HELIX Environmental Planning

OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project

Final
Environmental Impact Report

SCH No. 2023040385

December 2023

Prepared for:

City of Perris Planning Division
135 North D Street
Perris, CA 92570

Prepared by:

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942

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Acronyms and Abbreviations

ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
City	City of Perris
County	Riverside County
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
HRA	Health Risk Assessment
I	Interstate
LST	Localized Significance Threshold
MARB/IPA	March Air Reserve Base/Inland Port Airport
MM	mitigation measures
MMRP	Mitigation Monitoring and Reporting Program
NOA	Notice of Availability
NOC	Notice of Completion
NPDES	National Pollutant Discharge Elimination System
PVCCSP	Perris Valley Commerce Center Specific Plan
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Government's
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SR	State Route
WAIRE	Warehouse Actions and Investments to Reduce Emissions

1.0 INTRODUCTION

In accordance with Section 15088 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), the City of Perris (City), as the Lead Agency under the California Environmental Quality Act (CEQA), has evaluated the comments received on the Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] No. 2023040385) for the proposed OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project (Project) and has prepared this Final EIR with written responses to these comments. This Final EIR has been prepared in accordance with CEQA and represents the independent judgment of the City of Perris as Lead Agency.

According to State CEQA Guidelines Section 15132, the Final EIR shall consist of:

(a) The draft EIR or a revision of the draft;

(b) Comments and recommendations received on the draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

The purpose of the Final EIR is to respond to all comments received by the City regarding the environmental information and analyses contained in the Draft EIR. Additionally, any clarifications/revisions to the Draft EIR generated from responses to comments are stated in the Final EIR, which includes the Draft EIR, as modified per the clarifications and revisions presented in Section 3.0 of this document.

In addition to the Final EIR (including supporting technical appendices), the City of Perris will also consider the adoption of a Mitigation Monitoring and Reporting Plan (MMRP), a Findings of Fact and Statement of Overriding Considerations document, staff reports, and Resolutions as part of the approval process for the proposed Project.

1.1 CONTENT AND FORMAT

Subsequent to this introductory section, Section 2 contains a copy of the comment letters received by the City regarding the Draft EIR, along with annotated responses to each comment contained within the letters. Section 3, Draft EIR Clarifications and Revisions, of this document contains clarifications/revisions to the Draft EIR. Section 4 contains the MMRP.

1.2 PUBLIC REVIEW OF THE DRAFT EIR

As required by Section 15087 of the State CEQA Guidelines, a Notice of Completion (NOC) and a Notice of Availability (NOA) of the Draft EIR for the Project were filed with the State Clearinghouse (SCH) on September 8, 2023, and the NOA of the Draft EIR was also filed with the Riverside County Clerk. The Draft EIR was circulated for public review for a minimum of 45 days, from September 8, 2023 to October 23, 2023. The NOA, NOC, and the Draft EIR and supporting technical appendices were also posted on the SCH CEQANet Web Portal, and the NOA was sent to responsible agencies and other interested agencies

and parties on or about September 8, 2023. Copies of the Draft EIR were also made available for public review at the City Planning Division (by appointment) and on the City's website. Four comment letters were received by the City during the Draft EIR public review period, although one of these letters was subsequently withdrawn by the commenter. The three remaining comment letters are addressed in Section 2.0 of this Final EIR.

1.3 POINT OF CONTACT

The Lead Agency for the proposed Project is the City of Perris. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

Mathew Evans, Project Planner
City of Perris
Development Services Department, Planning Division
135 N. D Street
Perris, California 92570
Phone: (951) 943-5003 • e-mail: mevans@cityofperris.org

1.4 PROJECT SUMMARY

The following information is summarized from the Project Description in the Draft EIR. For additional detail regarding the Project characteristics, along with analyses of the Project's potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

1.4.1 Project Location

The Project site is in the City of Perris (City), in Riverside County (County), California, near the intersection of Ramona Expressway and North Perris Boulevard. The Project site consists of approximately 45.1 acres and contains disturbed vacant land that was previously used for agricultural purposes. The Project site is bounded by Ramona Expressway to the south, North Perris Boulevard to the west, Perry Street to the north, and Redlands Avenue to the east. It is located approximately 1.7 miles east of Interstate (I-) 215, approximately 6.4 miles south of State Route (SR) 60, and approximately 1.4 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA). The Project site is located within the MARB/IPA Airport Influence Area Boundary and the City's Airport Overlay Zone. The Project site is located almost entirely within Airport Compatibility Zone D (Flight Corridor Buffer), with a small portion of the site located within Zone C1 (Primary Approach/Departure Zone). The Project site is comprised of Assessor's Parcel Numbers (APN) 302-130-002, 302-130-008, 302-130-018, 302-130-021 through 302-130-024, and 302-130-027. The Project site is also located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The existing General Plan land use designation for the Project site is Perris Valley Commerce Center Specific Plan and the zoning is Commercial per the PVCCSP.

1.4.2 Proposed Project

The proposed Project involves the construction and operation of a non-refrigerated warehouse building with ancillary office uses on approximately 36 acres and future development of commercial retail/ restaurant uses within two separate portions of the Project site, including an approximately 4.7-acre portion to the south of the warehouse building and a 4.8-acre portion to the west of the warehouse

building. Supporting infrastructure and utilities are also expected to be constructed, including a portion of the Line E storm drain within and immediately adjacent to the Project site. For analysis purposes throughout the EIR, it is conservatively assumed that construction of the proposed Project would be completed in one phase lasting approximately 11 months.

Warehouse Building

The proposed warehouse building would be in the central portion of the Project site and would include 774,419 total square feet of a high-cube fulfillment center warehouse building, which would also include up to 20,000 square feet of planned ancillary office area. The tenant is not known at this time; therefore, for purposes of analysis, it is assumed that the building square footage would be operated as a high-cube fulfillment center warehouse, and the building could operate 24 hours a day, seven days a week. The building would comply with applicable standards and guidelines outlined in the PVCCSP for Light Industrial uses and would, therefore, reflect a modern industrial design. The building would have a maximum structural height of 50 feet. Required indoor and outdoor employee amenities would also be provided.

Commercial Retail Development

As noted above, the Project Applicant also proposes commercial retail/restaurant uses within both an approximately 4.7-acre portion of the Project site to the south of the warehouse building along the north side of Ramona Expressway and an approximately 4.8-acre portion of the Project site to the west of the warehouse building along the east side of Perris Boulevard. The future commercial developments would include approximately 45,000 square feet of retail and restaurant uses comprised of 21,825 square feet of strip retail plaza use, a 5,000-square-foot high turnover (sit-down) restaurant, 14,775 square feet of fast-food restaurant without drive-through window use in line with retail use, and a 3,400-square-foot fast-food restaurant with drive-thru window use.

Although not currently included in the Project's Development Plan Review request, future commercial development within the western commercial site would include approximately 25,000 square feet of retail and restaurant uses (comprised of 18,000 square feet of strip retail/restaurant use and two fast-food restaurants with drive-through window totaling 4,000 square feet and 3,000 square feet, respectively). The buildings would comply with applicable standards and guidelines outlined in the PVCCSP related to architecture. The buildings would have a maximum building height of 45 feet.

1.4.3 Project Objectives

The Applicant's fundamental purpose and goal of the Project is to provide an industrial warehouse building in the northern portion of the City of Perris, near designated truck routes, and to increase employment opportunities in a housing-rich area. An additional goal is to provide a variety of commercial uses along Ramona Expressway to further reduce the necessity for driving when services are provided close by the employment center as envisioned by the City of Perris. The Project would achieve its purpose and goals through the following objectives:

1. Provide an attractive mixed-use retail project along Ramona Expressway that enhances and meets the local demand for the availability of social gathering places, retail services, and eateries in an underserved area of the PVCCSP, thereby providing additional job opportunities in a housing-rich area and providing more equal jobs to housing balance.

2. Setting aside additional land for future commercial, retail, and office opportunities in the fast-growing Perris Blvd Corridor to further enhance job opportunities, local services, and retail, commercial uses in an area that is housing rich but underserved in these areas.

3. Maximize the development of Class A speculative high cube warehouse industrial buildings that meet 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.

4. Maximize industrial warehouse development near designated truck routes and the State highway system to avoid or shorten truck-trip lengths on other roadways and avoid locating industrial warehouse buildings in proximity to residential uses.

5. Implement drainage improvements in conjunction with the Project to accommodate the 100-year storm flows in the area, including a public storm drain conveyance that would capture stormwater runoff from the region to the detention basin east of the Project site, thus solving regional flooding problems.

6. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

7. Provide for uses that will generate tax revenue for the City of Perris, including, but not limited to, increased property and sales tax, to support the City's ongoing municipal operations.

1.4.4 Required Permits and Discretionary Actions

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Perris, as the lead agency, is charged with the responsibility of deciding whether to approve the Project. As identified above, the following permits and discretionary actions are required by the City of Perris to implement the proposed Project:

- **Certification of an EIR** with the determination that the EIR has been prepared in compliance with the requirements of CEQA;
- **Specific Plan Amendment** to amend the PVCCSP to change a portion of the site's zoning from Commercial to Light Industrial, which includes warehouse facilities as a permitted use.
- **Development Plan Review DPR 22-00006, DPR 22-00019, and CUP 22-05180** for the warehouse and southern commercial site plan and building elevations.
- **Tentative Parcel Map No. 05048** to re-subdivide the existing eight-parcel Project site into seven parcels (subject to change as noted above).

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

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval.
- Review of all plans, including grading and on-site utilities.

- Approval of a Preliminary Water Quality Management Plan to mitigate post-construction runoff flows.

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

- A **National Pollutant Discharge Elimination System** (NPDES) permit from the Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- A determination by the **Riverside County Airport Land Use Commission** (ALUC).
- Compliance with the **South Coast Air Quality Management District** Indirect Source Rule (Rule 2305) for warehouse owners and operators.
- Approval of Water Supply Assessment and water and sewer improvement plans by the **Eastern Municipal Water District**.
- Permits or associated approval by other utility agencies as necessary, for installation of new utility infrastructure or connections to existing facilities.

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2.0 RESPONSE TO COMMENTS

Four comment letters were received by the City during the Draft EIR public review period, although one of these letters was subsequently withdrawn by the commenter. Comments from the three remaining comment letters that address environmental concerns have been thoroughly addressed in this section of the Final EIR. Comments that do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines, include those that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) do request the incorporation of additional information not relevant to environmental issues.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The lead agency shall respond to comments raising significant environmental issues received during the noticed comment period and any extensions and may respond to late comments.

b) The lead agency shall provide a written proposed response, either in a printed copy or in an electronic format, to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.

c) The written responses shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in the responses. Conclusory statements unsupported by factual information will not suffice. The level of detail contained in the response, however, may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). A general response may be appropriate when a comment does not contain or specifically refers to readily available information, or does not explain the relevance of evidence submitted with the comment.

d) The responses to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the responses to comments make important changes in the information contained in the text of the draft EIR, the lead agency should either:

    1. Revise the text in the body of the EIR; or
    2. Include marginal notes showing that the information is revised in the responses to comments.

Revisions to the Draft EIR have been prepared to make minor corrections and clarifications to the Draft EIR as a result of comments received during the public review period (refer to Section 3.0, Draft EIR Clarifications and Revisions, of this document). Therefore, this Response to Comments section, along with the Draft EIR Revisions and MMRP, are included as part of this Final EIR along with the Draft EIR for consideration by the City of Perris prior to a vote to certify the Final EIR.

2.1 LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

In accordance with Section 15132 of the State CEQA Guidelines, the agencies and organizations that submitted comments regarding the Draft EIR through the end of the public review period (October 23, 2023) are listed below:

Comment Letter	Name/Agency	Date
A	Rincon Band of Luiseno Indians	October 25, 2023
B	Eastern Municipal Water District	October 23, 2023
C	South Coast Air Quality Management District	October 20, 2023

2.2 RESPONSES TO COMMENTS

Aside from courtesy statements, introductions, and closings, individual comments within the body of the comment letter have been identified and numbered. A copy of the comment letter and the City's responses to each comment are included in this section. Brackets delineating the individual comments and a numeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following the comment letter.

Comment Letter A – Rincon Band of Luiseno Indians

Letter A

Rincon Band of Luiseño Indians

CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1092 | Fax: (760) 749-8901 | rincon-nsn.gov

October 25, 2023

Sent via email:
City of Perris Planning Division
Attn: Douglas Fenn
Email: dfenn@interwestgrp.com

Re: DPR 22-0006 OLC3 Ramona Expressway and Perris Blvd Commercial Warehouse Project (SCH No. 2023040385)

Dear Mr. Fenn

A-1 This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government. Thank you for providing us with the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseño people. As such, the Rincon Band is traditionally and culturally affiliated to the project area.

A-2 The Band has reviewed the provided documents. Although the Rincon Band was not consulted prior to the preparation of the DEIR, we request that the following PVCCSP EIR mitigation measures be applied to address inadvertent impacts to cultural and tribal resources during construction activities for this Project:

- MM Cultural 2, which includes archaeological monitoring and protocols for discovery of cultural material.
- MM Cultural 3, which includes Native American monitoring. The Rincon Band recommends that Pechanga, Soboba, and/or Agua Caliente Band of Cahuilla Indians be contacted for monitoring.
- MM Cultural 6, which includes protocols for the discovery of human remains.

A-3 In addition, we recommend that a monitoring report be prepared at the completion of construction activities and that a copy of the monitoring report be provided to the Rincon Band when available.

