VMT area and can be presumed to have a less than significant impact on VMT. (City of Perris, 2020)

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 intend to develop any residential uses. Therefore, the Affordable Housing screening criteria not met.

High Quality Transit Areas (HQTAs) Screening

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”² or an existing stop along a “high-quality transit corridor”) 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 Western Riverside Councils of Governments (WRCOG) Screening Tool results presented in Attachment B, the Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. Therefore, the HQTAs screening criteria is not met.

Local Serving Land Use

As identified in the City Guidelines, local serving land uses provide more opportunities for residents and employees to shop, dine, and obtain services closer to home and work. 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. The Project does not intend to develop any local serving land uses; therefore, this criterion is not met.

Low VMT Area Screening

The City 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.” It is our understanding that 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 Western Riverside Councils of Governments (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 site was selected and the scoping form identified VMT per employee. Based on the scoping form results, the Project located in TAZ 3754 and the VMT per employee is 12.19. Whereas the City of Perris citywide VMT average is 11.62. Therefore, the Project site does not reside within a low VMT generating zone, and this criterion is not met.

Net Daily Trips Less than 500 ADT

The City Guidelines identify projects that generate less than 500 average daily trips (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. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. As shown above, the Project is anticipated to generate 1,390 daily vehicle trip- ends per day. Therefore, the Project generate daily vehicle trips exceeding the 500 daily vehicle trip threshold, and this criterion is not met.

Based on a more detailed review of the applicable VMT screening methods, it is determined that the Project is not eligible for screening and further VMT Analysis is required.

VMT Analysis

As noted in the City Guidelines, Projects that do not meet screening criteria and are below 2,500 daily vehicle trips are to utilize the City's scoping form to perform a VMT analysis and subsequent VMT mitigation (if required) 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 resides in TAZ 3754 and the VMT per employee for TAZ 3754 is 12.19. Whereas the City of Perris citywide average is 11.62 VMT per employee. Therefore, Project's VMT impact is potentially significant.

Additional Project-Level Mitigation Measures

MM 14-1 Future tenants shall 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 shall be included in all leasing agreements. 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)

The Project will require 4.68% VMT reduction to mitigate the Project's potential impacts. Transportation demand management (TDM) strategies have been evaluated for the purpose of reducing VMT. The purpose of TDM strategies is to reduce the need for single occupancy automobile trips. The effectiveness of TDM strategies available to individual land use projects was thoroughly evaluated by the Quantifying Greenhouse Gas Mitigation Measures. The City Guidelines also provide a list of the transportation

measures as identified by California Air Pollution Control Officers Association (CAPCOA). TDM strategies in the context of the Project are shown in Table 4.14-3, *TDM Strategies*.

Table 4.14-3 TDM Strategies

Measure	TDM Description	Reduction
SDT-1 Provide Pedestrian Network Improvements	This strategy focuses on providing a pedestrian access network to links areas of the Project site encourages people to walk instead of drive assuming that desirable destinations are within walking distance of the Project. There is existing sidewalk on east side along Natwar Lane. The Project would provide pedestrian connections on-site that would connect to the existing sidewalk along Natwar Lane. Notably a sidewalk would be provided along the west side of Natwar Lane adjacent to the Project site.	Provides a 2.0% reduction in Project VMT.
TRT-1 Implement Voluntary CTR Programs (see MM 14-1)	This strategy focuses on implementing a voluntary Commute Trip Reduction (CTR) program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.	Provides a 2.8% reduction in Project VMT.

Level of Significance After Mitigation

As noted on the scoping form, project generated VMT exceeds the City’s baseline VMT threshold by 4.68%. When factoring in the Project’s inclusion of pedestrian network improvements (SDT-1) and a voluntary CTR program (TRT-1) as mitigation, the Project generated VMT is estimated to reduce VMT by 4.8%. However, the effectiveness of the pedestrian network improvements and CTR program measures listed above in reducing the Project VMT are dependent on as yet unknown building tenant(s) and their future operations; therefore, VMT reductions from various 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 will generally be implemented as the surrounding communities develop. There is no means, however, to quantify any VMT reductions that could result from implementation of the mitigation measures. Therefore, Project impacts would remain 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 3.6.6, *Construction Activities*, of this EIR, the Project would be constructed in two phases: 1) Building 1 on 20.2 acres and a detention basin on 6.4 acres (between Natwar Lane and Western Way) would be constructed by 2023 and 2) Building 2 would replace the detention basin by 2027. During the Project's construction phase, traffic to-and-from the Project site would be generated by activities such as construction employee trips, the use/delivery of heavy equipment, and the overlap of construction-related activities. 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 14-1 and PDF 14-2, the Project would implement site-adjacent roadway improvements and Project driveways along Natwar Lane and Western Way. Natwar Lane is not a through street, and would ultimately only provide access to the Project site. Construction activities associated with the Project could result in the temporary closure of traffic lanes or roadway segments along Natwar Lane and Western Way 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. 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. Therefore, 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 14-1, PDF 14-2, and PDF 14-3). 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.

Exhibit 1-5 and 1-6 of the Traffic Analysis included in Appendix K1 illustrates the inbound and outbound truck access for the site at each of the Project driveways. 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 Traffic Analysis. Project design feature PDF 14-3 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 shown in Figure 3-4, *Overall Site Plan*, the internal circulation for passenger cars and pedestrians to Buildings 1 and 2 would be separated from trucks to avoid conflicts with trucks and pedestrians within the Project site. In Building 1, parking lot for passenger cars would be separated from the truck yards. There is a dedicated path of travel in the southern portion of the Building 1 site for truck travel within the site. For Building 2, trucks would enter the gated truck yard via the driveway on Natwar Lane and exit via the driveway on Western Way.

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 Freeway at Harley Knox Boulevard Interchange. Under existing conditions, there are no off-ramp movements that are currently experiencing queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows; although, field observations of the I-215 Freeway interchange at Harley Knox Boulevard indicated that there are queues during the peak hours. However, there are no additional movements that are anticipated to experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows under all project future traffic conditions. The interchange is included in both the TUMF and NPRBBD fee programs and the Project will participate in contributing towards the I-215/Harley Knox Boulevard interchange improvements through payment of the TUMF and NPRBBD fees. Therefore, the Project would not result in queuing deficiencies that would substantially increase hazards. (Urban Crossroads, 2023f)

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. 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 proposed 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.

4.14.5 CUMULATIVE IMPACTS

During preparation of the Traffic Analysis, adjacent jurisdictions of the County of Riverside and the City of Perris were contacted to obtain the most current list of cumulative projects from their respective jurisdictions. Figure 4.14-7, *Cumulative Development Location Map*, depicts the cumulative development projects identified. As shown, the majority of the projects are in the City of Perris, including with the PVCCSP planning area. Projects in the City of Moreno Valley are north of Harley Knox Boulevard.

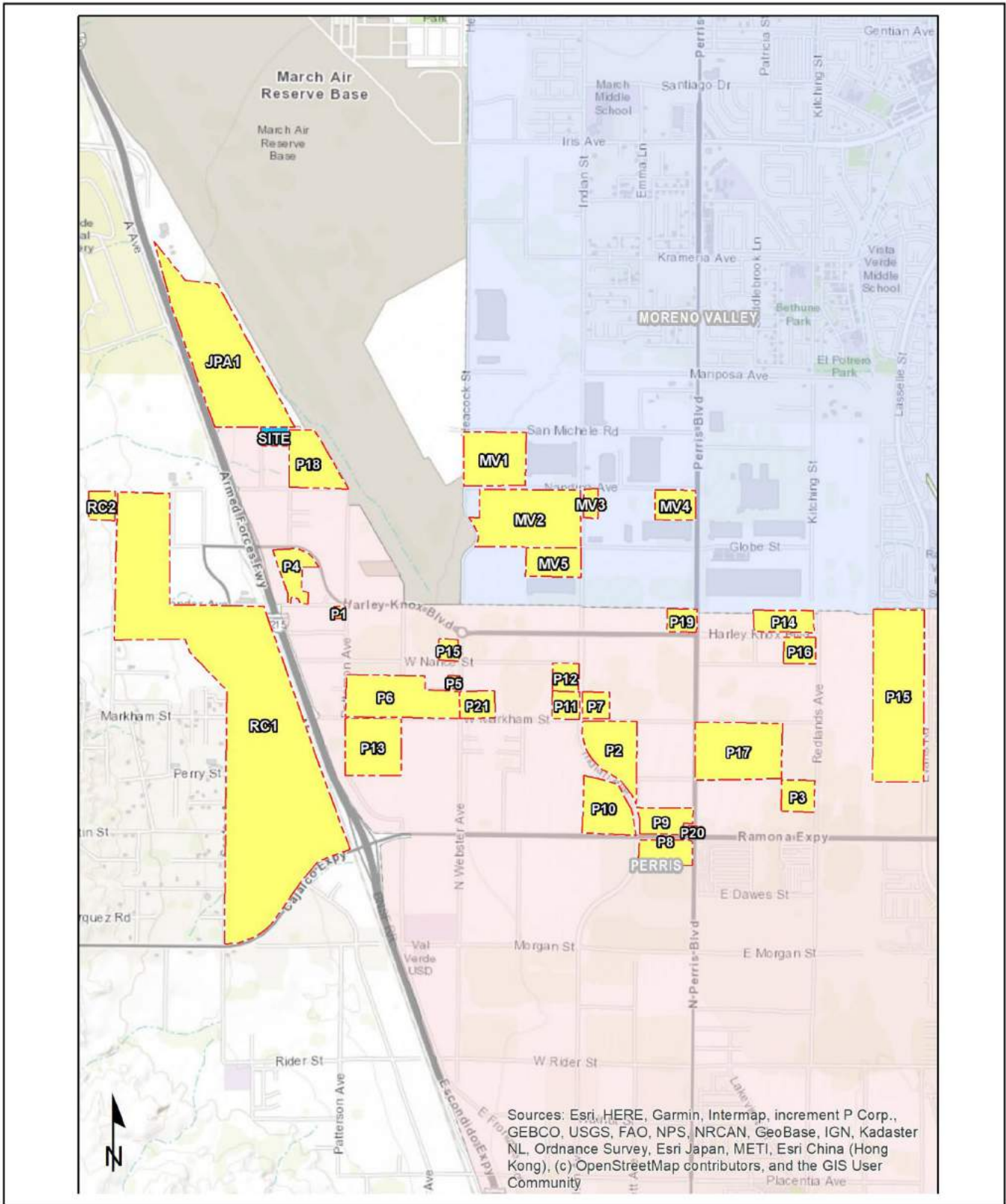
As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and

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 identified under Threshold b, the Project would not result in significant VMT impacts 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.



