

PERRIS DC 11 PROJECT

SCH NO. 2023090700

Prepared for:

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Prepared with the assistance of:

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Draft Environmental Impact Report

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DRAFT
ENVIRONMENTAL IMPACT REPORT
PERRIS DC 11 PROJECT
PERRIS, CALIFORNIA
(DPR 22-00035 and TPM 22-05363)
STATE CLEARINGHOUSE NO. 2023090700

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ACRONYMS AND ABBREVIATIONS

°C	degrees celsius
µg/m ³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
APN	Assessor's Parcel Number
BACM	best available control measure
BACT	best available control technology
bgs	below ground surface
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan of 2013
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historical Resources Inventory System
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CUP	Conditional Use Permit
dB	decibel
dBA	A-weighted decibels
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
HDT	Heavy Duty Trucks
HFCs	hydroflouorocarbons
Hot Spots Act	Air Toxics Hot Spots Information and Assessment Act of 1987
HVAC	heating, ventilating, and air conditioning
I-	Interstate
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LOS	level of service
LSTs	localized significance thresholds
MARB/IPA	March Air Reserve Base/Inland Port Airport
MBTA	Migratory Bird Treaty Act of 1918

MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MT	metric tons
MTCO _{2e}	metric tons of carbon dioxide equivalent
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NH ₃	ammonia
NHTSA	National Highway Traffic and Safety Administration
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM _{2.5}	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM ₁₀	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
PVCC	Perris Valley Commerce Center
PVCCSP	Perris Valley Commerce Center Specific Plan
ROG	reactive organic gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison Company
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
SIP	state implementation plan
SO ₂	sulfur dioxide
SO ₃	sulfur trioxide
SO ₄	sulfates
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SP	Specific Plan
SR-	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	Storm Water Resources Control Board
TIA	Traffic Impact Analysis
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
UTRs	utility tractors
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles traveled
VOC	volatile organic compounds
Williamson Act	California Land Conservation Act of 1965

1. Executive Summary

This Draft Environmental Impact Report (Draft EIR) evaluates the environmental effects that may result from the adoption, construction, and operation of the proposed Perris DC 11 Project (Project). This Draft EIR has been prepared in conformance with State and City of Perris environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with Sections 15087 and Section 15105 of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines). During the 45-day review period, the Draft EIR will be available for public review at the City's website:

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>

Or, physically at the following location:

City of Perris
Development Services Department
135 North D Street
Perris, CA 92570

Written comments related to environmental issues in the Draft EIR should be addressed to:

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A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The Project site is located in the northern portion of the City of Perris, southeast of the intersection at Ramona Expressway and Webster Avenue. The City of Perris is located approximately 24 miles south of Downtown San Bernardino, 35 miles east of Irvine, and 62 miles southeast of Downtown Los Angeles. Regional access to the Project site is provided via Interstate 215 (I-215), located approximately 0.4 miles to the west, and State Route 60 (SR-60), approximately 7 miles to the north.

The Project site encompasses approximately 29.5 acres and is located south of Ramona Expressway, east of Webster Avenue, west of Brennan Avenue, and north of Morgan Street. Additionally, the site is located within the Perris USGS 7.5-Minute Quadrangle; Section 7, Township 4 South, Range 3 West, San Bernardino Baseline and Meridian. Regional location and local vicinity maps are provided in Figure 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*.

The Project site is identified by Assessor's Parcel Numbers (APN) 303-020-019, -34, -35, -36, -37, -38, -39, -40, -41, -42, -55, -56, -57.

1.2 PROJECT DESCRIPTION SUMMARY

The Applicant for the Project is requesting approval from the City of Perris to develop 29.5 acres to construct a new high-cube warehouse facility totaling approximately 551,922 square feet, inclusive of 536,922 square feet of warehouse space, 10,000 square feet of ground floor office space and 5,000 square feet of office and mezzanine space. No more than 25 percent, or 136,730 square feet, could be operated as refrigerated storage. Approximately 0.29 acres of off-site improvements would occur within the adjacent rights of way for a total disturbance acreage of 29.79 acres. The Project would result in a floor-area-ratio of 0.43, which is below the City of Perris allowable maximum floor-area-ratio of 0.75 set forth by the City of Perris General Plan for the Light Industrial (LI) land use designation.

1.3 PROJECT OBJECTIVES

The Perris DC 11 Project site plan has been designed to meet a series of Project-specific objectives that have been crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

1. To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
2. To attract new business and employment to the City of Perris and thereby promote economic growth.
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
5. To develop a new industrial project that would utilize a major truck route to limit truck traffic through residential neighborhoods.
6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Relevant standard conditions of approval and regulatory requirements are identified, and mitigation measures are provided for all potentially significant impacts.