A-4 We understand that other Tribes potentially have knowledge particular to this project site and may request additional measures. Please note that the Rincon Band supports all efforts to completely avoid cultural resources as preferred mitigation.

A-5 We do request that the Rincon Band be notified of any changes in project plans. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749-1092.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Response to Comment Letter A – Rincon Band of Luiseno Indians

Response to Comment A-1:
This comment is introductory in nature and provides an accurate summary of the proposed Project as analyzed in Draft EIR. The City acknowledges that the Project site is within the Rincon Band's traditionally and culturally affiliated area. No environmental issues are raised by this comment and no further response is required.

Response to Comment A-2:
This comment notes that the Rincon Band was not consulted prior to the preparation of the Draft EIR. Tribal consultation was conducted in April 2022. The City of Perris received one response from the Agua Caliente Band of Cahuilla Indians, but monitoring was not requested. Consultation letters were submitted to the Rincon Band as part of the consultation process in April 2022, but no response requesting consultation was received.

This comment also notes the requested PVCCSP EIR mitigation measures (MM) Cultural 2, MM Cultural 3, and MM Cultural 6 be applied for this Project. PVCCSP EIR mitigation measures MM Cultural 2, MM Cultural 3, and MM Cultural 6 are described and referenced in Section 4.4, Cultural Resources and Section 4.13, Tribal Cultural Resources, of the Draft EIR. However, as discussed on page 4.4-19 of the Draft EIR, Project-specific mitigation measure MM CUL-2 implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris. Project-specific mitigation measure MM CUL-3 implements PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris. Through these Project-specific measures, the Tribe(s) will be able to assess any inadvertent finds and participate in treatment, if required. No change in the text of the EIR is required as a result of this comment.

Response to Comment A-3:
This comment requests that a monitoring report be prepared and provided to the Rincon Band when available. The monitoring report prepared for the proposed Project will be filed with the City of Perris Planning Division, the University of California, Riverside, the Eastern Information Center (EIC) and the tribe(s) involved with the Project. As requested in this comment, the monitoring report will also be provided to the Rincon Band when available. No change in the text of the EIR is required as a result of this comment.

Response to Comment A-4:
This comment notes that other Tribes may have knowledge particular to the Project site and notes that the Rincon Band supports all efforts to avoid cultural resources as preferred mitigation. As discussed on page 4.13-12 of the Draft EIR, on April 13, 2022, the City sent out Project notice letters to 11 Native American tribes that are traditionally and culturally affiliated with the geographic area of the Project area. The only tribe to respond was the Agua Caliente Band of Cahuilla Indians, on May 13, 2022. The tribe noted that Project area is within the Tribe's Traditional Use Area and requested the cultural resources inventory of the Project area by a qualified archaeologist, a copy of the records search, and a copy of any cultural resource documentation generated in connected with the Project be sent to the Tribe. No further consultation from the Aqua Caliente Band of Cahuilla Indians, or other Native American tribes, was requested during the consultation period. No environmental issues are raised by this comment, and no further response is required.

Response to Comment A-5:

This comment provides contact information for the Tribe's office. As requested, the Rincon Band will be notified of any changes in the project plans. No environmental issues are raised by this comment, and no further response is required.

Comment Letter B – Eastern Municipal Water District

Letter B

October 23, 2023

Mr. Douglas Fenn, Contract Planner
City of Perris
Development Services Department
135 North "D" Street
Perris, CA 92570

Subject: **EMWD Comments for the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project Notice of Availability of a Draft Environmental Impact Report**

Location: Near Ramona Expressway and North Perris Boulevard in the City of Perris, Riverside County, California.

Dear Mr. Fenn:

B-1 Eastern Municipal Water District (EMWD) thanks you for the opportunity to comment on the Notice of Availability of a Draft Environmental Impact Report for the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project (project). The proposed project involves the construction and operation of a non-refrigerated warehouse building with ancillary office uses on approximately 36-acres. The future development of commercial retail/restaurant uses within two portions of the project site, including an approximately 4.7-acre piece to the south of the warehouse building and a 4.8-acre bit to the west. The proposed warehouse building would be in the central portion of the project site. It would include 774,419 total square feet of high-cube fulfillment center warehouse building with up to 20,000 square feet of planned ancillary office area. The future commercial developments would include approximately 45,000 square feet of retail and restaurant uses.

EMWD offers the following comments:

B-2 To define the impact(s) on the environment and on existing EMWD facilities, and as development within this area occurs over time, the proponents of implementing development projects shall consult EMWD's Development Services Department to compare proposed and existing water demands and sewer flows,

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
T 951.928.3777 • F 951.928.6177 www.emwd.org

B-2 Cont'd and prepare a Design Conditions report (DC), formally known as the Plan of Service (POS), to detail all pertinent facilities necessary to serve such implementing development projects, resulting in an approved DC, prior to final design and plan check of such facilities.

B-3 To help define EMWD's Design Conditions, EMWD requires beginning dialogue with project proponents at an early stage in the site design and development, via a one-hour complementary Due Diligence meeting. To set up this meeting the project proponent should complete a Project Questionnaire (form NBD-058) and submit to EMWD. To download this form or for additional information, please visit our web page www.emwd.org, then select the "Developer" link, then select the "New Development Process Forms" link. This meeting will offer the following benefits:

1. Describe EMWD's development process.
2. Identify project scope and parameters.
3. Provide a preliminary review of the project within the context of existing infrastructure.
4. Discuss potential candidacy for recycled water service.
5. Identify project submittal requirements to start the Design Conditions review.

B-4 Following the Due Diligence meeting, and to proceed with a project, the Design Conditions will need to be developed by the developer's engineer and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check. The DC process and approval will provide the following:

1. Technical evaluation of the project's demands and existing system capacities.
2. Identification of impacts to existing facilities.
3. Identification of additional on-site and off-site facilities, necessary to serve the project.
4. Identification of easement requirements, if necessary.
5. Identification of potential EMWD's cost participation in facility oversizing, if applicable.

If you have questions or concerns, please do not hesitate to contact Maroun El-Hage at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

Sincerely,

Alfred Javier Digitally signed by Alfred Javier Date: 2023.10.23 07:54:56 -07'00'

Alfred Javier
Director of Environmental and Regulatory Compliance
ARJ: hs

EASTERN MUNICIPAL WATER DISTRICT

Response to Comment Letter B – Eastern Municipal Water District

Response to Comment B-1:
This comment provides a correct summary of the proposed Project as analyzed in Draft EIR. No environmental issues were raised by this comment, and no further response is required.

Response to Comment B-2:
The Project Applicant has, and is continuing to, consult with the EMWD related to Project design conditions and planned services, following the development review process available on the EMWD's webpage. A Water Supply Assessment, included as Appendix T to the Draft EIR, has also been previously approved by the EMWD Board. No environmental issues are raised by this comment, and no further response is required.

Response to Comment B-3:
See Response to Comment B-2. No environmental issues are raised by this comment, and no further response is required.

Response to Comment B-4:
See Response to Comment B-2. No environmental issues are raised by this comment, and no further response is required.

Comment Letter C – South Coast Air Quality Management District

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Letter C

SENT VIA E-MAIL:
mevans@cityofperris.org
Matthew Evans, Project Planner
City of Perris Planning Division
135 North "D" Street
Perris, CA 92570

October 20, 2023

Draft Environmental Impact Report (EIR) for OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project (Proposed Project) (SCH No. 2023040385)

C-1

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to review the above-mentioned document. The City of Perris is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. To provide context, South Coast AQMD staff has provided the following brief summary of project information and prepared the following comments which are organized by topic of concern.

South Coast AQMD Staff's Summary of Project Information in the Draft EIR

Based on the Draft EIR, the Proposed Project consists of construction and operation of warehouse and commercial buildings on an approximately 46-acre site.[1] Specifically the Proposed Project would include:

- One non-refrigerated 774,419 square foot (sq ft) high-cube fulfillment center warehouse building on approximately 36 acres[2] with 144 loading dock doors[3] which is expected to attract 294 one-way truck trips per day[4]
- 70,000 sq ft of retail and restaurant uses on approximately 9.5[5] acres comprised of
  - 30,825 sq ft of Strip Retail Plaza
  - 5,000 sq ft of High Turnover Restaurant (sit-down)
  - 23,775 sq ft of Fast-Food Restaurant without Drive-Through Window use
  - 10,400 sq ft of Fast-Food Restaurant with Drive-Through Window use.[6]

Based on a review of aerial photographs, South Coast AQMD staff found that the nearest sensitive receptor (Recreational Vehicle park) is located approximately 175 feet southeast of the Proposed Project site. Construction of the Proposed Project is anticipated to occur in a single phase, commence in January 2023, and be completed by April 2024.[7] The Proposed Project is

[1] Draft EIR. 1.0 Executive Summary. Page 1-1 through 1-3.
[2] *Ibid.* 3.0 Project Description. Page 3-7.
[3] *Ibid.* 3.0 Project Description. Page 3-9 through 3-10.
[4] *Ibid.* 4.2 Air Quality. Page 4.2-34.
[5] *Ibid.* 1.0 Executive Summary. South Coast AQMD Staff calculated 9.5 acres. 4.7 acres (commercial portion to the south of proposed warehouse building) + 4.8 acres (commercial portion to the west of proposed warehouse building) = 9.5 acres. Page 1-3.
[6] *Ibid.* Appendix B, Air Quality Impact Analysis. Page 14.
[7] *Ibid.* Appendix B, Air Quality Impact Analysis, Table 3-3: Construction Duration. Page 50.

C-1 Cont'd

located on the southeast corner of North Perris Boulevard and Perry Street in the City of Perris, Riverside County.[8]

South Coast AQMD Staff's Comments

Potential Underestimation of Emissions Due to Inaccurate On-site Distance for Trucks During Project Operation

C-2

The Draft EIR notes that CalEEMod Version 2022.1 lacks the capacity to distinguish between on-site and off-site mobile source emissions during operation.[9] The Draft EIR then states that the longest on-site distance a truck or passenger car can traverse the Proposed Project site during operation is approximately .50 miles[10] and that the Draft EIR relies on this distance for the Localized Significance Threshold (LST) analysis. Staff, however, reviewed two different site maps (Figure 4.2-2 in the Draft EIR[11] and Exhibit 2-B in Appendix C of the Draft EIR[12]) that show on-site truck movement routes for the Proposed Project and concluded that the longest possible on-site distance for the truck routes is between, roughly, .55 to 1 mile and thus exceeds the 0.5-mile assumption upon which the Draft EIR LST emission estimates are based. Therefore, the on-site emissions appear to have been underestimated. For this reason, staff recommends the Lead Agency either revise the calculations to reflect an on-site truck route distance of somewhere between .55 to 1 mile or provide a comprehensive explanation and justification of the methodology employed in relying on the 0.5-mile on-site assumption parameter. If during this stage in the planning process the exact on-site truck route is unknown (two different on-site truck routes for the Proposed Project are presented in the Draft EIR and its accompanying appendices), South Coast AQMD staff recommend the Lead Agency use the most conservative hypothetical on-site truck route length for the air quality impact analysis.

C-3

Use of South Coast AQMD's Mass Rate Localized Significance Threshold (LST) Look-Up Table to Analyze the Proposed Project's Localized Air Quality Impact is not Consistent with Guidance for the LST Methodology

The Proposed Project covers approximately 46 acres.[13] The Draft EIR states that during construction up to 20 acres/day can be actively disturbed.[14] The Lead Agency uses South Coast AQMD's Mass Rate LST Look-up Table[15] for five acres as a screening tool to determine if the Proposed Project's construction and operational daily emissions of NOx, CO, PM10 and PM2.5 could result in a significant impact to local air quality.[16] South Coast AQMD staff, however, developed the LST methodology for proposed projects that are less than or equal to five acres.[17]

[8] Draft EIR. Appendix B. Air Quality Impact Analysis, Exhibit 1-A: Location Map. Page 15.
[9] *Ibid.* Appendix B. Air Quality Impact Analysis. Page 61.
[10] *Ibid.* Appendix B. Air Quality Impact Analysis. Page 61.
[11] *Ibid.* Air Quality, Figure 4.2-3: Modeled On-Site Emission Sources. Page 4.2-32.
[12] *Ibid.* Appendix C. Health Risk Assessment, Exhibit 2-B: Modeled On-Site Emission Sources. Page 15.
[13] *Ibid.* 1.0 Executive Summary. Page 1-1 through 1-3.
[14] *Ibid.* Appendix B. Air Quality Impact Analysis. Page 56 through 57.
[15] South Coast AQMD Appendix C – Mass Rate LST Look-up Table. Access here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf
[16] *Ibid.* Appendix B. Air Quality Impact Analysis. Page 55 through 62.
[17] Final LST Methodology, July 2008. Page 1-1, 3-3, & 3-4. Access here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf

C-3 Cont'd

For projects that are greater than five acres in size, South Coast AQMD recommends lead agencies perform project-specific dispersion modeling to determine operational localized air quality impacts.[18] For construction, if project sites are greater than five acres in size and disturb more than five acres/day during the construction phase, staff also recommends lead agencies perform project-specific dispersion modeling to determine construction localized air quality impacts. Staff therefore recommends the Lead Agency to: 1) perform project-specific air dispersion modeling for the Proposed Project's construction and operational phase emissions to determine localized air quality impacts; and 2) include the results in the Final EIR.