Source(s): Urban Crossroads (06-28-2021)

Figure 4.14-7



Cumulative Development Location Map

4.14.6 REFERENCES

- City of Perris, 2005. *Perris Comprehensive General Plan 2030*. Approved April 26, 2005.
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- Urban Crossroads, 2023f. *First March Logistics Project Traffic Analysis, City of Perris*. March 2, 2023. Included in Appendix K1 of this EIR.
- Urban Crossroads, 2022b. *First March Logistics Vehicle Miles Traveled Analysis, City of Perris*. June 27, 2022. Included in Appendix K2 of this EIR.

<u>Section</u>	<u>Page</u>
4.15 Tribal Cultural Resources	4.15-1
4.15.1 Existing Setting	4.15-1
4.15.2 Existing Policies and Regulations	4.15-3
4.15.3 Thresholds of Significance.....	4.15-5
4.15.4 Environmental Impacts	4.15-6
4.15.5 Cumulative Impacts	4.15-11
4.15.6 References	4.15-11

4.15 **TRIBAL CULTURAL RESOURCES**

This section evaluates the proposed Project's potential 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 the following one site-specific reports. References used to prepare this section are listed in Section 4.14.6, References.

- Brian F. Smith and Associates, Inc. (BFSA), 2023a. *A Phase I Cultural Resources Survey for the Natwar Project, Perris California*. February 23, 2023. Included in Appendix D of this Environmental Impact Report [EIR]

The Cultural Resources Survey was prepared in compliance with Perris Valley Commerce Center Specific Plan (PVCCSP) EIR mitigation measure MM Cultural 1. The Confidential Appendix for the Cultural Resources Survey is not appended to this Draft 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; 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; SB 18 is not applicable to the Project as it does not include a General Plan Amendment or Specific Plan Amendment.

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, and Agua Caliente Band of Cahuilla Indians. No responses were received from any tribes.

4.15.1 **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. Section 4.5, Cultural Resources, of this EIR summarizes Project-specific existing setting information presented in the technical reports prepared for this Project based on the research and field surveys conducted. Following is a summary of information provided in the Project-specific technical reports 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 D 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 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 in Section 4.5 of this EIR, and further described in the Cultural Resources Survey included in Appendix D; the protohistoric and ethnohistoric periods, which are particularly relevant to tribal cultural resources are summarize below.

Protohistoric and Ethnohistoric Periods (1700s to Present)

The Project site is located within the traditional cultural territory occupied by the Luiseño. 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 patrilinear 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 (BFSA, 2021a).

The Project site is also located in the region known to have been occupied by the Cahuilla Indians. 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 (BFSA, 2019).

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 (BFSA, 2019).

Tribal Cultural Resources

As further discussed in Section 4.5, Cultural Resources, of this EIR, BFSA conducted a records search at the Eastern Information Center (EIC) located at the University of California, Riverside, 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. Based on the results of the records search, no tribal cultural resources were located on the Project site. Outside the Project site, but within one-mile radius of the scope of the records search, EIC records indicated that a total of 54 cultural resource studies were conducted within a one-mile radius of the Project site. As a result of these studies, 75 cultural resource properties were located within one mile of the Project. Most of the recorded resources are prehistoric bedrock milling sites, two of which contain associated lithic artifacts located within the bedrock-laden foothills to the west. The remaining resources identified during the records search are historic, consisting of railroad tracks, one set of utility poles, one trash scatter, one trash deposit, one isolate, two sets of foundations and features associated with March Air Reserve Base/Inland Port Airport (MARB/IPA), Camp Haan barracks, one set of historic irrigation features, and three mid-1950's flood control channels.

During preparation of the Cultural Resources Survey, and as further discussed under Threshold "a.ii", below, BFSA 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 to tribes that have requested such notice, as required by AB 52, and entered into consultation with tribes that requested consultation. The results of this Native American outreach/consultation did not reveal the presence of any tribal cultural resources within the Project site; 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, BFSA conducted pedestrian surveys of the Project site on April 14, 2021. No tribal cultural resources (or any other resources were discovered during the survey.

4.15.2 EXISTING POLICIES AND REGULATIONS

As previously discussed in Section 4.5, Cultural Resources, of this EIR, 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: (OPR, 2017)

“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. (OPR, 2017)

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. The results of the AB 52 consultation process are discussed below under the analysis of Threshold “a.ii”, below.

Senate Bill (SB) 18

California SB 18 requires that lead agencies consult with California Native American tribes during the local planning process for the purposes of protecting Traditional Tribal Cultural Places whenever a project proposes to amend or adopt any general plan or specific plan, or designate land as open space. Because the Project does not propose a General Plan Amendment or Specific Plan Amendment, the City of Perris is not subject to the requirements associated with the SB 18 process for Native American consultation.

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.

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 Policies

The specific policies outlined in the City's General Plan that are related to tribal cultural resources and 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.

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 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.

4.15.4 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 D 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 Cult 6, respectively, as subsequently revised by the City of Perris. Project-level mitigation measure MM 5-1, as stipulated in full below, would require that the Project proponent retains a professional archaeologist to monitor the Project’s ground-altering activities¹ for previously unknown archaeological and/or cultural resources. Project-level mitigation measure MM 5-2, also as stipulated in full below, would implement coordination with the Riverside County Coroner and the City of Perris Planning Division in the event that human remains are discovered during grading or earthmoving.

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 Draft, EIR, a records search and literature review of the Project site and surrounding area was undertaken at the EIC at University of California, Riverside. 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. Accordingly, no impact would occur (BFSA, 2021a).

Additional Project-Level Mitigation Measures

No additional mitigation measures are required.

Level of Significance After Mitigation

No Impact would occur.

¹ Including, but are not limited to, debris removal, vegetation removal, tree removal, grading, trenching, or other site preparation activities.

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.

Assembly Bill 52 (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 July 28, 2020, the City of Perris sent Project notification letters to the following tribes that have requested such notification:

- Agua Caliente Band of Cahuilla Indians,
- Torrez Martinez Desert Cahuilla Indians,
- Luiseño Indians,
- Morongo Band of Mission Indians,
- Pechanga Band of Mission Indians,
- Rincon Band of Mission Indians, and
- Soboba Band of Luiseño Indians.

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, including the technical reports prepared (including the Cultural Resources Survey provided in Appendix D of this EIR and the Confidential Appendix available at the City), Project plans, and proposed mitigation measures. The tribes indicated they would provide additional information and comments to the City, including comments on the proposed mitigation measures, following review of the requested materials. No further comments have been received from tribes.

In addition to the Native American scoping and consultation conducted pursuant to the requirements of AB 52 by the City of Perris, the City requires consultants completing cultural resources studies to contact NAHC for a SLF search. A records search of the 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. Further, the NAHC provided BFSa with list of 25 Native American contacts who may have knowledge of cultural resources within the Project site. In accordance with the recommendations of the NAHC, BFSa contacted all Native American consultants listed in the NAHC response letter and received 2 responses. The Cahuilla Band of Indians indicated that the Project is within the Cahuilla traditional land use area and requested cultural monitors be present during ground disturbing activities. The Agua Caliente Band of Cahuilla Indians indicated that they are unaware of any specific cultural resources that may be impacted by the project but indicated that it is located within the Tribe's Traditional Use Area and requested copies of any cultural resource documents generated by the development. Original correspondence is provided in the Confidential Appendix to the Cultural Resources survey. (BFSa, 2021a)

As previously discussed, no cultural resources, including tribal cultural resources, were observed during the field survey and no information obtained through Native American consultation or review of applicable records indicates that tribal cultural resources are present within the Project site.

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 (located on site and connected to existing utility lines in the adjacent roadways) would range from 10- to 15-feet below the ground surface. Remedial grading would be conducted at depths between approximately 3 to 6 feet, with the deepest removals closer to the north side of the building which may require up to 9 feet for one or more of the concealed alluvial channels. The proposed building site would be subject to excavation; the building site would be overexcavated to a depth of at least 5 feet below existing grade (AGI, 2019; AGI, 2020). 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 and Luiseño tribal representative be present during initial ground-disturbing activities and identifies steps that would be taken if any artifacts of Native American origin are discovered 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 Project-level mitigation measure 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 Qualification 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 within the Project site or within the off-site Project 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 within the Project 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, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Luiseño Indians for a Luiseño tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Luiseño tribal representative(s) shall be on-site during all ground-disturbing of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, etc. The Luiseño tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Luiseño representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going. The agreement between the proponent/developer and the Luiseño tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the 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; and
- The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

In the event that archaeological resources are discovered within 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. 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 Native American artifacts are identified when Luiseño tribal representatives are not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and Luiseño tribal representative will be notified. The designated Luiseño tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

In the event that human remains are discovered at the project site 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.

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, 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 recovered artifacts, shall be prepared upon completion of the steps 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 submitted to 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 during grading or earthmoving, 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 will notify the NAHC, which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Native American representatives 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 the Project proponent and the MLD are in disagreement regarding the disposition of the remains, State law will apply and the mediation and decision process will occur with the NAHC (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the 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.

4.15.5 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. As a result of this consultation effort, no tribal cultural resources were identified on site, although tribes did indicate a concern over potential impacts to subsurface resources. 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.

4.15.6 REFERENCES

Brian F. Smith & Associates (BFSA). 2023a. *A Phase I Cultural Resources Survey for the Natwar Project, Perris California*. February 23, 2023. Included in Appendix D of this EIR.