Potential Underestimation of Emissions Due to Imprecise Assumptions for Truck Trip Lengths and Trip Rates in Emissions Analysis

C-4

Appendix B of the Draft EIR explains that the air quality impact analysis is based on the assumption that the average truck trip length is 34.51 miles for the High-Cube Fulfillment Center Warehouse land use.[19] Appendix B discusses the assumptions used to arrive at the 34.51-mile modeling parameter and states that, "the analysis incorporated the SCAQMD recommended truck trip length of 14.2 miles for 2-axle and 3-axle (LHDT1, LHDT2, and MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages taken from the *OLC3 Traffic Analysis*. The trip length function for the proposed industrial building use has been revised to 34.51 miles..."[20] The referenced 14.2 miles and 40 miles of truck trip lengths were originally derived from the Southern California Association of Government's (SCAG) estimation of average truck trip length in its 2016 Regional Transportation Plan.[21]

The Draft EIR's Transportation section also states that the Proposed Project's truck distribution patterns are based partially on the Project Applicant's input on percentage of traffic oriented to the Port of Long Beach or other destination.[22] Yet the project site is located approximately 80 miles from the Ports of Long Beach and Los Angeles, which means that the air quality analysis underestimated the emissions from trucks traveling from the Ports to the project site. For this reason, the Lead Agency is recommended to revise the calculations in the Final EIR by taking a project-specific approach to the vehicle trip length and trip rates by applying more conservative trip lengths such as designating 40 miles for local trips and 80 miles for Port-related trips. Tailoring these parameters and assumptions to be based on project-specific data will ensure a more accurate assessment of emissions, accounting for the unique circumstances and logistical realities of the Proposed Project.

C-5

Incorrect Pollutant Averaging Time in Health Risk Assessment (HRA)

[18] Final LST Methodology, July 2008. Page 1-1, 3-3, & 3-4. Accessed here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf
[19] Draft EIR. Appendix B. Air Quality Impact Analysis. Page 53.
[20] *Ibid.* Appendix B. Air Quality Impact Analysis. Page 53.
[21] South Coast Air Quality Management District, Preliminary Draft Staff Report: Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce.
[22] *Ibid.* 4.12 Transportation. Page 4.12-23.

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C-5 Cont'd

South Coast AQMD staff reviewed the construction HRA modeling files and noted that the ANNUAL[23] keyword was selected for the pollutant averaging time in the control pathway in the AERMOD model. However, according to the South Coast AQMD Risk Assessment Procedures v8.1 and South Coast AQMD Modeling Guidance for AERMOD,[24] a detailed HRA utilizing AERMOD should be ran using the pollutant averaging time option of PERIOD. Thus, staff recommends the Lead Agency: 1) re-run the construction HRA to utilize PERIOD averaging time to determine the health risk impacts to sensitive receptors and off-site workers; and 2) include the results in the Final EIR.

C-6

Inconsistent Trip Generation Rates in Draft EIR Traffic Analysis and CalEEMod

Table 4-1 of Appendix S of the Draft EIR shows the following project trip generation rates: [25]

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
High-Cube Fulfillment Center Warehouse	TSF	--[3]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars (AM = 84.4%, PM = 87.3%, Daily = 82.2%)			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (AM = 6.6%, PM = 6.7%, Daily = 7.6%)			0.004	0.004	0.008	0.005	0.006	0.011	0.162
5+ Axle Trucks (AM = 9.0%, PM = 6.0%, Daily = 10.2%)			0.005	0.006	0.011	0.005	0.005	0.010	0.217
Strip Retail Plaza (<40,000 SF)	TSF	822	1.42	0.94	2.36	3.30	3.29	6.59	54.45
High Turnover (Sit-Down) Restaurant	TSF	932	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Fast Food w/o Drive Thru	TSF	933	25.04	18.14	43.18	16.61	16.60	33.21	450.49
Fast Food w/ Drive Thru	TSF	934	22.75	21.86	44.61	17.18	15.85	33.03	467.48
Passenger Car Equivalent (PCE) Trip Generation Rates[4]									
High-Cube Fulfillment Center Warehouse	TSF	--[3]	0.089	0.033	0.122	0.050	0.115	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks (PCE = 2.0)			0.008	0.008	0.016	0.010	0.012	0.022	0.324
5+-Axle Trucks (PCE = 3.0)			0.016	0.017	0.033	0.014	0.016	0.030	0.651

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.
Inbound and outbound split source: ITE Trip Generation Manual, Eleventh Edition (2021) for ITE Land Use Code 154.

[4] PCE factors: 2 and 3-axle = 2.0; 4+-axle = 3.0.

Based on a review of the CalEEMod technical files provided to South Coast AQMD staff via e-mail (Haseeb Qureshi, personal communication, October 4, 2023), it appears that the trip generation rates shown in table 4-1 above and the trip generation rates in the CalEEMod input modeling files for the operational phase (see Figure 1 below), do not match.

[23] South Coast AQMD Risk Assessment Procedures v8.1. Access at: http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf

[24] South Coast AQMD Modeling Guidance for AERMOD. Access at: South Coast AQMD Modeling Guidance for AERMOD

[25] *Ibid.* Appendix S. Traffic Analysis. Page 51.

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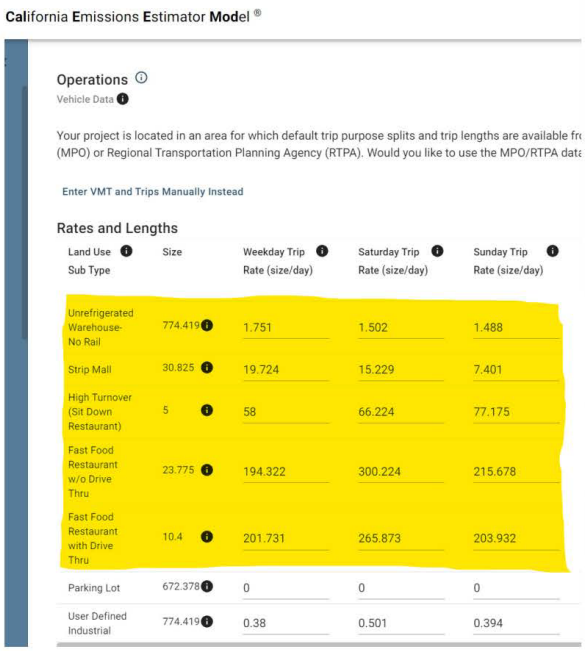
Figure 1



C-6 Cont'd

For instance, the Strip Retail Plaza Land Use in Table 4-1 shows a daily trip generation rate of 54.45, while the CalEEMod input modeling files (see Figure 1 above) show a daily trip generation rate of 19.724 (17.32 if Weekday, Saturday, and Sunday Trip Rates are averaged[26]). South Coast AQMD staff therefore recommends the Lead Agency to: 1) review and revise the Proposed Project's Operational Trip Generation Rates; 2) re-calculate the emissions; and 3) include the results in the Final EIR.

Recommended Revision to Mitigation Measure (MM) for Operation

C-7

The air quality analysis in the Draft EIR concludes that the Proposed Project's regional operational emissions for volatile organic compounds (VOC), nitrogen oxides (NOx), and carbon monoxide (CO) would be significant even after mitigation.[27] The Draft EIR also states that the majority of the Proposed Project's VOC, NOx, and CO operational emissions come from mobile sources.[28] Once in operation, the Proposed Project is anticipated to result in approximately 294 one-way truck trips per day.[29] CEQA also requires that all feasible MMs that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. Thus, to further reduce the Proposed Project's air quality impacts for operation, staff

[26] [(19.724)*5 + 15.229 + 7.401]/7 = 17.321 Average weekly trip rate based on CalEEMod technical file trip rate numbers
[27] Draft EIR. 4.2 Air Quality. Page 4.2-22 through 4.2-26.
[28] *Ibid.* 4.2 Air Quality. Page 4.2-22 through 4.2-23.
[29] *Ibid.* 4.2Air Quality. Page 4.2-34.

C-7 Cont'd

recommends that the Lead Agency consider revising its air quality (AQ) MM, MM AQ-6,[30] in the Final EIR to further reduce the Proposed Project's significant and unavoidable air quality impacts during operation.

MM AQ-6 states that "the facility operator for the warehouse portion of the [Proposed] 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…" South Coast AQMD staff recommends that the Lead Agency revise MM AQ-6 so that tenants that use trucks older than ***2014*** model year are encouraged by the developer/successor-in-interest to apply in good-faith for funding for diesel truck replacements.

South Coast AQMD Air Permits and Role as a Responsible Agency

C-8

If implementation of the Proposed Project would require the use of new stationary and portable sources, including but not limited to emergency generators, fire water pumps, boilers, etc., air permits from South Coast AQMD will be required and the role of South Coast AQMD would change from a Commenting Agency to a Responsible Agency under CEQA. In addition, if South Coast AQMD is identified as a Responsible Agency, per CEQA Guidelines Section 15086, the Lead Agency is required to consult with South Coast AQMD. Furthermore, CEQA Guidelines Section 15096 sets forth specific procedures for a Responsible Agency, including making a decision on the adequacy of the CEQA document for use as part of evaluating the applications for air permits. For these reasons, the Final EIR should include a discussion about any new stationary and portable equipment requiring South Coast AQMD air permits and identify South Coast AQMD as a Responsible Agency for the Proposed Project.

The Final EIR should also include calculations and analyses for construction and operation emissions for new stationary and portable sources, as this information will also be relied upon as the basis for the permit conditions and emission limits for the air permit(s). Please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385 for questions regarding what types of equipment would require air permits. For more general information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits.

C-9

Conclusion

As set forth in California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(a-b), the Lead Agency shall evaluate comments from public agencies on the environmental issues and prepare a written response at least 10 days prior to certifying the Final EIR. As such, please provide South Coast AQMD written responses to all comments contained herein at least 10 days prior to the certification of the Final EIR. In addition, as provided by CEQA Guidelines Section 15088(c), if the Lead Agency's position is at variance with recommendations provided in this comment letter, detailed reasons supported by substantial evidence in the record to explain why specific comments and suggestions are not accepted must be provided.

Thank you for the opportunity to provide comments. South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this

[30] Draft EIR. 4.2 Air Quality. Page 4.2-24.

Matthew Evans, Project Planner October 20, 2023

C-9 Cont'd

comment letter. Please contact Evelyn Aguilar, Air Quality Specialist, at eaguilar@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW:EA
RVC230913-03
Control Number

Response to Comment Letter C – South Coast Air Quality Management District

Response to Comment C-1:
This comment is introductory in nature and provides an accurate summary of the proposed Project as analyzed in Draft EIR. No environmental issues are raised by this comment, and no further response is required.

Response to Comment C-2:
The SCAQMD Staff comment states that there is a potential underestimation of emissions due to inaccurate on-site distance for the trucks and passenger vehicles during proposed Project operation and that the on-site vehicle travel distance was assumed to be 0.5 mile when it should be 0.55 to 1 mile based on an aerial map of the Project site.

Although it is correct that the total on-site travel distance is up to 1 mile, it should be noted that not all passenger vehicles and trucks would travel this distance. The 0.5 mile used within the CalEEMod model is an average of all on-site travel during operations from both passenger vehicles and trucks, and is appropriate to use in this analysis. Additionally, even if the CalEEMod model was updated to include the suggested 1-mile on-site travel distance, the proposed Project would still have a less than significant impact for operational Localized Significance Thresholds (LSTs). No change in the Draft EIR analysis is required.

Response to Comment C-3:
The SCAQMD Staff comment states that the air quality analysis use of the SCAQMD's Mass Rate LST Look-Up Table to analyze the proposed Project's Localized Air Quality Impact is not consistent with guidance for the LST methodology.

It is correct that the proposed Project site is approximately 46 acres and that the SCAQMD's Mass Rate LST Look-up Tables were developed for projects that are less than or equal to five acres; however, Appendix B, Air Quality Impact Analysis, Page 60 clearly states that although the total acreage disturbed is more than 5 acres per day for construction activities, the LST Methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine if any pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the proposed Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, 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. This is clearly demonstrated in the SCAQMD's Mass Rate LST Look-up Tables which show lower thresholds for smaller development sites. Because Project construction and operational emissions would not exceed the conservative values in the Mass Rate LST Lookup Tables, additional modeling is not necessary. No change in the Draft EIR analysis is required.

Response to Comment C-4:
The SCAQMD Staff comment states that there is a potential underestimation of emissions due to imprecise assumptions for truck trip lengths and trip rates in emissions analysis and that the analysis understated the travel distance for trucks traveling from the ports to the Project site and should apply a

more conservative trip length of 40 miles for local trips and 80 miles for Port-related trips. However, the SCAQMD fails to provide any evidentiary basis for the arbitrary numbers of 40 miles and 80 miles it suggests using. In fact, these recommendations are in direct opposition of the SCAQMD's recommended truck travel distance for warehousing projects within its jurisdiction (based on the Southern California Association of Government (SCAG) regional travel demand data). While some percentage of trips may be Port-related, the analysis utilizes average travel distances commensurate with SCAQMD recommendations.

As noted in the Draft EIR Appendix B and as noted in the comment from the SCAQMD, the air quality analysis utilized the average trip length for light-heavy, medium-heavy (14.2-miles) and heavy-heavy trucks (40 miles) which is based on SCAG's estimation of average truck trip length in its 2016 Regional Transportation Plan and correlates to the SCAQMD's recommendations outlined in their implementation of the Warehouse Actions and Investments to Reduce Emissions (WAIRE) adopted in 2021. The 34.51 miles trip length was derived by weighting the average trip lengths using traffic trip percentages taken from the Traffic Analysis. The recommended trip lengths are not supported by any substantial evidence provided by the SCAQMD and contradict published material from SCAQMD that was utilized in the underlying analysis. No change in the Draft EIR analysis is required.