Office of Planning and Research (OPR). 2017 (June). *Technical Advisory AB 52 and Tribal Cultural Resources in CEQA*. Web. Accessed: February 25, 2020. Available: <http://nahc.ca.gov/wp-content/uploads/2017/06/Technical-Advisory-AB-52-and-Tribal-Cultural-Resources-in-CEQA.pdf>

<u>Section</u>	<u>Page</u>
4.16 Utilities and Service Systems.....	4.16-1
4.16.1 Existing Setting.....	4.16-1
4.16.2 Existing Policies and Regulations	4.16-5
4.16.3 Thresholds of Significance.....	4.16-7
4.16.4 Environmental Impacts	4.16-8
4.16.5 Cumulative Impacts	4.16-16
4.16.6 References	4.16-18

4.16 UTILITIES AND SERVICE SYSTEMS

This section analyzes the existing and planned water (domestic and recycled), wastewater, drainage/storm water, and dry utility infrastructure to serve the proposed Project; water supply available to serve the proposed Project; and, the impacts that could result from the construction and operation of the proposed Project. Information presented in this section related to water, wastewater, and dry utility infrastructure is based on information from the project application package, as provided by the Project Engineer. Information presented in this section related to storm drain infrastructure is based on the Project-specific drainage study, entitled Preliminary Hydrology Calculations and included as Appendices I1 and I2 of this Environmental Impact Report (EIR). References used are listed in Section 4.15.6.

There were no comments regarding utilities and service systems received in response to the Notice of Preparation or during the EIR public scoping meeting.

4.16.1 EXISTING SETTING

Domestic and Recycled Water Service

Under existing conditions, the Project site is vacant and undeveloped. Water service to the Project would be provided by the Eastern Municipal Water District (EMWD). The EMWD's water system includes 2,421 miles of transmission and distribution water mains, four (4) operating regional water reclamation facilities, and two (2) water filtration facilities. The EMWD serves a population of approximately 850,000 people and an area that covers 555-square miles (EMWD, 2021d). The EMWD's sources for water supply is further discussed below.

Water Supply and Demand

The EMWD 2020 Urban Water Management Plan (UWMP) provides information on the district's projected water supplies and demands in five-year increments through the year 2045. The 2020 UWMP shows that the majority of the EMWD's existing and future planned water demand will be met through imported water delivered by the Metropolitan Water District (MWD) and recycled water. Demand for the EMWD shown in the 2020 UWMP is projected across the District as a whole and is not project or location specific. The 2020 UWMP relies heavily on information and assurances contained within the MWD's 2020 UWMP when determining supply reliability. The EMWD projects future water demand by tracking proposed new development and land use changes in its service area.

Consistent with the significant percentage of undeveloped land within the EMWD's service area, growth is anticipated to continue throughout the 2020 UWMP's 25-year planning horizon; approximately 40 percent of the EMWD's service area is built out. The EMWD has four (4) sources of water supply, including imported water purchased from the MWD, local potable groundwater, local desalinated groundwater, and recycled water. In 2020, the EMWD's water supply portfolio averaged approximately 52 percent imported water, 10 percent groundwater, 6 percent desalinated groundwater, and 32 percent recycled water, as further discussed below. As future development increases the water demands within the EMWD's service area, it is anticipated that the majority of the new demands will be met through additional imported water from the MWD. Imported supply sources will be supplemented by local supply projects increasing the desalination of brackish groundwater and the expanded use of recycled water. The EMWD also plans to continue its efforts to enhance water use efficiency within its service area.

- **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's water supply reliability is primarily established through the MWD, of which the EMWD is a member agency. As documented in the 2020 MWD UWMP, the reliability of water delivery through the State Water Project (SWP) and the Colorado River Aqueduct was assessed by the MWD. The MWD determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single-dry, and multiple-dry years during the UWMP planning horizon (2045).

- **Groundwater.** EMWD groundwater supplies are provided from the San Jacinto Groundwater Basin and 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 will remain relatively constant. The groundwater produced by the EMWD is allocated towards meeting existing demands. Although the planned expansion of the EMWD's desalination facilities will provide an additional supply of water, the amount will not be sufficient to accommodate the proposed growth within the District's service area. The majority of the increased water demand associated with future growth will be met by increasing the use of imported water from the MWD.
- **Recycled Water.** Recycled water is used extensively in the EMWD's service area in place of potable water and is used to irrigate landscaped areas 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 supply of recycled water will continue to increase with the EMWD's population size (though it is also impacted by conservation measures). The EMWD currently 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 discharge recycled water. The EMWD anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

The EMWD's primary retail customers for potable/raw water can be divided into residential, commercial, industrial, institutional, 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. The industrial sector represented 0.7 percent of the overall potable water use in the EMWD's service area (571-acre feet [AF] of the 84,673 AF delivered). This trend is projected to continue with the industrial sector representing 0.6 percent of the potable water projected to be delivered in 2045 (700 AF of the 123,000 AF projected to be delivered).

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 also responsible for all wastewater collection and treatment in its service area and would provide sanitary sewer service to the Project. There are four active regional water reclamation facilities (RWRf) located in the EMWD service area that treat more than 43 million gallons of wastewater each day through 1,813 miles of sewer pipelines (EMWD, 2021c). In 2017, recycled water comprised 35 percent of EMWD's overall water supply portfolio, with recycled water sales exceeding 33,000 AF (EMWD, 2018).

The Perris Valley Regional Water Reclamation Facility (PVRWRf), located on a 300-acre site west of Interstate (I) 215 and south of Case Road, serves a 120-square-mile area including Perris, Menifee, Romoland, Homeland, Winchester and beyond. The plant produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural customers. Wastewater generated by the Project would be treated at the PVRWRf. With the completion of its most recent 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 are 15.5 mgd. Therefore, the PVRWRf is poised to meet current and future demands of the region (EMWD, 2021a). There is an existing 8-inch sewer line in Natwar Lane that would serve the Project site.

Storm Water Conveyance Facilities

Under existing conditions, the site is a vacant lot covered in natural grasses and sparse vegetation. Runoff from the site generally drains from west to east toward Natwar Lane. Most runoff from the Building 1 generally drains off-site in a west-to-east direction, which ultimately discharges into the PVSC. In addition, off-site runoff flow enters the Building 1 site from an existing double 6' x 3' culvert beneath the I-215 Freeway and flows easterly across the Project site into an existing 24-inch storm drain beneath Natwar Lane. Although the Building 1 site accepts off-site flows, these flows were not considered with the existing condition hydrology in order to establish an existing 100-year peak flow rate from the Project site only. Accordingly, the total peak runoff discharged from the Building 1 site under existing conditions during a 100-year storm is approximately 24.0 cubic feet per second (cfs) (Thienes, 2021a, p. 1).

Runoff from the Building 2 site generally drains from west to east towards Western Way and continues southeasterly via an existing natural drainage course. An existing dirt berm and access road along the westerly property line of March Air Reserve Base/Inland Port Airport (MARB/IPA) diverts runoff away from the base. Drainage is then directed southeasterly to the Nandina Drive and Patterson Avenue intersection. Patterson Avenue is an unimproved dirt road and does not have positive drainage. Flows

appear to drain easterly into an existing earthen channel that traverses from north to south through MARB/IPA, east of the Building 2 site. The channel ultimately drains southeasterly and discharges to the PVSC, Line "B", at Heacock Avenue. The Building 2 site is currently accepting offsite runoff from the property to the west (Building 1 site). Flows surface drain from west to east and enter the site at the surface along the westerly property line. The westerly property will be improved prior to the development of the Project and runoff will be directed away from the Building 2 site, to a proposed public storm drain system. Accordingly, the total peak runoff discharged from the Building 2 site under existing conditions during a 100-year storm is approximately 8.4 cfs (Thienes, 2021b).

Dry Utilities

Southern California Edison (SCE) supplies electric power to the Project site, and Charter Communications supplies communications and data. One pad-mounted electrical transformer is located on site which is owned by SCE. There are existing power poles along the Project perimeter that would be protected in place or relocated as part of the Project. Additionally, the Project site is located in the natural gas service area of Southern California Gas Company (SoCal Gas), which maintains local underground service lines in the City of Perris. Existing gas lines adjacent to the Project site are located within adjacent roadways.

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 7 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 9.9 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 January 2015, has a remaining capacity of 15,748,799 cy. As of January 2020, the Badlands Landfill was accepting an average of 2,885 tons per day, approximately 40 percent below the maximum daily capacity. The landfill is projected to reach capacity by January 2022. (CalRecycle, 2021d; CalRecycle, 2020a)

The Project site is located approximately 13.7 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 February 2020, the El Sobrante Landfill was accepting an average of 10,058 tons per day, approximately 38 percent below the maximum daily capacity. (CalRecycle, 2021e; CalRecycle, 2020b)

4.16.2 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, Perris Valley Master Drainage Plan (PVMDP), and PVCMDP 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 2015 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.

The UWMP Act has been modified over the years in response to the State's water shortages, droughts, and other factors. A significant amendment was made in 2009, after the drought of 2007-2009 and as a result of the governor's call for a statewide 20 percent reduction in urban water use by the year 2020. This was the Water Conservation Act of 2009, also known as SB X7-7. This Act required agencies to

establish water use targets for 2015 and 2020 that would result in statewide savings of 20 percent by December 31, 2020. Beginning in 2016, retail water suppliers are required to comply with the water conservation requirements in SB X7-7 in order to be eligible for State water grants or loans. Retail water agencies are required to set targets and track progress toward decreasing daily per capita urban water use in their service area, which will assist the State in meeting its 20 percent reduction goal by 2020.

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. (DWR, 2003)

The Project Applicant proposes 559,005 square feet of industrial land uses on an approximate 27.56-acre site and would generate approximately 538 employees (see Section 6.1.2 of this EIR). Because the Project would be less than 650,000 square feet of floor area on less than 40 acres with less than 1,000 persons for an industrial land use, the Project does not meet the definition of a “project” pursuant to SB 610 and a WSA is not required.

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 (CalRecycle, 2018a).

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, timelier, 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 (California Legislative Information, 2008).

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 (CalRecycle, 2018b).

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 (CalRecycle, 2021a).

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.

4.16.3 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. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

- c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.16.4 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's Building and are assumed in the analysis presented in this section. The chapters/section numbers provided correspond to the PVCCSP chapters/sections. There are no MMs 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:** Development of all PVCCSP sites shall contain enclosures (or compactors) for collection of trash and recyclable materials subject to water quality and best management practices. All trash enclosures shall comply with City of Perris Standards and with applicable City of Perris recycling requirements.
- **Waste Hauling:** Construction and other waste disposal shall be hauled to a city approved facility.
- **Easements on MWD Property:** The use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes is encouraged, provided that such use does not interfere with MWD's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

4.2.7 Utilities

- **Utility Connections and Meters:** All utility connections and meters shall be coordinated with the development of the site and should not be exposed, except where deemed appropriate or necessary by the building official.
- **Pad-Mounted Transformers and Meter Box Locations:** Pad-mounted transformers and/or meter box locations shall be screened from view from surrounding properties and public rights-of-way.