Response to Comment C-5:
The SCAQMD Staff comment states that there is incorrect pollutant averaging time and recommends the construction and operational health risk assessment (HRA) be re-run.

The comment states that the analysis should have been run in AERMOD utilizing the PERIOD option as opposed to the ANNUAL averaging time option. It should be noted that the PERIOD and ANNUAL options return identical results. The PERIOD averaging time option averages pollutant concentrations over the entire period of meteorological data, whereas the ANNUAL averaging time option averages pollutant concentrations over one year. However, per the AERMOD user guide, when multi-year meteorological data sets are used, the ANNUAL option outputs the average of the ANNUAL values across the years of data processed. Since the meteorological data set used for this Project analysis includes five years of data, when the ANNUAL option is selected, the model outputs the average concentration for the entire data set, the same as would be the output using the PERIOD option. No change in the air quality analysis or the Draft EIR analysis is required.

Response to Comment C-6:
The comment states that the analysis consists of inconsistent trip generation rates in the Draft EIR Traffic Analysis and CalEEMod and that the analysis should be reviewed and revised.

It is correct that the CalEEMod input file includes different trip rates than what is identified in Table 4-1 of Appendix S of the Draft EIR; however, this table identifies the trip rates and does not account for pass-by or internal capture trips. Table 4-2 of Appendix S of the Draft EIR breaks down the actual new Project trip generation and as shown on the excerpt below there are pass-by and internal capture reductions accounted for in the trip generation which were also accounted for in the air quality analysis. The rates were, therefore, adjusted to account for the pass-by and internal capture reductions.

In order to accurately reflect the pass-by trip percentages identified in the Project traffic study, as requested by the SCAQMD, a supplemental CalEEMod run has been prepared and the emissions are shown in the revised Table 4.2-8 below (the supplemental CalEEMod results sheets are included as Appendix A to this Final EIR). As shown, these changes would not alter the significance findings in the

DEIR, and the Project's emissions would continue to exceed the applicable SCAQMD significance thresholds utilized by the City of Perris.

The updated emissions totals also include emissions associated with the Project's potential use of an emergency fire water pump generator assuming a conservative 300 horsepower engine, operating one hour per day during testing, with a maximum of 50 hours of testing per year, in response to a separate comment from SCAQMD (see the Response to Comment C-8). The modeling output for the emergency fire pump is included as Appendix B to this Final EIR.

Table 4.2-8
SUMMARY OF PEAK OPERATIONAL EMISSIONS

Source	Emissions (pounds per day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer (Smog Season)						
Mobile Source	98.1	93.3	461	1.21	80.6	21.5
Area Source	26.3	0.31	36.7	<0.01	0.07	0.05
Energy Source	0.07	1.25	1.05	0.01	0.09	0.09
On-Site Equipment	0.35	1.13	49.33	0	0.09	0.08
Emergency Generator	0.98	2.75	2.51	<0.01	0.14	0.14
Total Maximum Daily Emissions	**125.80**	**98.74**	**550.59**	**1.22**	**80.99**	**21.86**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**No**	**No**
Winter						
Mobile Source	90.2	98.7	421	1.16	80.6	21.5
Area Source	20.3	0	0	0	0	0
Energy Source	0.07	1.25	1.05	0.01	0.09	0.09
On-Site Equipment	0.35	1.13	49.33	0	0.09	0.08
Emergency Generator	0.98	2.75	2.51	<0.01	0.14	0.14
Total Maximum Daily Emissions	**111.90**	**103.83**	**473.89**	**1.17**	**80.92**	**21.81**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2022a

Response to Comment C-7:
The SCAQMD Staff comment recommends revisions to the mitigation measures for operational emissions, specifically Project-specific mitigation measure MM AQ-6 to 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". The SCAQMD staff recommends that the Lead Agency revise Project-specific mitigation measure MM AQ-6 so that tenants that use trucks older than 2014 model year are encouraged by the developer/successor-in-interest to apply in good-faith for funding for diesel truck replacements. This comment is noted and the mitigation measure has been revised in the Final EIR.

Response to Comment C-8:
The comment requests that the Final EIR include a discussion of any portable or stationary equipment that may require an air permit. As noted in the comment, equipment such as an emergency generator or fire pump that may be installed in the future may require an air permit from the SCAQMD. However,

given that the commercial tenants are not known at this time, and it is not known whether such equipment may be needed (or equipment specifications if it is), it would be speculative at this time to include this in the analysis. Additionally, equipment commonly used at restaurants (i.e., charbroilers and food ovens) are exempt under SCAQMD Rule 219. However, this equipment may require filing under SCAQMD Rule 222. It should be noted that not all restaurants utilize these types of equipment, and the tenants for the restaurant portion of the Project are not known at this time. Should any air permits be required, the permit application process includes an evaluation of all potential emissions as well as an analysis of any potential health risks.

As discussed in the Response to Comment C-6, the Projects operational emissions totals have been updated to include the emissions associated with the Project's potential use of an emergency fire water pump generator assuming a conservative 300 horsepower engine, operating one hour per day during testing, with a maximum of 50 hours of testing per year. The emissions totals are presented above in the revised Table 4.2-8.

Response to Comment C-9:

This comment describes PRC Section 21092.5(a) and State CEQA Guidelines Section 15088(c) regarding written responses to comments. The SCAQMD will be provided with the City's responses to its comments no less than 10 days prior to certification of the Final EIR for the Project. No environmental issues are raised by this comment, and no further response is required.

3.0 DRAFT EIR CLARIFICATIONS AND REVISIONS

Any corrections to the Draft Environmental Impact Report (EIR) recommended by the City of Perris or in response to comments received are stated in this section of the Final EIR. The Draft EIR has not been modified and will not be re-published in its entirety as a single document to reflect these EIR modifications.

The information included in these revisions does not constitute substantial new information that requires recirculation of the Draft EIR. Section 15088.5 of the State CEQA Guidelines states in part:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The changes to the Draft EIR included in these modifications do not constitute "significant" new information because:

- No new significant environmental impacts would result from the project or from a new mitigation measure.

- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance.

- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project.

- The Draft EIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft EIR is not required because the new information added to the EIR through these modifications clarifies information already provided or makes insignificant modifications to the already adequate Draft EIR.

The EIR modifications contained below are in the same order as the information that appears in the Draft EIR. Changes in text are signified by strikeouts (~~strikeouts~~) where text has been removed and by bold underline (**underline**) where text has been added. The applicable page numbers from the Draft EIR are also provided where necessary for easy reference.

3.1.1 Chapter 1.0 – Executive Summary

Table 1-1 – DEIR IMPACT SUMMARY MATRIX

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Aesthetics	Have a substantial adverse effect on a scenic vista.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Aesthetics	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Aesthetics	In non-urbanized areas, substantially degrades the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Aesthetics	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	~~**PVCCSP**~~ **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.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		~~**PVCCSP**~~ **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.	
		Project-specific MM AES-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 properties. Compliance with this measure shall be verified by the City of Perris Building Division during construction.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Air Quality	Conflict with or obstructing of implementation of the applicable air quality plan.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Air Quality	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	**Project-specific MM AQ-1:** Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than five minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and (3) telephone numbers of the building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City Public Works Department shall conduct a site inspection to ensure that the signs are in place.	Significant and unavoidable.
		Project-specific MM AQ-2: Prior to the issuing of each building permit, the project proponent shall provide plans and specifications to the City of Perris Building ~~Department~~ **Division** that demonstrate that each Project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.	
		Project-specific MM AQ-3: Prior to the issuing of each building permit, the Project proponent shall provide plans and specifications to the City of Perris Building ~~Department~~ **Division** 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.	
		Project-specific MM AQ-4: Once constructed, the Project proponent shall ensure that all building tenants shall utilize electric equipment for landscape maintenance to the extent feasible through requirements in the lease agreements. This aspect of the lease agreements shall be reviewed and verified by the City of Perris Planning Division.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		Project-specific MM AQ-5: Once constructed, the Project proponent 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 CARB 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.	
		Project-specific MM AQ-6: Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate ~~2010~~ **2014** 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: (1) list each engine design; (2) describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and (3) describe the change in each fleet composition from the prior year.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		Project-specific MM AQ-7: Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program shall include, but not be limited to the following: • Appoint a Transportation Demand Management (TDM) coordinator who will 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; and • Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program.	
		Project-specific MM AQ-8: Prior to the issuance of a building permit, the Project proponent shall provide evidence to the City that loading docks are designed to be compatible with SmartWay trucks.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		Project-specific MM AQ-9: Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding: • Building energy efficiency, solid waste reduction, recycling, and water conservation; • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting; • Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies; • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling; and • The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.	
		Project-specific MM AQ-10: Prior to issuance of a building permit, the Project proponent shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.	
		Project-specific MM AQ-11: Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site.	
		Project-specific MM AQ-12: Prior to issuance of an occupancy permit, the Project proponent shall install a sign on the property with telephone, email, and regular mail contact information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		Project-specific MM AQ-13: Prior to issuance of a building permit, the Project proponent shall provide the City 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 Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.	
		MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: • **requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);** • **keeping disturbed/loose soil moist at all times;**	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		• **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 (mph) or less on all unpaved potions of the project sites;** • **suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 mph;** • **appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;** • **sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and** **replacement of ground cover in disturbed areas as quickly as possible.**	
		MM Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	
		MM Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits.	
		MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOX unless it is unavailable in Riverside County at the time of project construction	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		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 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.	
		MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.	
		MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling more than five minutes.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls to allow TRUs with electric standby capabilities to use them.	
		MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 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, On-road Heavy Duty Voucher Incentive Program (VIP), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and Surplus Off-Road Opt-in for NOX (SOON) 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 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 sites 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.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		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 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.	
Air Quality	Expose sensitive receptors to substantial pollutant concentration.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Air Quality	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Biological Resources	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 the U.S. Fish and Wildlife Service.	**Project-specific 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 the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions). 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. • If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. • However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization	
		measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.	
		Project-specific MM BIO-2: The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-	

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

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.	
		Project-specific MM BIO-3: Prior to commencement of ground-disturbing activities (i.e., earthwork, clearing, and/or grubbing), wet season focused surveys for federally listed fairy shrimp species shall be completed. The wet season surveys shall be conducted by a permitted biologist and follow the current USFWS survey protocol for large brachiopods (USFWS 2017). Survey results shall be submitted to USFWS following completion of the surveys. If listed fairy shrimp species are not detected during the wet season surveys, then ground-disturbing activities shall be allowed to commence on the Project site and no further mitigation is required. If federally listed fairy shrimp are identified during the wet season surveys and the project cannot avoid occupied habitat, a DBESP assessment shall be completed to ensure that the proposed alternative provides for replacement of any lost functions and values of habitat. Project impacts to occupied listed fairy shrimp habitat shall be accomplished through purchase of off-site mitigation credits at an agency-approved mitigation bank or in-lieu fee program, or through purchase of off-site land that supports occupied habitat at a ratio of no less than 2:1. If off-site land is purchased, the mitigation site shall be preserved in perpetuity through a conservation easement, deed restriction, or similar legal protection mechanism.	
Biological Resources	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No Impact.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Biological Resources	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Biological Resources	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or establish native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No Impact.
Biological Resources	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No Impact
Biological Resources	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.	**Project-specific MM BIO-2**	Less than significant.
Cultural Resources	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	**Project-specific MM CUL-1:** Prior to the issuance of grading permits, the Project Applicant shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred) to create and implement a Project-specific controlled grading plan for monitoring site grading/earthmoving activities in the vicinity of the earthen reservoir. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the archaeologist has been approved by the City.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the grading of the earthen reservoir. 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, and the Eastern Information Center (EIC).	
Cultural Resources	Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5.	**Project-specific MM CUL-2:** Prior to the issuance of grading permits, the Project Applicant shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City. • The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		If archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/ archaeological resources. However, it is understood that all artifacts, except for human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. • If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and the Rincon Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, or the Rincon Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American resources as deemed possible. The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		• If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts. If human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM CUL-3 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. After analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.	

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		A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the tribe(s) involved with the Project	
Cultural Resources	Disturb any human remains, including those interred outside of dedicated cemeteries.	**Project-specific MM CUL-3:** If human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative(s) shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation of any Luiseño tribal representative(s) at the site, the NAHC identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the Native American human remains and may recommend to the Project Applicant 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 Applicant and the MLD. If there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		The specific locations of Native American burials and reburials would be proprietary and not disclosed to the public. The locations would 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).	
Energy	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	~~**PVCCSP**~~ **MM Air 19:** 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.	Less than significant.
		~~**PVCCSP**~~ **MM Air 20:** Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementation of the development project with building plans and calculations.	
Energy	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	~~**PVCCSP**~~ **MM Air 19** and ~~**PVCCSP**~~ **MM Air 20**	Less than significant.
Geology and Soils	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Geology and Soils	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Geology and Soils	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Geology and Soils	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving landslides.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Geology and Soils	Result in substantial soil erosion or the loss of topsoil.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Geology and Soils	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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Geology and Soils	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.	~~**PVCCSP 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.~~ **No applicable PVCCSP mitigation measures.** **No additional Project-level mitigation is required.**	Less than significant.
Geology and Soils	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.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Geology and Soils	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	~~**PVCCSP**~~ **Project-specific MM GEO-1:** Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of Perris Planning Division, 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 all onsite and offsite subsurface excavation in the western portion of the Project site and all onsite and offsite subsurface excavation in the eastern portion of the site that exceeds 5 feet in depth below the pre-grade surface. The PRIMMP shall also include provisions for a Worker's Environmental Awareness Program (WEAP) training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within 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.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		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.	
Greenhouse Gas Emissions	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**Project-specific MM AQ-1 through AQ-13; MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.**	Significant and unavoidable.
Greenhouse Gas Emissions	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hazards & Hazardous Materials	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hazards & Hazardous Materials	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.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hazards & Hazardous Materials	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1-quarter mile of an existing or proposed school.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Hazards & Hazardous Materials	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Hazards & Hazardous Materials	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.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hazards & Hazardous Materials	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Hazards & Hazardous Materials	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Hydrology & Water Quality	Violate any water quality standards or waste discharge requirements.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hydrology & Water Quality	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hydrology & Water Quality	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Hydrology & Water Quality	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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hydrology & Water Quality	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 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.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hydrology & Water Quality	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 impede or redirect flood flows.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Hydrology & Water Quality	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to provide inundation.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.
Hydrology & Water Quality	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Land Use	Physically divide an established community.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Land Use	Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant impact.
Noise	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies.	~~**PVCCSP**~~ **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 [sic] 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.	Less than significant.
		MM Noise 2: During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.	
		MM Noise 3: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.	
		MM Noise 4: Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.	
Noise	Generation of excessive ground-borne vibration or ground-borne noise levels.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Noise	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.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Transportation	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	~~**PVCCSP**~~ **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.	Less than significant.
		~~**PVCCSP**~~ **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.	
		~~**PVCCSP**~~ **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 include TUMF, Development Impact Fee (DIF), and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.	
		~~**PVCCSP 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 future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has 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.~~	
		~~**PVCCSP**~~ **MM Trans 5:** Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
		~~**PVCCSP Trans 7:** Implementing project-level traffic studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project deficiencies and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.~~	
		~~**PVCCSP**~~ **MM Trans 8:** Proposed mitigation measures resulting from project-level traffic 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.	
Transportation	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	Less than significant.
Transportation	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	~~**PVCCSP**~~ **MM Air 2** ~~**PVCCSP**~~ **MM Trans 1** ~~**PVCCSP**~~ **MM Trans 2**	Less than significant.
Transportation	Result in inadequate emergency access.	No applicable PVCCSP mitigation measures. No additional Project-level mitigation is required.	No impact.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Tribal Cultural Resources	Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	**Project-specific MM CUL-2** **Project-specific MM CUL-3**	Less than significant.
Tribal Cultural Resources	Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**Project-specific MM CUL-2** **Project-specific MM CUL-3**	Less than significant.

Impact Category	Impact	Applicable PVCCSP Mitigation Measures and Additional Project-level Mitigation Measures	Impact After Mitigation
Utilities & Service Systems	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.	~~**PVCCSP**~~ **MM Air 19** and ~~**PVCCSP**~~ **MM Air 20**	Less than significant.
Utilities & Service Systems	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	~~**PVCCSP**~~ **MM Air 19** and ~~**PVCCSP**~~ **MM Air 20**	Less than significant.
Utilities & Service Systems	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	~~**PVCCSP**~~ **MM Air 19** and ~~**PVCCSP**~~ **MM Air 20**	Less than significant.
Utilities & Service Systems	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.	~~**PVCCSP**~~ **MM Air 19** and ~~**PVCCSP**~~ **MM Air 20**	Less than significant.
Utilities & Service Systems	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	~~**PVCCSP**~~ **MM Air 19** and ~~**PVCCSP**~~ **MM Air 20**.	Less than significant.

3.1.2 Chapter 2.0 – Introduction

No changes have been made to this Section of the Draft EIR.

3.1.3 Chapter 3.0 – Project Description

A minor revision to the format of Figure 3-8 has been made as shown at the end of this Section of the Final EIR, and the associated text has been updated, as shown below.

Utilities

The Project would include the installation of an onsite storm drain, water quality, water, sewer, electric, natural gas, and telecommunications infrastructure systems to serve the proposed warehouse and retail uses. Infrastructure improvements would also include the construction of an extension of the planned Line E storm drain box culvert, which would be constructed below grade along the southern edge of the warehouse portion of the Project site, then turning to the southeast beneath the retail portion of the Project site and continuing eastward to either terminate at the eastern edge of the Project site or continuing onto and through the off-site property immediately adjacent to the east **(See Figure 3-8, *Preliminary Industrial Grading Plan*)**. If undertaken by the Project Applicant, it is anticipated that this off-site portion of the Line E storm drain would be constructed as part of the Project. The onsite utility infrastructure would connect to existing utilities in the vicinity of the Project site or new utility lines that would be installed within the public right-of-way adjacent to the Project site. The Eastern Municipal Water District (EMWD) has stated that it is willing to provide water and sewer services to the industrial and commercial retail areas (EMWD 2022). The Will-Serve letter is provided as Appendix V to this EIR.

3.1.4 Chapter 4.0 – Environmental Analysis

No changes have been made to this Section of the Draft EIR.

3.1.5 Section 4.1 – Aesthetics

No changes have been made to this Section of the Draft EIR.

3.1.6 Section 4.2 – Air Quality

Table 4.2-8
SUMMARY OF PEAK OPERATIONAL EMISSIONS

Source	Emissions (lbs./day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer (Smog Season)						
Mobile Source	~~60.50~~ **98.1**	~~110.00~~ **93.3**	~~655.00~~ **461.0**	~~1.92~~ **1.21**	~~58.50~~ **80.6**	~~12.10~~ **21.5**
Area Source	26.30	0.31	36.70	< 0.005	0.05 **0.07**	0.07 **0.05**
Energy Source	0.07	1.25	1.05	0.01	0.09	0.09
On-Site Equipment	0.35	1.13	49.33	0.00	0.09	0.08
Emergency Generator	**0.98**	**2.75**	**2.51**	**<0.01**	**0.14**	**0.14**
Total Maximum Daily Emissions	~~**87.22**~~ **125.80**	~~**112.69**~~ **98.74**	~~**742.08**~~ **550.59**	~~**1.93**~~ **1.22**	~~**58.73**~~ **80.99**	~~**12.34**~~ **21.86**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**NO**	**NO**
Winter						
Mobile Source	~~56.50~~ **90.2**	~~117.00~~ **98.7**	~~541.00~~ **421.0**	~~1.82~~ **1.16**	~~58.50~~ **80.6**	~~12.10~~ **21.5**
Area Source	20.30	0.00	0.00	0.00	0.00	0.00
Energy Source	0.07	1.25	1.05	0.01	0.09	0.09
On-Site Equipment	0.35	1.13	49.33	0.00	0.09	0.08
Emergency Generator	**0.98**	**2.75**	**2.51**	**<0.01**	**0.14**	**0.14**
Total Maximum Daily Emissions	~~**77.22**~~ **111.90**	~~**119.38**~~ **103.86**	~~**591.38**~~ **473.89**	~~**1.83**~~ **1.17**	~~**58.68**~~ **80.92**	~~**12.27**~~ **21.81**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	~~**YES**~~ **NO**	**NO**	**NO**	**NO**

Source: Urban Crossroads 2023

Project-Specific MM AQ-6: Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate ~~2010~~ **2014** 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: (1) list each engine design; (2) describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and (3) describe the change in each fleet composition from the prior year.

Urban Crossroads, 2023. CalEEMod results sheets provided for the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project Final Environmental Impact Report.

3.1.7 Section 4.3 – Biological Resources

No changes have been made to this Section of the Draft EIR.

3.1.8 Section 4.4 – Cultural Resources

No changes have been made to this Section of the Draft EIR.

3.1.9 Section 4.5 – Energy

No changes have been made to this Section of the Draft EIR.

3.1.10 Section 4.6 – Geology and Soils

No changes have been made to this Section of the Draft EIR.

3.1.11 Section 4.7 – Greenhouse Gas Emissions

No changes have been made to this Section of the Draft EIR.

3.1.12 Section 4.8 – Hazards and Hazardous Materials

No changes have been made to this Section of the Draft EIR.

3.1.13 Section 4.9 – Hydrology and Water Quality

No changes have been made to this Section of the Draft EIR.

3.1.14 Section 4.10 – Land Use and Planning

No changes have been made to this Section of the Draft EIR.

3.1.15 Section 4.11 – Noise

No changes have been made to this Section of the Draft EIR.

3.1.16 Section 4.12 – Transportation

No changes have been made to this Section of the Draft EIR.

3.1.17 Section 4.13 – Tribal Cultural Resources

No changes have been made to this Section of the Draft EIR.

3.1.18 Section 4.14 – Utilities

No changes have been made to this Section of the Draft EIR.

3.1.19 Chapter 5.0 – Alternatives

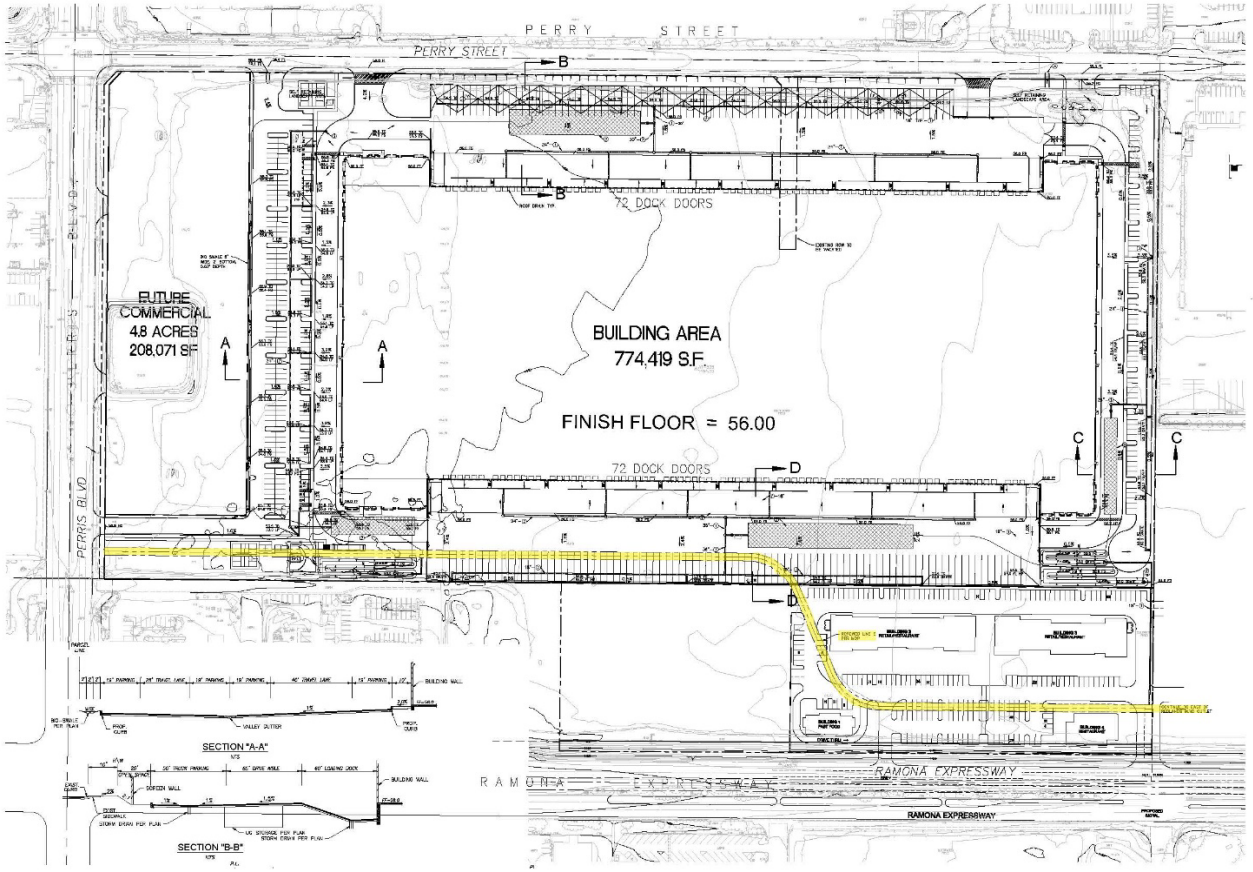
No changes have been made to this Section of the Draft EIR.

3.1.20 Chapter 6.0 – Other CEQA

No changes have been made to this Section of the Draft EIR.

3.1.21 Chapter 7.0 – Preparers

No changes have been made to this Section of the Draft EIR.



Source: HPA Architecture, 2021

HELIX Environmental Planning

Preliminary Industrial Grading Plan

Figure 3-8

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4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for use in ensuring the implementation of the required mitigation for the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project (Project). The MMRP has been prepared in compliance with State law and the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project Final Environmental Impact Report (EIR) (State Clearinghouse No. 2023040385).

The California Environmental Quality Act (CEQA) requires the adoption of a reporting or monitoring program for the measures that are placed on a project to mitigate or avoid adverse effects on the environment (California Public Resources Code, Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation. The monitoring program generally contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify the implementation of several mitigation measures.

2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.

3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This MMRP includes applicable mitigation measures from the Perris Valley Commerce Center Specific Plan (PVCCSP) EIR and Project-specific mitigation measures outlined in the OLC3 Ramona Expressway and Perris Boulevard Commercial Warehouse Project Final EIR.

4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City of Perris (City) is responsible for ensuring full compliance with the mitigation measures adopted for the Project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in conjunction with any affected responsible agencies, will subsequently determine if modification to the Project is required and/or whether alternative mitigation is appropriate.