- Electrical, Telephone, CATV and Similar Service Wires and Cables: All electrical, telephone, CATV and similar service wires and cables which provide direct service to the property being developed, within the exterior boundary lines of such property, shall be installed underground.
- Electrical Transmission Lines: Electrical transmission lines 66kv and less shall be installed underground.

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

5.2 Off-Site Vehicular Circulation

5.2.1 Roadway Standards and Guidelines

- Nuisance Storm Flows: Roadway intersections shall be free of nuisance water by providing storm drain for nuisance flows within the landscape median.

5.4 Off-Site Infrastructure Standards

5.4.1 Water Standards and Guidelines

- Design Standards: All waterlines shall be designed and located per Eastern Municipal Water District (EMWD) standards
- Plan of Service: Developers are advised to coordinate with EMWD to determine water service requirements through EMWD's Plan of Service process.
- Fire Protection: All water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department.
- Irrigation Water Demand: Developers shall provide information that estimates a project's irrigation water demand, and submit conceptual landscape/irrigation conceptual plans to EMWD for review during the plan of service process.
- Conservation Measures: Conservation measures will be incorporated into the project including water saving devices and systems.
- Inspection: All waterlines shall be placed underground and inspected by EMWD and the City of Perris.

5.4.2 Sewer Standards and Guidelines

- Design Standards: All sewer lines shall be designed and located per EMWD standards. All sewer facilities shall be require the approval of both EMWD and the City of Perris.
- Plan of Service: Developers are advised to coordinate with EMWD to determine sewer service requirements through EMWD's Plan of Service process.

5.4.3 Recycled Water Standards and Guidelines

- Recycled Water Candidates: Projects located within one mile of existing EMWD recycled water facilities and require more than 3,000 s.f. of landscape are potential recycled water candidates.
- On-Site Recycled Waterline: All projects within the Perris Valley Specific Plan area will be required to install on-site recycled waterlines (purple pipe) and an irrigation meter for connection to existing or future recycled facilities.

5.4.4 Storm Drain Standards and Guidelines

- Riverside County Flood Control and Water Conservation District Standard: Drainage and flood control facilities shall be provided in accordance with the City of Perris standards which are based on Riverside County Flood Control and Water Conservation District Standards.
- Collect and Discharge Storm Water: Storm drain facilities shall be designed to collect and discharge storm water runoff without damage to streets or adjacent properties.
- On-Site Retention: installation of a nuisance storm drain line within landscaped median is required where possible or where storm drain is available.

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 c 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 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, 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 from the construction or operation of implementing development would occur.

Further, the PVCCSP EIR concludes that the Perris Valley Regional Water Reclamation Facility (PVRWRF) has sufficient capacity to treat the wastewater generated within the PVCCSP area and impacts would be less than significant.

Domestic and Recycled Water Facilities

Water demand associated with the proposed Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets), outdoor landscape irrigation, and various industrial process systems. Based on the water usage assumptions presented in Table 4.11-D, *Perris Valley Commerce Center Project Water Usage*, of the PVCCSP EIR, the Project is anticipated to have a water demand of approximately 20.7 acre-feet per year (AFY)¹. This represents approximately 0.8% percent of the projected water usage for the entire Specific Plan area, which is approximately 2,671.5 AFY (Webb, 2011).

The development of the Project would require construction of new water distribution lines within the Project site's development footprint. 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. These new water distribution lines would connect to existing facilities that are located within the Project site and within adjacent roadways. Specifically, the Project would connect to the existing 8-inch water line located beneath Natwar Lane. Installation of the proposed lateral connection has been included in the analyses of construction-related effects presented in this EIR.

Wastewater and Wastewater Treatment Facilities

Based on the wastewater generation factor of 1,700 gallons per day per acre (gpd/acre) for Light Industrial land use designations applied in the PVCCSP EIR (refer to Table 4.11-I, *PVCC Projected Generation of Wastewater*), the Project would generate approximately 46,852 gpd (approx. 0.05 million gallons per day [mgd]) of wastewater. As part of the Project, on-site wastewater collection systems would be constructed at the building site to collect and convey wastewater to the existing 8-inch sewer line beneath Natwar Lane and Western Way. 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 0.05 mgd of wastewater generated by the Project would be treated at the PVRWRF. As identified previously, the PVRWRF is designed to meet the projected demands of anticipated development in the region. The wastewater generated anticipated with buildout of the PVCCSP includes the proposed development. The Project's anticipated wastewater generation represents approximately 0.9 percent of the projected wastewater generation for the entire PVCCSP area, which is 5,316,295 gpd (5.3 mgd) and approximately 0.2 percent of the PVRWRF's current daily capacity (24 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. Under Project conditions, the total 100-year

¹ 27.56 acres x 0.75 AFY (water demand factor for commercial/industrial land uses)

peak flow rate for the Building 1 and Building 2 site is approximately 55.0 cfs and 19.7 cfs, respectively (Thienes, 2021a; Thienes, 2021b). During Phase 1, all Project off-site runoff from Building 1 would be discharged to a public storm drain system that will drain into the temporary detention basin. Once the future proposed storm drain is constructed, the detention basin will not be required and runoff from Building 1 and 2 would discharge to the northeast portion of the sites. Flows will continue south on Western Way to Nandina. The public storm drain system ultimately connect east to the future storm drain along the MARB/IPA western boundary. Details regarding stormwater runoff are discussed in Section 4.10, Hydrology, Threshold c of this EIR.

As discussed in Section 4.10, although runoff from the Project site would increase relative to existing conditions (i.e., from 24.0 cfs to 55.0 cfs and from 8.4 cfs to 19.7 cfs), the future public storm drain on Van Buren Boulevard would have adequate capacity to accommodate the increased rate of runoff from the Project site (Thienes, 2021a; Thienes, 2021b). In addition, the Project would be designed so that runoff from the Project site is directed to on-site treatment-control BMPs and flow volumes exiting the site would be less than or equal to pre-development conditions. Accordingly, the Project would not contribute stormwater runoff to an existing stormwater drainage system that would exceed the system's available capacity. Impacts would be less than significant.

Dry Utilities (Electrical Power, Natural Gas, and Telecommunications)

The Project would include installation of on-site dry utility infrastructure to connect with the existing SCE and Charter Communications infrastructure adjacent to the Project site. There are existing power poles at Natwar Lane that would be protected in place or relocated as part of the Project. The Project would be served in accordance with the State of California's Public Utilities Commission (CPUC) and Federal Energy Regulatory Commission tariffs. The Project would connect to existing natural gas lines for operations. No new or expanded off-site dry utilities are required to serve the Project.

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, impacts related to construction and operation of utility systems 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 b Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during, normal, dry, and multiple dry years?

The Project site is located within the EMWD service area, which would supply water to the Project. Section 4.11, *Utilities and Service Systems*, of the PVCCSP EIR discusses the following related regulations applicable to the analysis of water supply: the Water Conservation in Landscaping Act (Sections 13550-13556 of the California Water Code), the Urban Water Management Planning Act, California Water Supply Laws (preparation of a Water Supply Assessment), the Water Conservation Act, the Riverside County Water Efficient Landscape Requirements Ordinance, EMWD Policies, and City of Perris General Plan measures.

In compliance with Sections 10910–10915 of the California Water Code (commonly referred to as “Senate Bill 610” (SB 610) according to the enacting legislation), a WSA was prepared for the PVCCSP 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 projected demands (City of Perris, 2012b). Subsequently, the EMWD adopted its updated 2020 Urban Water Management Plan (UWMP), which contains more accurate projections for water supply and ability to serve uses within its service area, including the PVCCSP area. The Project is being developed within the PVCCSP area and is consistent with the PVCCSP land use and growth assumptions assumed in the WSA prepared for the PVCCSP.

Based on the water usage assumptions presented in Table 4.11-D, *Perris Valley Commerce Center Project Water Usage*, of the PVCCSP EIR, the Project is anticipated to have a water demand of approximately 20.7 AFY. This represents approximately 0.8% percent of the projected water usage for the entire Specific Plan area, which is approximately 2,671.5 AFY (Webb, 2011).

The EMWD adopted its 2020 UWMP, which details the reliability of the EMWD’s current and future water supply. The EMWD has four sources of water supply: imported water from MWD, local groundwater, desalinated groundwater, and recycled water. The EMWD has several planned projects that will increase regional supply reliability by increasing local supplies and decreasing demands for imported water from the MWD including increasing local groundwater banking, expanding the desalter program with the Perris II Desalter, and full utilization of recycled water through implementation of the EMWD Integrated Resource Plan (IRP). Additionally, the EMWD aggressively promotes the efficient use of water through implementation of local ordinances, conservation programs, and an innovative tiered pricing structure (EMWD, 2021b).

As discussed in the EMWD’s 2020 UWMP, adequate water supplies are projected to be available to meet the EMWD’s estimated water demand until at least 2045 under normal, historic single-dry and historic multiple-dry year conditions. The EMWD’s future year water demand forecasts are based on SCAG’s regional projections, which rely on the adopted land use designations contained within the general plans that cover the geographic areas within the EMWD’s service area. Because the Project would be

consistent with the PVCCSP's land use designation for the site, the water demand associated with the Project was considered in the demand anticipated by the 2020 UWMP and analyzed therein. As stated above, the EMWD expects to have adequate water supplies to meet all its demands until at least 2045; therefore, the EMWD has sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Accordingly, impacts would be less than significant and mitigation is not 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 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 (Webb, 2011).

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 uses, as applied in the PVCCSP EIR, construction of the proposed 559,005 sf of industrial warehouse/distribution uses would generate approximately 1087.3 tons of solid waste over the construction period, which represents approximately 1.03 percent of the estimated construction solid waste stream for the development of allowed Light Industrial uses within the PVCCSP area, which was determined to be accommodated by the landfills serving the City (City of Perris, 2011). The Project's building construction is anticipated to occur over a period of approximately 28 months, which corresponds to an average of approximately 1.3 tons of construction waste generated per day from building construction activity. As previously stated, the Badlands Landfill is currently permitted to accept 4,800 tons per day and the El Sobrante Landfill is permitted to accept 16,054 tons per day. The Project's

construction-related solid waste represents approximately 0.03 percent of the Badlands Landfill maximum daily capacity and 0.01 percent of the El Sobrante Landfill maximum daily capacity.