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Aesthetics							
	Applicable PVCCSP EIR Mitigation Measures						
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**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.	Prior to issuance of a building permit.	Submission of lighting plans demonstrating that lights are hooded or shielded to prevent either the spillage of lumens or reflection into the sky and that all outdoor lighting is downward facing as much as feasible.	City of Perris Building Division			
	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.	Prior to issuance of building permits.	Submission of evidence that uses listed are prohibited on site and water quality basins meet the specified design patterns to dewater within 48 hours of a rainfall event.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	(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. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event						
	Applicable Project-Specific Mitigation Measures						
	Project-specific MM AES-1: Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications	Prior to issuance of grading permits.	Provide evidence to City of temporary construction lighting requirements.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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 properties. Compliance with this measure shall be verified by the City of Perris Building Division during construction.						
Air Quality							
	Applicable PVCCSP EIR Mitigation Measures						
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	**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	Prior to issuance of grading permits.	Approval of required traffic control plan.	City of Perris Planning Division & Engineering Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.						
	MM Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: •requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20	Prior to issuance of grading permits.	Submittal of dust control plan approved by the SCAQMD or other sufficient proof of compliance with Rule 403.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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 (mph) or less on all unpaved potions of the project sites; •suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 mph; •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						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and •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.	Prior to issuance of building and grading permits.	Confirmation that building and grading permits include required restriction.	City of Perris Building Division			
	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.	Prior to issuance of grading permits.	Confirmation that this requirement is included in Contractor Specifications.	City of Perris Building Division			
	MM Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449)	Prior to issuance of grading permits.	Confirmation that this requirement is included in Contractor Specifications.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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 (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.	Prior to issuance of grading permits.	Confirmation that this requirement is included in Contractor Specifications. Periodic review of equipment and maintenance records and equipment design specifications data sheets by the City.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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.	Prior to issuance of building permit.	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			
	MM Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the	Prior to issuance of building permit.	Confirmation that this requirement is included in Contractor Specifications	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.						
	MM Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling more than five minutes.	Prior to issuance of certificate and occupancy and periodically after development.	Confirmation that this requirement is included in Contractor Specifications. Inspection to confirm signage posted.	City of Perris Building Division			
	MM Air 12: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls to allow TRUs with electric standby capabilities to use them.	Prior to issuance of certificate of occupancy.	Confirmation that architectural plans for buildings at which TRUs will be used include electrical hookups and/or auxiliary power units.	City of Perris Building Division			
	MM Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information	Prior to issuance of certificate and occupancy for buildings and tenant improvements.	Confirmation that tenants have been provided with information regarding funding for cleaner than required heavy-duty engines and emission control devices.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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, On-road Heavy Duty Voucher Incentive Program (VIP), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and Surplus Off-Road Opt-in for NOX (SOON) funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	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.	Prior to certificate of occupancy.	Confirmation during plot plan review that parking spaces have been designed for high-occupancy vehicles and ride-sharing vans.	City of Perris Planning Division			
	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 sites 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.	In conjunction with street and utility plans and prior to the City accepting the street improvements.	Verification by City of incorporation of project design features and approval of street and utility plans.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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 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.	Prior to issuance of building permits.	Submission of Title 24 worksheet with building plans.	City of Perris Building Division			
	Applicable Project-Specific Mitigation Measures						
	Project-specific MM AQ-1: Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas of the warehouse portion of the Project that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than five minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and (3) telephone numbers of the	Prior to the issuance of an occupancy permit.	Site inspection to ensure that the signs are in place.	City of Perris Public Works Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	building facilities manager and CARB to report violations. Prior to the issuance of an occupancy permit, the City Public Works Department shall conduct a site inspection to ensure that the signs are in place.						
	Project-specific MM AQ-2: Prior to the issuing of each building permit, the project proponent shall provide plans and specifications to the City of Perris Building Division that demonstrate that each Project building is designed for passive heating and cooling and is designed to include natural light. Features designed to achieve this shall include the proper placement of windows, overhangs, and skylights.	Prior to the issuing of each building permit.	Review and approval of plans and specifications.	City of Perris Building Division			
	Project-specific MM AQ-3: Prior to the issuing of each building permit, the Project proponent shall provide plans and specifications to the City of Perris Building Division 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.	Prior to the issuing of each building permit.	Review and approval of plans and specifications.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Project-specific MM AQ-4: Once constructed, the Project proponent shall ensure that all building tenants shall utilize electric equipment for landscape maintenance to the extent feasible through requirements in the lease agreements. This aspect of the lease agreements shall be reviewed and verified by the City of Perris Planning Division.	Once the project is constructed.	Review and verification of lease agreements.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Project-specific MM AQ-5: Once constructed, the Project proponent 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 CARB 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles.	Once the project is constructed.	Lease agreements. Site inspection once constructed.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Project-specific MM AQ-6: Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2014 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.	Upon occupancy.	Lease agreements. Site inspection once constructed and occupied.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	The report shall: (1) list each engine design; (2) describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and (3) describe the change in each fleet composition from the prior year.						
	Project-specific MM AQ-7: Tenants who employ 250 or more employees on a full- or part-time basis shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program shall	Once constructed and tenants have been determined.	Compliance with SCAQMD Rule 2202.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	include, but not be limited to the following: • Appoint a Transportation Demand Management (TDM) coordinator who will 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; and Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Project-specific MM AQ-8: Prior to the issuance of a building permit, the Project proponent shall provide evidence to the City that loading docks are designed to be compatible with SmartWay trucks.	Prior to issuance of a building permit.	Provide evidence to the City on construction documents.	City of Perris Planning Division			
	Project-specific MM AQ-9: Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding: • Building energy efficiency, solid waste reduction, recycling, and water conservation; • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting; • Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies;	Upon occupancy and annually thereafter.	Evidence that information has been provided to the tenants.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	• Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling; and The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.						
	Project-specific MM AQ-10: Prior to issuance of a building permit, the Project proponent shall provide the City with an onsite signage program that clearly identifies the required onsite circulation system. This shall be accomplished through posted signs and painting on driveways and internal roadways.	Prior to issuance of a building permit.	Verification of onsite signage program.	City of Perris Planning Division			
	Project-specific MM AQ-11: Prior to issuance of an occupancy permit, the City shall confirm that signs clearly identifying approved truck routes have been installed along the truck routes to and from the Project site.	Prior to issuance of occupancy permit.	Site inspection to confirm signage.	City of Perris Planning Division			
	Project-specific MM AQ-12: Prior to issuance of an occupancy permit, the Project proponent shall install a sign on the property with telephone, email, and regular mail contact	Prior to issuance of an occupancy permit.	Verification of onsite signage.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	information for a designated representative of the tenant who would receive complaints about excessive noise, dust, fumes, or odors. The sign shall also identify contact data for the City for perceived Code violations. The tenant's representative shall keep records of any complaints received and actions taken to communicate with the complainant and resolve the complaint. The tenant's representative shall endeavor to resolve complaints within 24 hours.						
	Project-specific MM AQ-13: Prior to issuance of a building permit, the Project proponent shall provide the City 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	Prior to issuance of a building permit.	Review and verification of electrical supply line specifications, drawings, and calculations.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	reasonable costs shall not be required.						
Biological Resources							
	Applicable Project-Specific Mitigation Measures						
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 the U.S. Fish and Wildlife Service.	**Project-specific 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 the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions). 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.	Prior to issuance of grading permits. Monitoring during construction activities as noted.	Establishment of buffer and avoidance areas by a Qualified Biologist if required. Review and verification of report submitted to the City of Perris Planning Division.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	• If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. • However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	• If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. • Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Project-specific MM BIO-2: The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of grading and construction activities on the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the MBTA nesting bird survey, to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Wildlife Agencies. If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Survey	Within 30 days prior to commencement of grading and construction activities.	Verification letter report and/or burrowing owl plan submitted to CDFW, as determined by Qualified Biologist.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	Instructions for the Western Riverside MSHCP. • If burrowing owls are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the qualified biologist and Project proponent shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall						

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	include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. • If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and USFWS review and concurrence. A final letter report shall be prepared by a qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the start of Project activities. When the qualified biologist determines that burrowing owls						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin. If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately. The Project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.						
	Project-specific MM BIO-3: Prior to commencement of ground-disturbing activities (i.e., earthwork, clearing, and/or grubbing), wet season focused surveys for federally listed fairy shrimp species shall be completed. The wet season surveys shall be conducted by a permitted biologist and follow the current USFWS survey protocol for large brachiopods (USFWS 2017). Survey results shall be submitted to USFWS following completion of the surveys. If listed fairy shrimp species are not detected during the wet season surveys, then	Prior to commencement of ground-disturbing activities.	Submittal of survey results to USFWS and City of Perris.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	ground-disturbing activities shall be allowed to commence on the Project site and no further mitigation is required. If federally listed fairy shrimp are identified during the wet season surveys and the project cannot avoid occupied habitat, a DBESP assessment shall be completed to ensure that the proposed alternative provides for replacement of any lost functions and values of habitat. Project impacts to occupied listed fairy shrimp habitat shall be accomplished through purchase of off-site mitigation credits at an agency-approved mitigation bank or in-lieu fee program, or through purchase of off-site land that supports occupied habitat at a ratio of no less than 2:1. If off-site land is purchased, the mitigation site shall be preserved in perpetuity through a conservation easement, deed restriction, or similar legal protection mechanism.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.	**Project-specific MM BIO-2**	See Project-specific MM BIO-2	See Project-specific MM BIO-2	See Project-specific MM BIO-2			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Cultural Resources							
	Applicable Project-Specific mitigation measures						
Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.	**Project-specific MM CUL-1:** Prior to the issuance of grading permits, the Project Applicant shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred) to create and implement a Project-specific controlled grading plan for monitoring site grading/earthmoving activities in the vicinity of the earthen reservoir. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the archaeologist has been approved by the City.	Prior to issuance of grading permit. Upon completion of grading.	Approval of archaeologist by the City of Perris Director of Development Services. Prepare report of findings and file with the City of Perris Planning Division, the University of California, Riverside, and the EIC.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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	A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the grading of the earthen reservoir. 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, and the Eastern Information Center (EIC).						
Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5.	**Project-specific MM CUL-2:** Prior to the issuance of grading permits, the Project Applicant shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously	Prior to issuance of grading permits. During grading.	Approval of archaeologist by the City of Perris Director of Development Services. Monitoring by Qualified Archaeologist.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site Project improvement areas until the archaeologist has been approved by the City. • The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	If archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/ archaeological resources. However, it is understood that all artifacts, except for human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	• If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the Project proponent and Project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, and the Rincon Band of Luiseño Indians. • A designated Native American representative from either the Soboba Band of Luiseño Indians, the Pechanga Band of Luiseño Indians, or the Rincon Band of Luiseño Indians shall be retained to assist the Project archaeologist in the significance determination of the Native American resources as deemed possible.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	• The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. • If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts. • If human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM CUL-3 shall immediately apply, and all items found in association with Native American human remains shall be considered grave goods or						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	sacred in origin and subject to special handling. Native American artifacts that are relocated/reburied at the Project site would be subject to a fully executed relocation/reburial agreement with the assisting tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. After analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center (EIC) and the tribe(s) involved with the Project.						
Disturb any human remains, including those interred outside of dedicated cemeteries	**Project-specific MM CUL-3:** If human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative(s) shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner and the City of Perris	If human remains found during grading activities.	Immediately stop all activities within 100 feet of the find. Inform the County Coroner and City to examine the remains.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	Planning Division immediately and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation of any Luiseño tribal representative(s) at the site, the NAHC identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of the Native American human remains and may recommend to the Project Applicant 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						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	be determined in consultation between the Project Applicant and the MLD. If there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)). The specific locations of Native American burials and reburials would be proprietary and not disclosed to the public. The locations would 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).						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Energy							
	Applicable PVCCSP EIR Mitigation Measures						
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	**MM Air 19:** 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.	Prior to the approval of street and utility plans and the City accepting the street improvements.	Submission of energy-efficient street lighting plans,	City of Perris Building Division			
	MM Air 20: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementation of the development project with building plans and calculations.	Prior to issuance of building permits.	Submission of a checklist documenting Title 24 reductions within building plans.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	**MM Air 19** and **MM Air 20**	See MM Air 19 and MM Air 20.	See MM Air 19 and MM Air 20.	See MM Air 19 and MM Air 20.			
Geology & Soils							
	Applicable PVCCSP EIR mitigation measures						
	Applicable Project-Specific Mitigation Measures						
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**Project-specific MM GEO-1:** Prior to the issuance of grading permits, the Project Applicant shall submit to and receive approval from the City of Perris Planning Division, 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 all onsite and offsite subsurface excavation in the western portion of the Project site and all onsite and offsite subsurface excavation in the eastern portion of the site that exceeds 5 feet in depth below the pre-grade surface. The PRIMMP shall also include provisions for a Worker's Environmental Awareness Program (WEAP) training that	Prior to issuance of grading permit.	Approval of PRIMMP/ confirmation of professional paleontologist retention/ on-going monitoring/ submittal of Report of Findings.	City of Perris Planning Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within 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.						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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						

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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.						
Greenhouse Gas Emissions							
	Applicable PVCCSP EIR Mitigation Measures						
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	**MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.**	See MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.	See MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.	See MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20.			
	Applicable Project-specific Mitigation Measures						
	Project-specific MM AQ-1 through AQ-13	See Project-specific MM AQ-1 through AQ-13.	See Project-specific MM AQ-1 through AQ-13.	See Project-specific MM AQ-1 through AQ-13			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Noise							
	Applicable PVCCSP EIR Mitigation Measures						
Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies.	**MM Noise 1**: During all project site excavation, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with [sic] 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.	During excavation and construction.	Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports.	City of Perris Building Division			
	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.	During construction.	Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports.	City of Perris Building Division			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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.	During construction.	Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports.	City of Perris Building Division			
	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.	During construction.	Verification by City of incorporation of requirement in the Contractor Specifications Periodic Monitoring Reports.	City of Perris Building Division			
Transportation							
	Applicable PVCCSP EIR Mitigation Measures						
Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	**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.	During construction.	City acceptance of constructed roadways.	City of Perris Planning Division & Engineering Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	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.	During review of final grading, landscape, and street improvement plans.	Approval of final plans.	City of Perris Planning Division & Engineering Department			
	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 include TUMF, Development Impact Fee (DIF), and the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their build-out level.	Prior to occupancy.	Receipt of payment.	City of Perris Planning Division & Engineering Department			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards.	In conjunction with development applications and prior to issuance of certificates of occupancy.	Review of project Site Plans.	City of Perris Building Division			
	MM Trans 8: Proposed mitigation measures resulting from project-level traffic 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.	Prior to occupancy.	Confirmation of credit agreement.	City of Perris Planning Division & Engineering Department			
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	**MM Air 2** **MM Trans 1** **MM Trans 2**	See MM Air 2, Trans 1, and Trans 2	See MM Air 2, Trans 1, and Trans 2	See MM Air 2, Trans 1, and Trans 2			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Tribal Cultural Resources							
	Applicable Project-Specific MM						
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	**Project-specific MM CUL-2** **Project-specific MM CUL-3**	See Project-specific MM CUL-2 and MM CUL-3	See Project-specific MM CUL-2 and MM CUL-3	See Project-specific MM CUL-2 and MM CUL-3			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	**Project-specific MM CUL-2** **Project-specific MM CUL-3**	See Project-specific MM CUL-2 and MM CUL-3	See Project-specific MM CUL-2 and MM CUL-3	See Project-specific MM CUL-2 and MM CUL-3			

Impact/Threshold	Applicable PVCCSP EIR and Project-Specific Mitigation Measures	Monitoring/Timing Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
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.							

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Appendix A

CalEEMod Operations Detailed Report

14428 OLC3 Operations Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	14428 OLC3 Operations
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.84682732179293, -117.22284453278542
County	Riverside-South Coast
City	Perris
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5580
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	774	1000sqft	17.8	774,419	215,000	—	—	—

Strip Mall	30.8	1000sqft	0.71	30,825	25,900	—	—	—
High Turnover (Sit Down Restaurant)	5.00	1000sqft	0.11	5,000	0.00	—	—	—
Fast Food Restaurant w/o Drive Thru	23.8	1000sqft	0.55	23,775	0.00	—	—	—
Fast Food Restaurant with Drive Thru	10.4	1000sqft	0.24	10,400	0.00	—	—	—
Parking Lot	672	1000sqft	15.4	0.00	0.00	—	—	—
User Defined Industrial	774	User Defined Unit	0.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	110	125	94.9	499	1.22	1.51	79.3	80.8	1.42	20.3	21.7	1,024	134,261	135,286	111	11.9	493	142,105
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	96.0	111	100.0	422	1.17	1.45	79.3	80.7	1.38	20.3	21.6	1,024	128,994	130,018	111	12.1	72.6	136,478
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	76.4	91.9	79.1	362	0.93	1.20	62.2	63.4	1.13	15.9	17.0	1,024	103,924	104,948	109	9.72	208	110,788
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.9	16.8	14.4	66.0	0.17	0.22	11.4	11.6	0.21	2.90	3.11	170	17,206	17,375	18.1	1.61	34.5	18,342

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	104	98.1	93.3	461	1.21	1.35	79.3	80.6	1.28	20.3	21.5	—	125,776	125,776	6.48	11.0	432	129,637
Area	6.53	26.3	0.31	36.7	< 0.005	0.07	—	0.07	0.05	—	0.05	—	151	151	0.01	< 0.005	—	152
Energy	0.14	0.07	1.25	1.05	0.01	0.09	—	0.09	0.09	—	0.09	—	7,059	7,059	0.66	0.07	—	7,095
Water	—	—	—	—	—	—	—	—	—	—	—	370	1,276	1,646	38.1	0.92	—	2,872
Waste	—	—	—	—	—	—	—	—	—	—	—	654	0.00	654	65.4	0.00	—	2,288
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	61.4	61.4
Total	110	125	94.9	499	1.22	1.51	79.3	80.8	1.42	20.3	21.7	1,024	134,261	135,286	111	11.9	493	142,105
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	95.9	90.2	98.7	421	1.16	1.35	79.3	80.6	1.28	20.3	21.5	—	120,659	120,659	6.95	11.1	11.2	124,162
Area	—	20.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.14	0.07	1.25	1.05	0.01	0.09	—	0.09	0.09	—	0.09	—	7,059	7,059	0.66	0.07	—	7,095
Water	—	—	—	—	—	—	—	—	—	—	—	370	1,276	1,646	38.1	0.92	—	2,872
Waste	—	—	—	—	—	—	—	—	—	—	—	654	0.00	654	65.4	0.00	—	2,288
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	61.4	61.4
Total	96.0	111	100.0	422	1.17	1.45	79.3	80.7	1.38	20.3	21.6	1,024	128,994	130,018	111	12.1	72.6	136,478

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	71.8	67.4	77.6	335	0.92	1.06	62.2	63.3	1.00	15.9	16.9	—	95,486	95,486	5.33	8.73	147	98,368
Area	4.47	24.4	0.21	25.1	< 0.005	0.04	—	0.04	0.03	—	0.03	—	103	103	< 0.005	< 0.005	—	104
Energy	0.14	0.07	1.25	1.05	0.01	0.09	—	0.09	0.09	—	0.09	—	7,059	7,059	0.66	0.07	—	7,095
Water	—	—	—	—	—	—	—	—	—	—	—	370	1,276	1,646	38.1	0.92	—	2,872
Waste	—	—	—	—	—	—	—	—	—	—	—	654	0.00	654	65.4	0.00	—	2,288
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	61.4	61.4
Total	76.4	91.9	79.1	362	0.93	1.20	62.2	63.4	1.13	15.9	17.0	1,024	103,924	104,948	109	9.72	208	110,788
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.1	12.3	14.2	61.2	0.17	0.19	11.4	11.5	0.18	2.90	3.08	—	15,809	15,809	0.88	1.45	24.3	16,286
Area	0.82	4.46	0.04	4.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Energy	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	1,169	1,169	0.11	0.01	—	1,175
Water	—	—	—	—	—	—	—	—	—	—	—	61.3	211	273	6.31	0.15	—	475
Waste	—	—	—	—	—	—	—	—	—	—	—	108	0.00	108	10.8	0.00	—	379
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.2	10.2
Total	13.9	16.8	14.4	66.0	0.17	0.22	11.4	11.6	0.21	2.90	3.11	170	17,206	17,375	18.1	1.61	34.5	18,342

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige Warehouse-No Rail	6.48	5.88	3.75	74.0	0.15	0.07	14.1	14.2	0.06	3.56	3.62	—	15,247	15,247	0.54	0.37	60.1	15,431
Strip Mall	4.21	4.00	2.25	19.1	0.04	0.03	2.96	2.99	0.03	0.75	0.78	—	3,754	3,754	0.24	0.21	14.7	3,837
High Turnover (Sit Down Restaurant)	2.80	2.67	1.47	12.4	0.02	0.02	1.89	1.91	0.02	0.48	0.50	—	2,401	2,401	0.16	0.14	9.35	2,455
Fast Food Restaurant w/o Drive Thru	63.7	61.1	30.1	249	0.44	0.37	35.0	35.3	0.35	8.87	9.22	—	45,068	45,068	3.47	2.75	173	46,147
Fast Food Restaurant with Drive Thru	24.7	23.7	11.6	96.4	0.17	0.14	13.5	13.7	0.14	3.44	3.57	—	17,460	17,460	1.34	1.07	67.1	17,878
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	1.63	0.83	44.1	10.7	0.39	0.72	11.8	12.6	0.69	3.17	3.85	—	41,846	41,846	0.72	6.43	108	43,889
Total	104	98.1	93.3	461	1.21	1.35	79.3	80.6	1.28	20.3	21.5	—	125,776	125,776	6.48	11.0	432	129,637
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	6.21	5.61	4.16	60.4	0.14	0.07	14.1	14.2	0.06	3.56	3.62	—	14,075	14,075	0.56	0.40	1.56	14,209
Strip Mall	3.89	3.68	2.41	17.3	0.03	0.03	2.96	2.99	0.03	0.75	0.78	—	3,534	3,534	0.26	0.22	0.38	3,605
High Turnover (Sit Down Restaurant)	2.59	2.45	1.57	11.3	0.02	0.02	1.89	1.91	0.02	0.48	0.50	—	2,260	2,260	0.17	0.14	0.24	2,307

Fast Food Restaurant w/o Drive Thru	58.8	56.0	32.1	232	0.42	0.37	35.0	35.3	0.35	8.87	9.22	—	42,477	42,477	3.77	2.84	4.49	43,423
Fast Food Restaurant with Drive Thru	22.8	21.7	12.4	89.7	0.16	0.15	13.5	13.7	0.14	3.44	3.57	—	16,456	16,456	1.46	1.10	1.74	16,822
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	1.59	0.80	46.1	10.8	0.39	0.72	11.8	12.6	0.69	3.17	3.85	—	41,857	41,857	0.72	6.44	2.79	43,796
Total	95.9	90.2	98.7	421	1.16	1.35	79.3	80.6	1.28	20.3	21.5	—	120,659	120,659	6.95	11.1	11.2	124,162
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	1.08	0.97	0.75	11.0	0.02	0.01	2.45	2.46	0.01	0.62	0.63	—	2,260	2,260	0.09	0.06	4.12	2,285
Strip Mall	0.62	0.58	0.39	2.85	0.01	< 0.005	0.47	0.48	< 0.005	0.12	0.12	—	518	518	0.04	0.03	0.92	530
High Turnover (Sit Down Restaurant)	0.38	0.36	0.23	1.70	< 0.005	< 0.005	0.27	0.28	< 0.005	0.07	0.07	—	303	303	0.02	0.02	0.54	310
Fast Food Restaurant w/o Drive Thru	7.52	7.16	4.20	30.7	0.05	0.05	4.49	4.54	0.05	1.14	1.18	—	5,022	5,022	0.44	0.34	8.76	5,142
Fast Food Restaurant with Drive Thru	3.27	3.11	1.82	13.4	0.02	0.02	1.95	1.97	0.02	0.50	0.52	—	2,183	2,183	0.19	0.15	3.81	2,236

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	0.23	0.12	6.77	1.56	0.06	0.10	1.71	1.82	0.10	0.46	0.56	—	5,522	5,522	0.09	0.85	6.13	5,784
Total	13.1	12.3	14.2	61.2	0.17	0.19	11.4	11.5	0.18	2.90	3.08	—	15,809	15,809	0.88	1.45	24.3	16,286

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	3,404	3,404	0.32	0.04	—	3,424
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	287	287	0.03	< 0.005	—	289
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	168	168	0.02	< 0.005	—	169
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	797	797	0.08	0.01	—	802

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	349	349	0.03	< 0.005	—	351
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	563	563	0.05	0.01	—	566
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,568	5,568	0.53	0.06	—	5,600
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	3,404	3,404	0.32	0.04	—	3,424
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	287	287	0.03	< 0.005	—	289
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	168	168	0.02	< 0.005	—	169
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	797	797	0.08	0.01	—	802
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	349	349	0.03	< 0.005	—	351
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	563	563	0.05	0.01	—	566

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	5,568	5,568	0.53	0.06	—	5,600
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	564	564	0.05	0.01	—	567
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	47.6	47.6	< 0.005	< 0.005	—	47.8
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	27.8	27.8	< 0.005	< 0.005	—	27.9
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	132	132	0.01	< 0.005	—	133
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	57.8	57.8	0.01	< 0.005	—	58.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	93.1	93.1	0.01	< 0.005	—	93.7
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	922	922	0.09	0.01	—	927

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.5	58.5	0.01	< 0.005	—	58.7
High Turnover (Sit Down Restaurant)	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	—	183
Fast Food Restaurant w/o Drive Thru	0.08	0.04	0.73	0.61	< 0.005	0.06	—	0.06	0.06	—	0.06	—	869	869	0.08	< 0.005	—	871
Fast Food Restaurant with Drive Thru	0.04	0.02	0.32	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	380	380	0.03	< 0.005	—	381
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.14	0.07	1.25	1.05	0.01	0.09	—	0.09	0.09	—	0.09	—	1,491	1,491	0.13	< 0.005	—	1,495
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrigerated Warehouse-No	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	0.01	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	58.5	58.5	0.01	< 0.005	—	58.7
High Turnover (Sit Down Restaurant)	0.02	0.01	0.15	0.13	< 0.005	0.01	—	0.01	0.01	—	0.01	—	183	183	0.02	< 0.005	—	183
Fast Food Restaurant w/o Drive Thru	0.08	0.04	0.73	0.61	< 0.005	0.06	—	0.06	0.06	—	0.06	—	869	869	0.08	< 0.005	—	871
Fast Food Restaurant with Drive Thru	0.04	0.02	0.32	0.27	< 0.005	0.02	—	0.02	0.02	—	0.02	—	380	380	0.03	< 0.005	—	381
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.14	0.07	1.25	1.05	0.01	0.09	—	0.09	0.09	—	0.09	—	1,491	1,491	0.13	< 0.005	—	1,495
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Strip Mall	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.69	9.69	< 0.005	< 0.005	—	9.71
High Turnover (Sit Down Restaurant)	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	30.3	30.3	< 0.005	< 0.005	—	30.3