However, based on more stringent requirements for waste reduction and diversion from landfills (65 percent per the Cal Green Code as discussed under Threshold “e”, below), 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. 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 identified in the PVCCSP EIR, the Project would generate approximately 6,037.3tons/year of solid waste requiring landfill disposal (City of Perris, 2011). This represents approximately 1.5 percent of the estimated annual operation solid waste stream for the development of allowed uses in the PVCCSP area (388,743.42 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 16.5 tons of solid waste per day, which represents approximately 0.34 percent of the Badlands Landfill maximum daily capacity and 0.1 percent of the El Sobrante Landfill maximum daily capacity.

However, based on more stringent requirements for waste reduction and diversion from landfills (discussed in Threshold “e”, below), it is anticipated the solid waste generated by the Project during operation that would be diverted to landfills would be reduced compared to the estimate in the PVCCSP EIR. 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?
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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 related to solid waste 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, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including AB 341, *Mandatory Commercial Recycling*, and the *California Solid Waste Reuse and Recycling Act of 1991*. 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, timelier, 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 2019 (the last year data was approved), the City implemented 38 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, 2021c). The City had an average disposal rate of 6.1 pounds per resident per day and 23.7 pounds per employee per day in 2019, which exceeds the established disposal rate target of 6.3 pounds per resident per day and meets the disposal rate target of 20.6 pounds per employee per day (CalRecycle, 2021b).

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.

4.16.5 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 the EMWD constructs its own expanded facilities, the EMWD will serve as its own lead agency under CEQA and will make its own CEQA determinations at the time it constructs its 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. No new or expanded off-site infrastructure is required. The environmental impacts associated with the construction of these facilities 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 has an existing capacity of 22 million gpd and 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 for the PVCCSP EIR 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 projected demands, which includes the Project and are less than anticipated in the 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 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 (including AB 341 and AB 939) 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.

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<u>Section</u>	<u>Page</u>
5.0 Alternatives	5-1
5.1 Introduction.....	5-1
5.1.1 Summary of the Project.....	5-2
5.1.2 Project Objectives	5-3
5.1.3 Summary of Proposed Project Significant And Unavoidable Impacts	5-4
5.2 Alternatives Considered but Not Carried Forward for Further Analysis	5-4
5.2.1 Alternative Site.....	5-5
5.2.2 Jurisdictional Area Impact Reduction/Avoidance Alternative	5-6
5.2.3 Farmland Avoidance Alternative.....	5-7
5.3 Alternative Analysis	5-8
5.3.1 Alternative 1: No Project/No Development Alternative.....	5-8
5.3.2 Alternative 2: Reduced Intensity Alternative	5-12
5.4 Comparison of Project Alternatives.....	5-20
5.5 Environmentally Superior Alternative	5-20
5.6 References	5-22

TABLES

<u>Table</u>	<u>Page</u>
Table 5-1 Comparison of Alternatives to the Project	5-21

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 for the First March Logistics Project, is responsible for selecting a range of project alternatives to avoid or substantially lessen the significant impacts identified in this EIR. This section identifies potential alternatives to the 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 the 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

The Project involves the construction and operation of two industrial buildings totaling 544,375 square feet (sf) on the approximately 27.56-acre Project site (refer to Figure 3-4, *Overall Site Plan*, which provides the overview of the Project; and Figure 3-5, *Conceptual Site Plan - Building 1*, and Figure 3-6, *Conceptual Site Plan - Building 2*, which provide individual site plans for Building 1 and 2, respectively). Building 1 would be constructed within the western portion of the Project site (Building 1 site) and Building 2 would be constructed within the eastern portion of the Project site (Building 2 site). The buildings would allow for either high-cube, non-refrigerated warehouse/distribution, or manufacturing uses. The proposed buildings would comply with the development standards outlined in Table 4.0-1, Development Standards by Land Use, of the PVCCSP, including, but not limited to structure size/floor area ratio, lot coverage by structure, and height requirements. Walls and fences would be provided on-site as required for screening, privacy, and security.

Truck and automobile access to the Project site would be provided from Natwar Lane via three Project driveways. Access would also be provided from one driveway off Western Way. A roadway (Van Buren Boulevard) connecting to March Air Reserve Base/Inland Port Airport (MARB/IPA) will be constructed adjacent to the northern boundary of the Project site; the roadway would not be developed as part of the Project. No access to/from the Project site would occur off the MARB/IPA roadway. Roadway improvements would be made along Natwar Lane and Western Way adjacent to the Project site. Automobile and truck parking would be provided for the proposed buildings. The Project would also include the installation or accommodation for on-site storm drain, water quality, water, sewer, electric,

and telecommunications infrastructure systems to serve the proposed industrial uses. The on-site utility infrastructure would connect to existing utilities in the vicinity of the Project site.

The Project would be constructed in two phases: 1) Building 1 on 20.0 acres and a detention basin on 6.4 acres (between Natwar Lane and Western Way) on the Building 2 site would be constructed over a period of 16-months and 2) Building 2 would be constructed over 12 months. It is estimated that the Project would require approximately 69,053 cubic yards (cy) of cut and 69,054 cy of fill during Phase 1 and 18,666 cy of cut and 18,666 cy of fill during Phase 2, resulting in no import/export of soil due to the 10 percent shrinkage in soils.

The Project's proposed light industrial uses are consistent with the PVCCSP land use designations for the Project site. The Project would not require a Specific Plan Amendment, General Plan Amendment, or Zone Change. The Project involves a Development Plan Review (DPR) (Case No. 20-00004) and Tentative Parcel Map (TPM) No. 37965, which are further described in Section 3.7, *Summary of Requested Actions*, of this EIR.

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. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Light Industrial and General Industrial land use designations and consistent with the Standards and Guidelines relevant to the Project site and proposed uses.
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed industrial development.
3. Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.
4. Maximize development of speculative high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings in the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are 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.
5. Attract new businesses to the City of Perris and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.
6. Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property tax, to support the City's ongoing municipal operations.
7. Provide high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings that takes advantage of the area's proximity to various freeways and existing and planned

transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources.

8. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
9. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

5.1.3 SUMMARY OF PROPOSED PROJECT SIGNIFICANT AND UNAVOIDABLE IMPACTS

The analysis in Section 4.0 concludes that, despite implementation of mitigation measures, significant environmental impacts would result from 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 Greenhouse Gas Emissions.** The Project's GHG emissions would exceed the 3,000 million tons of carbon dioxide equivalent per year (MTCO_{2e}/yr) threshold of significance used for this specific Project. 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).** The Project site is located in a traffic analysis zone (TAZ) with a VMT per employee of 12.19. This exceeds the citywide average of 11.62 VMT per employee; therefore, the Project's VMT impact is potentially significant. There is a mitigation requirement of 4.68% 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 could reduce VMT by more than the required 4.68%, 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.

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 "[a]mong 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 under the existing Light Industrial and General Industrial land use designations, the Alternative Site must be located within the PVCCSP planning area on a site designated for Light Industrial or General Industrial land uses. Further, any development within the PVCCSP area would be required to comply with the Standards and Guidelines outlined in the PVCCSP, and the applicable mitigation measures from the PVCCSP EIR, similar to the Project. Sites designated for Light Industrial and General Industrial development within the PVCCSP planning area are limited to the area shown on Figure 4.11-1, Perris Valley Commerce Center Specific Plan Land Use Designations. The sites designated for Light Industrial and General Industrial uses include currently developed sites and vacant land. It is not anticipated that a site currently developed with Light Industrial or General Industrial uses would 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 and demolition would not occur.

Development of industrial buildings similar to the size proposed by the Project at other sites within PVCCSP area would be expected to have similar significant and unavoidable impacts as the Project due to an increase in truck and vehicular trips: cumulative greenhouse gas (GHG) emissions impacts, and Project and cumulative VMT impacts. Therefore, development of the Project at an alternative site within the PVCCSP planning area that is designated for Light Industrial and/or General Industrial land uses would not avoid or reduce the direct and cumulative impacts of the Project related to 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, air quality, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, 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 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 (CEQA Guidelines, Section 15126.6[f][1]).

In summary, an alternative site in the PVCCSP area that is designated for Light Industrial and General Industrial uses would likely meet the Project objectives, but would not substantially reduce or avoid significant unavoidable impacts related to 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

A Jurisdictional Area Impact Reduction/Avoidance Alternative would involve development on areas of the Project site that do not contain jurisdictional resources. As noted in Section 4.4, *Biological Resources*, of this EIR, the Project would permanently impact 0.15 acre of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) riparian area and 0.03 acre of riverine area. The Project would also permanently impact 0.03 acre of Regional Water Quality Control Board (RWQCB) jurisdiction and 0.18 acre of California Department of Fish and Wildlife (CDFW) jurisdiction.

As shown in Figure 4.4-5, *CDFW Jurisdictional Delineation/MSHCP Riparian Riverine Map*, Drainage A is located in the southern portion of the Building 1 site and runs along the Project site in an east-west direction. Additionally, although implementation of the Project would result in permanent impacts to jurisdictional resources, with incorporation of Project-level mitigation measure MM 4-3, there would be an overall increase in the amount of jurisdictional waters beyond pre-Project conditions by up to 0.36 acres. Thus, the Project's impact was determined to be less than significant. Under the Jurisdictional Area Impact Reduction/Avoidance Alternative, impacts to jurisdictional areas would be avoided; however, there would not be an associated increase in jurisdictional area. The Project's impacts to biological resources are less than significant with mitigation; therefore, this alternative would not avoid a significant Project impact.

As noted previously, an alternative can be eliminated from detailed consideration in an EIR based on failure to meet most of the basic project objectives and the inability to avoid significant environmental impacts. In order to reduce the impacts to jurisdictional waters, the Project building would need to be substantially reduced and no development would occur on the southern portion of the Building 1 site. The Jurisdictional Area Impact Reduction/Avoidance Alternative, which would still involve development of the Project site would meet most of the Project objectives; however, this alternative would not meet Objective 4: maximizing development of speculative high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings in the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are 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 due to the reduction in building size.

Therefore, Further analysis of a Jurisdictional Area Impact Reduction/Avoidance Alternative is not required in this EIR.

5.2.3 FARMLAND AVOIDANCE ALTERNATIVE

The Project site contains approximately 25.7 acres of “Farmland of Local Importance.” As shown on Figure 4.2-2, *FMMP Farmlands Map*, the area designated as Farmland of Local Importance cover the majority of the Project site; therefore, this alternative would effectively eliminate any development on the proposed building sites. As discussed in Section 4.2, *Agriculture and Forestry Resources*, the Project’s impacts to Farmland of Local Importance is less than significant based on the California Agricultural Land Evaluation and Site Assessment (LESA) analysis of the Project site.

As noted previously, an alternative can be eliminated from detailed consideration in an EIR based on failure to meet most of the basic project objectives and the inability to avoid significant environmental impacts. The Farmland Avoidance Alternative would not meet any of the Project objectives, which are related to development of speculative high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings.

The existing General Plan land use designation and zoning for the Project site is Specific Plan (i.e., the PVCCSP). The western portion of the Project site is designated for Light Industrial uses and the eastern portion of the Project site is designated for General Industrial uses in the PVCCSP. Therefore, preservation of the on-site Farmland of Local Importance would not be consistent with the City’s zoning or with the PVCCSP’s land use designations. Additionally, this alternative would be inconsistent with the City’s General Plan land use designations, goals and policies, zoning. The City’s 1991 General Plan Land Use Element redesignated all agricultural lands in the City for uses other than agriculture, thereby eliminating the City’s General Plan “agricultural” land use designation. The Comprehensive General Plan 2030 approved in 2005 also does not include any agricultural land use designations, with the exception of one small parcel that is designated “Light Agriculture” and is not in proximity to the Project site (City of Perris, 2005). The City’s long-range planning goal, as demonstrated through the General Plan Land Use Map (City of Perris, 2013), is to ultimately convert all existing Farmland in the City to non-agricultural uses rather than support the continuation of agricultural uses, which are not economically viable. The utilization of any portion of the Project site for low quality agricultural activity would not be consistent with the Project site’s existing land use designation (Specific Plan) and would impede the City from achieving the goals and objectives set forth in its General Plan including, but not limited to the following, which are further addressed in Section 4.11, *Land Use and Planning*, of this EIR:

- Orderly conversion of agricultural lands (Conservation Element, Goal I).
- Commerce and industry to provide jobs for residents at all economic levels (Land Use Element, Goal III).

Therefore, although this alternative would avoid the Project significant and unavoidable impacts due to the lack of development, this alternative would result in a significant and unavoidable Land Use and Planning impact due to inconsistency with the General Plan and its established goals and policies. The City is required to ensure that actions taken by the City are consistent with the General Plan.

In summary, there is no need to further evaluate a Farmland Avoidance Alternative since the Project would not result in a significant impact to Farmland. Additionally, such as alternative would not achieve the Project objectives and would conflict with the City’s General Plan land use designation, zoning, and

PVCCSP, and goals and policies that anticipate the conversion of agricultural lands to accommodate planned development.

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 4.16 of this EIR, the potentially significant impacts of the Project can be mitigated to a less than significant level with the exception of cumulative GHG emissions impacts and Project and cumulative VMT impacts.

For the one “build” alternative below, it is assumed that the PVCCSP Standards and Guidelines, Specific Plan 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 – Reduced Intensity

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 alternative: (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. The proposed Project is consistent with the City of Perris General Plan land use designation for the site (Specific Plan) and the PVCCSP land use designation for the site (Light Industrial and General Industrial). For this reason, this EIR assumes the No Project/No Development Alternative would result in no new development or other improvements within the Project site.

Description of the Alternative

Under the No Project/No Development Alternative, the proposed development of two warehouse buildings and associated parking, infrastructure, and landscaping would not occur. The Project site would remain in its current condition, and the Project site would 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. Accordingly, although the Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

Agriculture and Forestry Resources

There is no forest land within the City of Perris; therefore, the Project and the No Project/No Development Alternative would not have any impacts on 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 land designated as 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 building sites. Therefore, the construction-related air quality emissions resulting from the Project would not occur. Because there would be no development within the Project site, construction-related and operational activities, and new traffic generated by the Project would not occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Project. As such, no impacts associated with air quality would occur under this alternative.

Biological Resources

The No Project/No Development Alternative would leave the Project site in its existing condition. While this alternative would avoid permanent impacts to disturbed MHSCP riparian/riverine areas, jurisdictional waters, and would not result in potential impacts to nesting birds and burrowing owls during construction, the Project's impacts would be less than significant with incorporation of Project-level mitigation measures. Accordingly, although the Project would result in less than significant biological resources impacts after implementation of mitigation measures, the No Project/No Development Alternative would eliminate the Project's potential impacts to biological resources and no mitigation would be required.

Cultural Resources

There are no historic or known archeological resources in 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 Project-level 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 in 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. The No Development Alternative would not result in the construction of 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. 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 Development Alternative, no new hazards would be introduced to the Project site. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Project. 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 compliance with existing regulatory requirements—would be avoided under the No Project/No Development Alternative. Water quality impacts, including erosion and sedimentation, would be greater under this alternative because the site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed as part of the Project. Accordingly, this alternative would result in greater impacts associated with hydrology and water quality when compared to the Project.

Land Use and Planning

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions in 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 area is “Specific Plan” for the PVCCSP area. The PVCCSP designates the western portion of the Project site for Light Industrial uses and the eastern portion of the Project site for General Industrial uses. Therefore, implementation of the No Project/No Development Alternative would not comply with existing zoning and land use designations for future development with Light Industrial and General Industrial 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 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 MARB/IPA, nor would it conflict with the Southern California Association of Government’s (SCAG’s) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) or Connect SoCal Plan. 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 from the Project would be less than significant. The increase in long-term, traffic-related, and operational noise levels associated with the Project would not occur. Therefore, this alternative would result in no impact related to noise.

Public Service

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped. There would be no increase in demand for fire protection, police protection, schools, or libraries. Accordingly, although the Project would result in less than significant impacts associated with public services, the No Project/No Development Alternative would have no impact related to public services.

Transportation

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur in the Project site and because circulation improvements proposed with the Project would not be implemented (including roadway and sidewalk 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, VMT, potential hazards, and emergency access. Therefore, this alternative would avoid the Project’s significant and unavoidable VMT impacts.

Tribal Cultural Resources

The 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 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. Although the Project would have less than significant impacts to utilities and services systems, including impacts related to solid waste management, implementation of this alternative would result in no impacts associated with utilities and service systems.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would avoid the significant and unavoidable GHG emissions and transportation (VMT) impacts resulting from implementation of the proposed Project. Additionally, because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Project for the following environmental topics would be avoided: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, public services, tribal cultural resources, and utilities and service systems. However, this alternative would not create additional jurisdictional areas, would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed by the Project, and would have greater land use and planning impacts compared to the Project due to inconsistency with 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 area and planned industrial development.

5.3.2 ALTERNATIVE 2: REDUCED INTENSITY ALTERNATIVE

Description of the Alternative

The purpose of the Reduced Intensity Alternative is to address the significant and unavoidable impacts of the Project related to GHG emissions and VMT impacts, which are primarily associated with vehicular trips. Under this alternative, the Project site would be developed with two industrial buildings with a total

square footage of 408,281 sf. This represents a reduction in development of 136,094 sf, or approximately 25 percent, compared to the Project.

The configuration of the buildings is not relevant to the analysis of potential GHG emissions and VMT impacts. This analysis is solely related to the volume of traffic, which correlates to GHG emissions from automobile and truck trips. However, for purposes of analysis, it is assumed that the buildings would have a similar configuration as the Project and other components of the Project related to access, landscaping, infrastructure, and other amenities would be the same.

Relevant to this alternatives analysis is the amount of average daily trip (ADT) generation. Applying the trip generation calculations for the Project (as presented in Table 4.14-1, *Trip Generation Summary*, in Section 4.14, *Transportation*), the Reduced Intensity Alternative would result in a net reduction in ADT compared to the Project. This alternative would result in approximately 1,043 ADT compared to 1,390 ADT with the Project.

Comparative Analysis of Environmental Impacts

Aesthetics

Similar to the Project, development of the Reduced Intensity Alternative would alter the existing visual condition of the Project site through introduction of development on previously vacant, undeveloped site. The Reduced Intensity 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 building would be the same as the Project as identified in Figures 3-7 through 3-10. Further, the landscaping along Natwar Lane and Western Way 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 Intensity 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 measure for construction lighting, the Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to aesthetics.

Agriculture and Forestry Resources

The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same less than significant impacts associated with the conversion of land designated as Farmland of Local Importance to non-agricultural uses as the Project. The Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to agriculture resources, and no impact to forestry resources.

Air Quality

As with the Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be lower than that for the Project. Therefore, localized emissions of diesel particulate matter and toxic air

contaminants would be reduced. As with the Project, the Reduced Intensity Alternative would be consistent with PVCCSP and would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Reduced Intensity 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.

Because the building operations with the Project would be reduced with the Reduced Intensity Alternative, total operational emissions (which include area, energy, mobile, and on-site cargo handling equipment sources) would be lower than the Project due to the 136,094 sf reduction in the size of the buildings. Operational emissions would be reduced by approximately 25 percent consistent with the reduction in building size and trip generation (which is calculated based on building size). As with the Project, operational regional emissions generated with the Reduced Intensity Alternative would not exceed the South Coast AQMD thresholds of significance. Therefore, although the amount of emissions would be reduced, operational emissions and associated impacts would be less than significant, similar to the Project.

Biological Resources

The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources (including potential impacts to nesting birds, burrowing owls, MHSCP riparian/riverine areas, and jurisdictional waters) as the Project. With incorporation of the Project-level mitigation measures, impacts to biological resources would be less than significant with the Reduced Intensity Alternative and the Project.

Cultural Resources

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Intensity Alternative or the Project. The Reduced Intensity 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 Project-level mitigation measures, the Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to cultural resources.

Energy

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Project because of the overall reduction in building size. The Reduced Intensity Alternative would involve development of two industrial buildings totaling 408,281 sf, which is 136,094 sf less than the Project. This alternative would result in reduced energy demand during operational activities. Therefore, the Reduced Intensity Alternative would have reduced energy impacts

than the Project. The Reduced Intensity Alternative would have less than significant impacts as the Project related to energy.