Fast Food Restaurant w/o Drive Thru	0.01	0.01	0.13	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	—	144	144	0.01	< 0.005	—	144
Fast Food Restaurant with Drive Thru	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	62.9	62.9	0.01	< 0.005	—	63.1
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.03	0.01	0.23	0.19	< 0.005	0.02	—	0.02	0.02	—	0.02	—	247	247	0.02	< 0.005	—	247

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	18.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	2.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	6.53	6.02	0.31	36.7	< 0.005	0.07	—	0.07	0.05	—	0.05	—	151	151	0.01	< 0.005	—	152

Total	6.53	26.3	0.31	36.7	< 0.005	0.07	—	0.07	0.05	—	0.05	—	151	151	0.01	< 0.005	—	152
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	18.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	2.20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	20.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	3.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.82	0.75	0.04	4.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.1	17.1	< 0.005	< 0.005	—	17.2
Total	0.82	4.46	0.04	4.59	< 0.005	0.01	—	0.01	0.01	—	0.01	—	17.1	17.1	< 0.005	< 0.005	—	17.2

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unrefrige Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	343	1,182	1,525	35.3	0.85	—	2,661
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	4.38	16.9	21.3	0.45	0.01	—	35.8
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.91	9.87	12.8	0.30	0.01	—	22.4
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	13.8	46.9	60.8	1.42	0.03	—	107
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	6.05	20.5	26.6	0.62	0.01	—	46.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	370	1,276	1,646	38.1	0.92	—	2,872
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	343	1,182	1,525	35.3	0.85	—	2,661
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	4.38	16.9	21.3	0.45	0.01	—	35.8
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	2.91	9.87	12.8	0.30	0.01	—	22.4

Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	13.8	46.9	60.8	1.42	0.03	—	107
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	6.05	20.5	26.6	0.62	0.01	—	46.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	370	1,276	1,646	38.1	0.92	—	2,872
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	56.8	196	252	5.84	0.14	—	440
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	0.72	2.80	3.53	0.07	< 0.005	—	5.93
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	0.48	1.63	2.12	0.05	< 0.005	—	3.71
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	2.29	7.77	10.1	0.24	0.01	—	17.6
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.00	3.40	4.40	0.10	< 0.005	—	7.71

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	61.3	211	273	6.31	0.15	—	475

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	392	0.00	392	39.2	0.00	—	1,373
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	17.4	0.00	17.4	1.74	0.00	—	61.0
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	32.1	0.00	32.1	3.20	0.00	—	112
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	148	0.00	148	14.8	0.00	—	516

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	64.6	0.00	64.6	6.45	0.00	—	226
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	654	0.00	654	65.4	0.00	—	2,288
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	392	0.00	392	39.2	0.00	—	1,373
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	17.4	0.00	17.4	1.74	0.00	—	61.0
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	32.1	0.00	32.1	3.20	0.00	—	112
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	148	0.00	148	14.8	0.00	—	516
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	64.6	0.00	64.6	6.45	0.00	—	226
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	654	0.00	654	65.4	0.00	—	2,288
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unrefrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	65.0	0.00	65.0	6.49	0.00	—	227
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	2.89	0.00	2.89	0.29	0.00	—	10.1
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	5.31	0.00	5.31	0.53	0.00	—	18.6
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	24.4	0.00	24.4	2.44	0.00	—	85.5
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	10.7	0.00	10.7	1.07	0.00	—	37.4
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	108	0.00	108	10.8	0.00	—	379

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.82	7.82
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.3	16.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	61.4	61.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.19	0.19
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7.82	7.82
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2

Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.3	16.3
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	61.4	61.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.03	0.03
High Turnover (Sit Down Restaurant)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.29	1.29
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.15	6.15
Fast Food Restaurant with Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.69	2.69
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.2	10.2

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation																		
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year

Unrefrigerated Warehouse-No Rail	1,356	1,163	1,152	474,268	20,238	17,360	17,199	7,078,450
Strip Mall	1,016	784	381	325,664	4,177	3,225	1,567	1,338,804
High Turnover (Sit Down Restaurant)	512	585	681	199,491	2,002	2,286	2,664	780,101
Fast Food Restaurant w/o Drive Thru	10,270	15,867	11,399	4,099,245	31,922	49,319	35,430	12,741,477
Fast Food Restaurant with Drive Thru	4,664	6,147	4,715	1,782,340	14,497	19,106	14,655	5,539,959
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
User Defined Industrial	294	388	305	112,863	10,156	13,389	10,530	3,894,912

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	1,266,629	422,210	40,343

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Unrefrigerated Warehouse-No Rail	3,564,148	349	0.0330	0.0040	0.00
Strip Mall	300,802	349	0.0330	0.0040	182,551
High Turnover (Sit Down Restaurant)	175,575	349	0.0330	0.0040	570,294
Fast Food Restaurant w/o Drive Thru	834,857	349	0.0330	0.0040	2,711,749
Fast Food Restaurant with Drive Thru	365,195	349	0.0330	0.0040	1,186,212
Parking Lot	589,003	349	0.0330	0.0040	0.00
User Defined Industrial	0.00	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Unrefrigerated Warehouse-No Rail	179,084,394	3,408,978
Strip Mall	2,283,285	410,663
High Turnover (Sit Down Restaurant)	1,517,669	0.00
Fast Food Restaurant w/o Drive Thru	7,216,514	0.00
Fast Food Restaurant with Drive Thru	3,156,751	0.00
Parking Lot	0.00	0.00
User Defined Industrial	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Unrefrigerated Warehouse-No Rail	728	—
Strip Mall	32.4	—
High Turnover (Sit Down Restaurant)	59.5	—
Fast Food Restaurant w/o Drive Thru	274	—
Fast Food Restaurant with Drive Thru	120	—
Parking Lot	0.00	—
User Defined Industrial	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
High Turnover (Sit Down Restaurant)	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
High Turnover (Sit Down Restaurant)	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
High Turnover (Sit Down Restaurant)	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Fast Food Restaurant with Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant with Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant with Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	1.95	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth

Wildfire	6.36	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	1	1	4

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	97.6
AQ-PM	53.3
AQ-DPM	47.8
Drinking Water	10.2
Lead Risk Housing	22.0
Pesticides	58.8
Toxic Releases	37.7
Traffic	81.9

Effect Indicators	—
CleanUp Sites	69.4
Groundwater	0.00
Haz Waste Facilities/Generators	53.5
Impaired Water Bodies	0.00
Solid Waste	40.1
Sensitive Population	—
Asthma	65.6
Cardio-vascular	90.6
Low Birth Weights	62.9
Socioeconomic Factor Indicators	—
Education	74.7
Housing	57.9
Linguistic	53.4
Poverty	64.5
Unemployment	15.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	36.04516874
Employed	38.00846914
Median HI	53.00911074
Education	—
Bachelor's or higher	28.6154241
High school enrollment	100

Preschool enrollment	5.440780187
Transportation	—
Auto Access	94.58488387
Active commuting	6.723983062
Social	—
2-parent households	87.71974849
Voting	9.636853587
Neighborhood	—
Alcohol availability	84.04978827
Park access	11.88245862
Retail density	29.21852945
Supermarket access	12.06210702
Tree canopy	0.590273322
Housing	—
Homeownership	79.23777749
Housing habitability	40.67753112
Low-inc homeowner severe housing cost burden	12.19042731
Low-inc renter severe housing cost burden	27.61452586
Uncrowded housing	47.8121391
Health Outcomes	—
Insured adults	26.49813936
Arthritis	79.8
Asthma ER Admissions	42.9
High Blood Pressure	64.8
Cancer (excluding skin)	87.6
Asthma	27.9
Coronary Heart Disease	81.5

Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	52.6
Life Expectancy at Birth	37.8
Cognitively Disabled	88.7
Physically Disabled	83.0
Heart Attack ER Admissions	7.5
Mental Health Not Good	28.5
Chronic Kidney Disease	64.9
Obesity	17.5
Pedestrian Injuries	92.5
Physical Health Not Good	37.9
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	30.9
Current Smoker	25.4
No Leisure Time for Physical Activity	29.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	35.2
Elderly	90.4
English Speaking	42.3
Foreign-born	59.5
Outdoor Workers	11.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.4
Traffic Density	65.3

Traffic Access	23.0
Other Indices	—
Hardship	70.6
Other Decision Support	—
2016 Voting	23.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	69.0
Healthy Places Index Score for Project Location (b)	30.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Construction: Construction Phases	Construction schedule based on data provided by the Project team.

Construction: Off-Road Equipment	All equipment will operate 8 hours per day. Crawler tractors used in lieu of tractors/loaders/backhoes during site preparation and grading.
Construction: Trips and VMT	Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction.
Construction: Architectural Coatings	Project will utilize super-compliant coatings
Operations: Vehicle Data	Trip rates based on Project traffic study
Operations: Fleet Mix	Fleet mix adjusted to account for industrial truck fleet mix
Operations: Energy Use	Industrial portion of the Project will not use natural gas
Operations: Refrigerants	Industrial portion of the Project does not include cold storage

Appendix B

CalEEMod Emergency Fire Pump Detailed Report

14428 Emergency Fire Pump Detailed Report

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5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

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5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	14428 Emergency Fire Pump
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.8469050468146, -117.22211102135682
County	Riverside-South Coast
City	Perris
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5580
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.																		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.13	0.38	0.34	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	69.0	69.0	< 0.005	< 0.005	0.00	69.2
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	11.4	11.4	< 0.005	< 0.005	0.00	11.5

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Stationary	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Total	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Stationary	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Total	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Stationary	0.15	0.13	0.38	0.34	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	69.0	69.0	< 0.005	< 0.005	0.00	69.2
Total	0.15	0.13	0.38	0.34	< 0.005	0.02	0.00	0.02	0.02	0.00	0.02	0.00	69.0	69.0	< 0.005	< 0.005	0.00	69.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Area	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Stationary	0.03	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	11.4	11.4	< 0.005	< 0.005	0.00	11.5
Total	0.03	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	11.4	11.4	< 0.005	< 0.005	0.00	11.5

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use																		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use																		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Industrial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use																		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Total	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Total	1.08	0.98	2.75	2.51	< 0.005	0.14	0.00	0.14	0.14	0.00	0.14	0.00	504	504	0.02	< 0.005	0.00	505
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fire Pump	0.03	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	11.4	11.4	< 0.005	< 0.005	0.00	11.5
Total	0.03	0.02	0.07	0.06	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.00	< 0.005	0.00	11.4	11.4	< 0.005	< 0.005	0.00	11.5

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type																		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species																		CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
User Defined Industrial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
User Defined Industrial	0.00	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
User Defined Industrial	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
User Defined Industrial	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
Fire Pump	Diesel	1.00	1.00	50.0	300	0.73

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	1.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.36	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	1	1	4
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	97.6
AQ-PM	53.3
AQ-DPM	47.8
Drinking Water	10.2
Lead Risk Housing	22.0
Pesticides	58.8
Toxic Releases	37.7
Traffic	81.9
Effect Indicators	—
CleanUp Sites	69.4
Groundwater	0.00
Haz Waste Facilities/Generators	53.5
Impaired Water Bodies	0.00

Solid Waste	40.1
Sensitive Population	—
Asthma	65.6
Cardio-vascular	90.6
Low Birth Weights	62.9
Socioeconomic Factor Indicators	—
Education	74.7
Housing	57.9
Linguistic	53.4
Poverty	64.5
Unemployment	15.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	36.04516874
Employed	38.00846914
Median HI	53.00911074
Education	—
Bachelor's or higher	28.6154241
High school enrollment	100
Preschool enrollment	5.440780187
Transportation	—
Auto Access	94.58488387
Active commuting	6.723983062
Social	—

2-parent households	87.71974849
Voting	9.636853587
Neighborhood	—
Alcohol availability	84.04978827
Park access	11.88245862
Retail density	29.21852945
Supermarket access	12.06210702
Tree canopy	0.590273322
Housing	—
Homeownership	79.23777749
Housing habitability	40.67753112
Low-inc homeowner severe housing cost burden	12.19042731
Low-inc renter severe housing cost burden	27.61452586
Uncrowded housing	47.8121391
Health Outcomes	—
Insured adults	26.49813936
Arthritis	79.8
Asthma ER Admissions	42.9
High Blood Pressure	64.8
Cancer (excluding skin)	87.6
Asthma	27.9
Coronary Heart Disease	81.5
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	52.6
Life Expectancy at Birth	37.8
Cognitively Disabled	88.7
Physically Disabled	83.0

Heart Attack ER Admissions	7.5
Mental Health Not Good	28.5
Chronic Kidney Disease	64.9
Obesity	17.5
Pedestrian Injuries	92.5
Physical Health Not Good	37.9
Stroke	70.4
Health Risk Behaviors	—
Binge Drinking	30.9
Current Smoker	25.4
No Leisure Time for Physical Activity	29.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	35.2
Elderly	90.4
English Speaking	42.3
Foreign-born	59.5
Outdoor Workers	11.9
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.4
Traffic Density	65.3
Traffic Access	23.0
Other Indices	—
Hardship	70.6
Other Decision Support	—
2016 Voting	23.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	69.0
Healthy Places Index Score for Project Location (b)	30.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data