Geology and Soils

The Reduced Intensity 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 Intensity Alternative and the Project.

Greenhouse Gas Emissions

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational emissions (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 4,637.42 MTCO₂e/yr (compared to 6,183.22 MTCO₂e/yr with the Project). Therefore, the Reduced Intensity Alternative would have lower GHG emission impacts than the Project. However, the GHG emissions under this alternative would still exceed the 3,000 MTCO₂e/yr threshold of significance used for this specific Project and the impact would be cumulatively significant and unavoidable, consistent with the Project.

Hazards and Hazardous Materials

Neither implementation of the Reduced Intensity 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 area, the Reduced Intensity Alternative and the Project would have no impact associated with hazardous emissions within 0.25 mile of a school, location on a hazardous materials site, or wildland fire. Land uses that would occur on-site under the Reduced Intensity 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 Intensity 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 Intensity 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 on-site 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 and regulatory requirements, the Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to hydrology and flooding.

As with the Project, the Reduced Intensity 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 Intensity 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 Reduced Intensity 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 area is “Specific Plan” for the PVCCSP area. The PVCC Specific Plan serves as the regulatory document for future development in the Specific Plan area. The PVCCSP designates the western portion of the Project site for Light Industrial uses and the eastern portion of the Project site for General Industrial uses. As with the Project, the Reduced Intensity Alternative would result in the development of an industrial project. 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 408,281 sf of industrial buildings at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. The Reduced Intensity Alternative would have similar, less than significant, impacts as the Project related to land use and planning.

The Reduced Intensity Alternative would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with SCAG’s RTP/SCS or Connect SoCal Plan. Development of the Project would also not conflict with these regional planning programs.

Noise

Because construction activities would be similar, implementation of the Reduced Intensity Alternative would result in similar noise impacts during construction as the Project. Construction noise impacts would be less than significant, similar to the Project.

As identified previously, the Reduced Intensity Alternative would generate fewer Project-generated trips than the Project (approximately 1,043 daily trips compared to 1,390 daily trips with the Project). The volume of trucks on the designated truck routes, including Harley Knox Boulevard, would be lower than the Project, thereby reducing off-site noise levels from trucks. As with the Project, off-site traffic noise impacts would be less than significant with the Reduced Intensity Alternative, but slightly reduced compared to the Project.

The Reduced Intensity Alternative would reduce the truck activity at the building loading docks compared to what would occur with the Project, thereby reducing operational noise potentially impacting nearby sensitive noise receivers. Therefore, this alternative would have a less than significant impact related to operational noise as with the Project, but slightly reduced compared to the Project.

As with the Project, the Reduced Intensity Alternative would not be subjected to substantial noise levels from MARB/IPA operations resulting in a less than significant impact.

Public Service

Under the Reduced Intensity Alternative, development would be reduced by 25 percent. This would result in a corresponding reduction in demands placed on public services, including fire protection and law enforcement services. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Reduced Intensity Alternative would be less than significant, but slightly reduced compared to the Project.

Transportation

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 Intensity 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 impacts under this alternative would remain less than significant.

Construction and operation-related vehicle truck trips would be reduced under the Reduced Intensity Alternative and would decrease by approximately 25 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Project since it is based on Project generated VMT divided by number of employees. As a result, the Reduced Intensity Alternative would continue to exceed the City's impact threshold and impacts would remain significant and unavoidable, but slightly reduced compared to the Project.

Tribal Cultural Resources

The Reduced Intensity Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Project, should they be present.

With incorporation of the Project-level mitigation measures, the Reduced Intensity 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 Intensity 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 Intensity 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 Reduced Intensity 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 Intensity Alternative would have similar, less than significant impacts as the Project related to the installation of utility infrastructure.

The PVCCSP EIR estimates water demand and wastewater generation based on the size of the development area (acres); therefore, the Reduced Intensity Alternative, which has the same development area as the Project, would have the same estimated water demand and wastewater generation as the Project. Therefore, the Eastern Municipal Water District (EMWD) would have sufficient water to serve the Reduced Intensity Alternative. Similarly, there would be adequate capacity in the EMWD wastewater treatment facilities to treat wastewater generated. The Reduced Intensity 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 Reduced Intensity Alternative would comply with applicable local and state regulations related to solid waste management and diversion of solid waste from landfills. The Reduced Intensity Alternative and 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 25 percent reduction in building size with the Reduced Intensity Alternative, there would be a related 25 percent reduction in average daily trip generation, including truck trips. Significant and unavoidable impacts associated with cumulatively considerable GHG emissions and VMT impacts that result from the Project would be reduced, but not eliminated with this alternative, and these decreases in significant and unavoidable impacts are not considered substantial. For all other topical areas, similar or reduced impact levels would occur with the Reduced Intensity compared to the Project.

Attainment of Project Objectives

Following is a discussion of the Reduced Intensity Alternative's ability to attain the Project Objectives.

- 1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Light Industrial and General Industrial land use designations and consistent with the Standards and Guidelines relevant to the Project site and proposed uses.** The Reduced Intensity Alternative would attain this objective.

2. **Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed industrial development.** The Reduced Intensity Alternative would attain this objective.
3. **Expand economic development and facilitate job creation in the City of Perris by establishing a new industrial development area adjacent to an already-established industrial area.** The Reduced Intensity Alternative would attain this objective, but not to the same extent as the Project since the reduced building size 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).
4. **Maximize development of speculative high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings in the Project site that meets contemporary industry standards for operational design criteria, can accommodate a wide variety of users, and are 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 408,281 sf of buildings under the Reduced Intensity Alternative would be 25 percent less than the Project and would not maximize development of the site based on the development standards outlined in the PVCCSP. Therefore, the Reduced Intensity Alternative would not achieve this objective.
5. **Attract new businesses to the City of Perris and thereby provide a more equal jobs-housing balance in the Riverside County/Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.** The Reduced Intensity Alternative would only partially attain this objective because it would not generate as many employment opportunities as the Project.
6. **Provide for uses that will generate tax revenue for the City of Perris including, but not limited to, increased property tax, to support the City's ongoing municipal operations.** The Reduced Intensity Alternative would have 25 percent less building space than the Project, and thus would not generate as much tax revenue as the Project. Therefore, the Reduced Intensity Alternative would not achieve this objective as effectively as the Project.
7. **Provide high-cube, non-refrigerated warehouse/distribution use, or manufacturing buildings that takes advantage of the area's proximity to various freeways and existing and planned transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources.** The Reduced Intensity Alternative would attain this objective.
8. **Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.** The Reduced Intensity Alternative would attain this objective.
9. **Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.** The Reduced

Intensity Alternative would only partially attain this objective because it would not generate as many employment opportunities as the Project.

5.4 COMPARISON OF PROJECT ALTERNATIVES

Based on the preceding analysis, Table 5-1, *Comparison of Alternatives to the Project*, 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 warehouse operations. There would be 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 General Plan, zoning, or PVCCSP. This alternative would not create additional jurisdictional areas, would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed as part of the Project, and would have greater land use and planning impacts compared to the Project due to inconsistency with planning programs. Additionally, none of the Project objectives would be met.

With regard to the remaining development alternative, the Reduced Intensity Alternative is environmentally superior to the Project. As shown in Table 5-2, the Reduced Intensity Alternative would result in a reduced building size and trip generation, result in reduced impacts related to air quality, energy, GHG emissions, noise, and public services. The Reduced Intensity Alternative would not avoid the Project's significant and unavoidable impacts to GHG emissions and VMT. For the other impact categories, the level of impact would be similar as compared to the Project. The Reduced Intensity Alternative would attain some of the Project objectives, but not to the same extent as the Project as there would be less employment generation and less economic benefit to the City.

Table 5-1 Comparison of Alternatives to the Project

Impact Area	Project	No Project/No Development (Alternative 1)	Reduced Intensity (Alternative 2)
Aesthetics	LS	No Impact (less)	LS (similar)
Agricultural Resources	LS	No Impact (less)	LS (similar)
Air Quality			
Construction	LS	No Impact (less)	LS (similar)
Operation	LS	No Impact (less)	LS (less)
Biological Resources	LSM	No Impact (less)	LSM (similar)
Cultural Resources	LSM	No Impact (less)	LSM (similar)
Energy	LS	No Impact (less)	LS (less)
Geology and Soils	LSM	No Impact (less)	LSM (similar)
Greenhouse Gas Emissions (Cumulative)	SU	No Impact (less)	SU (less)
Hazards and Hazardous Materials	LS	No Impact (less)	LS (similar)
Hydrology and Water Quality	LS	LS (greater)	LS (similar)
Land Use and Planning	LS	LS (greater)	LS (similar)
Noise			
Construction	LS	No Impact (less)	LS (similar)
On-site Operations	LS	No Impact (less)	LS (less)
Off-site Traffic-Related	LS	No Impact (less)	LS (less)
Public Service	LS	No Impact (less)	LS (less)
Transportation	SU	No Impact (less)	SU (similar)
Tribal Cultural Resources	LS	No Impact (less)	LS (similar)
Utilities and Service Systems	LS	No Impact (less)	LS (similar)
LS: Less Than Significant; LSM: Less Than Significant with Mitigation; SU: Significant and Unavoidable			

5.6 **REFERENCES**

City of Perris, 2005. *Perris Comprehensive General Plan 2030*. Approved April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf

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<u>Section</u>	<u>Page</u>
6.0 Other CEQA considerations	6-1
6.1 Effects Determined Not to be Significant.....	6-1
6.1.1 Mineral Resources	6-1
6.1.2 Population and Housing	6-2
6.1.3 Public Services	6-2
6.1.4 Recreation.....	6-3
6.1.5 Wildfire.....	6-3
6.2 Significant and Unavoidable Environmental Effects	6-4
6.3 Significant Irreversible Environmental Effects	6-4
6.4 Growth Inducing Impacts	6-6
6.5 References	6-9

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 First March Logistics Project (Project); mitigation measures to address these effects and potential cumulative impacts have been identified throughout the analysis presented in Sections 4.1 through 4.16 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 (schools, parks, other public facilities), Recreation, and Wildfire.

As discussed in Section 2.0 and described in Section 3.0 of this EIR, the Project implements and is consistent with the Perris Valley Commerce Center Specific Plan (PVCCSP) (amended though July 2018) (City of Perris, 2022). As such, and as further discussed below, the findings contained in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR; State Clearinghouse No. 2009081086), are also applicable to the Project, and it can be concluded that implementation of the Project would not result in significant impacts for the environmental issues discussed below, consistent with the conclusions of the PVCCSP EIR (Webb, 2011).

6.1.1 MINERAL RESOURCES

Figure OS-6 of the Riverside County General Plan and the California Department of Conservation’s Mineral Land Classification for the area shows that the Project area 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 (County of Riverside, 2015, Figure OS-6; DOC, 1984). In addition, the California Department of Conservation 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). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur. No impacts are anticipated.

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 short-term jobs during the construction phase. These short-term positions would be filled by workers who, for the most part, would already reside in the local 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. As this relates to industrial uses, one employee per 1,030 sf is estimated for Light Industrial floor space and one employee per 1,500 sf is estimated for General Industrial floor space. The Project consists of the construction and operation of up to 554,375 sf of warehouse/distribution/manufacturing uses, which are allowed under the General Industrial and Light Industrial Specific Plan land use designations. Based on this generation factor, the Project could employ approximately 538 new employees. 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 (538 employees) represents approximately 0.9 percent of the total employment generation anticipated in the Specific Plan area. Further, this represents approximately 2 percent of the City's projected employment base by 2045 as presented in the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation/Sustainable Communities Strategy (RTP/SCS) (26,400 employees; (SCAG, 2020). Additionally, similar to the short-term construction jobs, it is anticipated that these new warehouse/distribution positions would be filled by workers who would already reside in the local 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. Therefore, the Project would not directly or indirectly generate substantial unplanned population growth in the area.

6.1.3 PUBLIC SERVICES

School Services

The Project does not include residential land uses and would not directly introduce new school-age children within the Val Verde Unified School District (VVUSD) boundaries. Furthermore, the Project is not expected to draw a substantial number of new residents to the surrounding area as the result of unplanned population or housing growth and would not, therefore, indirectly increase unplanned enrollment at VVUSD schools. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a direct demand for additional public school services, the Project Applicant would be required to contribute DIFs to the VVUSD in compliance with California Senate Bill 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs.

Due to mandatory payment of school fees, Project impacts to VVUSD schools would be less than significant.

Park Services

The Project does not include residential land uses and would not directly introduce new residents that would increase the demand on park services. As identified in the PVCCSP EIR Initial Study, 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 on-site employee amenities and would not result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities. Additionally, the Project would not expand any existing off-site recreational facilities. The Project Applicant does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the Project would not result in environmental effects related to the construction or expansion of recreational facilities or the increased use or substantial physical deterioration of an existing neighborhood or regional park. No impact would occur.

Other Public Facilities Services

The Project does not include any residential land uses and, therefore, is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, public health facilities, and/or animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities. No impact would occur.

6.1.4 RECREATION

As identified in the PVCCSP EIR Initial Study, 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 and would not result in or accelerate the physical deterioration of existing neighborhood and regional parks or recreational facilities. This is due to the fact that the proposed Project does not involve the development of residential uses and that the proposed industrial use would not create an increase in the use of such facilities. Further, the physical impacts associated with construction and operation of the on-site amenities and recreational features are addressed throughout the analysis presented in this EIR. Accordingly, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, and would not require the construction of new or expanded recreational facilities. Impacts would be less than significant.

6.1.5 WILDFIRE

According to Exhibit S-16, Wildfire Constraint Areas, of the City General Plan Safety Element, the Project area is not located in or near an area identified as being a "Wildfire Hazard Area" (City of Perris, 2016). Additionally, according to the California Department of Forestry and Fire Protection's (CalFire) Fire and Resources Assessment Program (FRAP), the Project site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ) of the City (CAL FIRE, 2019). 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. Therefore, 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 4.16 of this EIR, as applicable. With incorporation of applicable PVCCSP EIR mitigation measures and Project-specific mitigation measures, impacts related to the following topical issues would be less than significant: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Tribal Cultural Resources, and Utilities and Services Systems. The Project would result in two significant and unavoidable impacts related to Greenhouse Gas Emissions and Transportation.

- **Cumulative Greenhouse Gas (GHG) Emissions.** As noted in Table 4.8-5, the Project has the potential to generate a total of approximately 6,183.22 million tons of carbon dioxide equivalent per year (MTCO₂e/yr) at Project Buildout (Phase 2). As such, the Project would exceed the 3,000 MTCO₂e/yr threshold of significance used for this specific Project. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Even with incorporation of all feasible mitigation measures (MM-1 through MM-9), the Project's cumulative GHG emissions impacts would be significant and unavoidable.
- **Project and Cumulative Vehicle Miles Traveled (VMT) (Transportation).** Project generated VMT exceeds the City's baseline VMT threshold by 4.68%. When factoring in the Project's inclusion of pedestrian network improvements (SDT-1) and a voluntary CTR program (TRT-1) as mitigation, the Project generated VMT is estimated to reduce VMT by up to 4.8%. However, the effectiveness of the pedestrian network improvements and CTR program measures in reducing the Project VMT are dependent on as yet unknown building tenant(s) and their future operations; therefore, VMT reductions from various 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 will generally be implemented as the surrounding communities develop. There is no means, however, to quantify any VMT reductions that could result from implementation of the mitigation measures. Therefore, Project impacts would remain significant and unavoidable.

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 proposed 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. Irretrievable 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 proposed 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 site has historically been vacant and undeveloped. However, the City's General Plan and the PVCCSP anticipate that the proposed building sites 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 proposed expansion site.

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 the Project remains consistent with the current land use and zoning designation under the PVCCSP, which indicates that the City anticipates growth. Further, as indicated in Section 4.6, Energy, of this EIR, the Project would not result in the inefficient, wasteful or unnecessary consumption of energy.

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 proposed 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 consistent with the Perris General Plan would require extension and upgrading of major infrastructure (e.g., sewer and water facilities, storm drains, roadways, and dry utilities), and indirect extension of infrastructure represents a significant impact. The Project implements the PVCCSP 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.

The Project implements the approved PVCCSP and planned regional drainage improvements. No Specific Plan amendment, General Plan amendment, or zone change is proposed. Therefore, the Project would not change existing regulations pertaining to land development. The Project is not considered to be growth inducing with respect to removal of obstacles to growth.

- 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 two warehouse buildings totaling approximately 554,375 sf. During Project construction, design, engineering, and construction-related jobs would be created. This would last until Project construction is completed. 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. As this relates to industrial uses, 1 employee per 1,030 square feet is estimated for Light Industrial floor space and one employee per 1,500 sf is estimated for General Industrial floor space. Assuming the employment generation for the proposed would be consistent with Table 4.8-E of the PVCCSP EIR, the Project could generate approximately 538 new employees. 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. Therefore, the employment generation estimated for the Project represents approximately 0.9 percent of the total employment generation anticipated in the Specific Plan area. Additionally, it is anticipated that these new warehouse/distribution 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?** As identified above, the Project would implement the PVCCSP and would not involve a General Plan amendment or zone change. 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 4.16 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. 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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<u>Section</u>	<u>Page</u>
7.0 List of EIR Preparers.....	7-1
7.1 Lead Agency.....	7-1
7.2 Consultants Involved in the Preparation of the EIR.....	7-1
7.3 Persons Consulted/Written Or Verbal Communication.....	7-2

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Nathan Perez.....Senior Planner
Michael Brown, Cadence Environmental Consultants..... City EIR Consultant

7.2 CONSULTANTS INVOLVED IN THE PREPARATION OF THE EIR

The following individuals were involved in the preparation of the EIR and/or technical reports in support of the EIR.

**T&B PLANNING, INC.
(EIR Preparation)**

Nicole Morse, Esq..... Principal-in-Charge/Project Manager
Christhida Mrosla..... Assistant Project Manager
Tracy Chu..... Assistant Project Manager
Cristina Maxey Graphics

**URBAN CROSSROADS
(Air Quality, Energy, Greenhouse Gas, Noise, and Traffic Analysis)**

Aric Evatt..... President
Bill Lawson, P.E., INCEPrincipal/Noise
Haseeb Qureshi.....Associate Principal
Connor Paquin.....Transportation Engineer
Charlene So, P.E.Associate Principal
Alyssa TamaseAnalyst

**GLENN LUKOS ASSOCIATES, INC.
(Biological Technical Report)**

April Nakagawa.....Biologist/ Regulatory Specialist
Jeff AhrensSenior Biologist
Stephanie Cash Restoration Specialist
Lesley Lokovic Gamber Regulatory Specialist
David Smith Biologist
Jillian Stephens..... Biologist

**BRIAN F. SMITH AND ASSOCIATES, INC.
(Phase I Cultural Resources Survey and Paleontological Assessment)**

Brian F. Smith, M.A.....Principal Investigator
Andrew J. Garrison, M.A., RPA.....Senior Project Archaeologist
Todd Wirths, M.S., P.G.....Senior Paleontologist

**ARAGÓN GEOTECHNICAL, INC
(Geotechnical Investigation Report)**

Mark G. Doerschlag, CEG.....Engineering Geologist
C. Fernando Aragón, PE, MS.....Geotechnical Engineer

**ADVANTAGE ENVIRONMENTAL CONSULTANTS, LLC
(Phase I Environmental Site Assessment)**

Daniel Weis, REHS.....Branch Manager
Keith Sy.....Project Manager

**WEIS ENVIRONMENTAL, LLC
(Phase I Environmental Site Assessment)**

Davis Weis, REHS.....Environmental Manager

**THIENES ENGINEERING, INC.
(Preliminary Hydrology Calculations and Water Quality Management Plan)**

Reinhard Stenzel.....Director of Engineering
Brian Weil.....Project Manager
Tony Nuñez.....Design Engineer
Luis Prado.....Design Engineer

7.3 PERSONS CONSULTED/WRITTEN OR VERBAL COMMUNICATION

Agua Caliente Band of Cahuilla Indians

Patricia Garcia.....Director of THPO

Desert Cahuilla Indians (Torres-Martinez)

Mary Resvaloso.....Chairperson

Morongo Band of Mission Indians

Michael Contreras.....Cultural Heritage

Pechanga Band of Indians

Ebru Ozdil.....Planning Specialist

Rincon Band of Luiseño Indians

Destiny Colocho..... Manager

Soboba Band of Luiseño Indians

Joseph Ontiveros..... Cultural Resource