1.4 SUMMARY OF ALTERNATIVES

Section 7.0, *Alternatives*, of this Draft EIR analyzes a range of reasonable alternatives to the Project, which are summarized.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (October 20, 2023).

Alternative 2: Reduced Project Alternative. This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage and operational intensity onsite. This alternative assumes a reduction of building square footage by 25 percent. Therefore, the Reduced Project alternative would result in development of only 413,942 square feet of building area, inclusive of 398,942 square feet of warehouse space, 11,250 square feet of ground floor office, and 3,750 square feet of

mezzanine. The alternative would include 103,485 square feet of refrigerated storage. A proportional reduction in the amount of surface parking area and commensurate number of parking spaces for vehicles and trucks also would occur in the Reduced Project Alternative. As with the Project, the entire 29.5-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks and landscaping. Areas planned for physical impact on and offsite would be identical to those required for development of the Project.

Alternative 3: Multiple Building Alternative. This alternative consists of development of the Project site with two smaller light industrial buildings for an overall reduction in square footage. Each building is assumed to be 170,000 square feet. Therefore, this alternative would develop a total square footage of 340,000 square feet, which would decrease overall building square footage by 38 percent. Each building would include a 5,000-square-foot office and 2,500-square-foot mezzanine. The alternative would also include 25 percent or 42,500 square feet of cold storage for each building. To account for two buildings onsite, additional parking would be required. As with the Project, the entire 29.5-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks. Areas planned for physical impact on and offsite would be identical to those required for development of the Project.

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Table 1-1: Summary of Impacts, Mitigation Measures, and Level of Significance

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
5.1 Aesthetics				
Impact AE-1: The Project would not have a substantial adverse effect on a scenic vista.		Less than significant	None required	Less than significant
Impact AE-3: The Project would not conflict with applicable zoning and other regulations governing scenic quality.		Less than significant	None required	Less than significant
Impact AE-4: The Project would not create a new source of substantial light or glare which would adversely affect day and nighttime views in the area.		Less than significant	AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.2 Air Quality				
Impact AQ-1: The Project would not conflict with or obstruct implementation of the applicable air quality plan		Less than significant	None required	Less than significant
Impact AQ-2: The Project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.		Less than significant	None required	Less than significant
Impact AQ-3: The Project would not expose sensitive receptors to substantial pollutant concentrations.		Less than significant	None required	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
Cumulative		Less than significant	None required	Less than significant
5.3 Biological Resources				
Impact BIO-1: The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.		No impact	None required	No impact
Impact BIO-2: The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.		No impact	None required	No impact
Impact BIO-3: The Project would not have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.		No impact	None required	No impact
Impact BIO-4: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.		Potentially significant	BR-1: Nesting Bird Survey. If site-preparation activities are proposed during the nesting/breeding season, (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions), the Project proponent shall retain a	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>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.</p> <p>If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify</p>	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			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 BIO-5: The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.		No impact	None required	No impact
Impact BIO-6: The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.		Less than significant	None required	Less than significant
Cumulative		Potentially significant	BR-1	Less than significant
5.4 Cultural Resources				
Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.		No impact	None required	No impact
Impact CUL-2: The Project would not cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations Section 15064.5.		Potentially significant	CR-1: Archaeological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior, n.d.; Registered Professional Archaeologist	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>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.</p> <p>The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.</p> <p>The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians for a Native American tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a</p>	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Native American tribal representative(s) should be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.</p> <p>The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> • An agreement that artifacts will be reburied on-site and in an area of permanent protection; • Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist; • Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and 	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<ul style="list-style-type: none"> The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. <p>The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.</p> <p>In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. 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</p>	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>monitoring program shall be recorded and inventoried by the consulting archaeologist.</p> <p>If any Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative(s) shall be notified. The designated Native American tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>In the event that human remains are discovered at the project site or within the off-site project improvement areas, mitigation measure CR-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p>	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>A report of findings, including an itemized inventory of 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 and the Native American tribe(s) involved with the Project.</p>	
<p>Impact CUL-3: The Project would not disturb any human remains, including those interred outside of formal cemeteries.</p>		<p>Potentially significant</p>	<p>CR-2: Human Remains. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the</p>	<p>Less than significant</p>

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a</p>	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			report of findings will be filed with the Eastern Information Center.	
Cumulative		Potentially significant	CR-1 and CR-2	Less than significant
5.5 Energy				
Impact E-1: The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation.		Less than significant	None required	Less than significant
Impact E-2: The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.6 Geology and Soils				
Impact GEO-6: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.		Potentially significant	GS-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations, including offsite excavations, at or below five (5) feet below the pre-grade surface. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			<p>areas until the paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. Monitoring of Mesozoic quartzite and any artificial fill or disturbed soils is not warranted. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion</p>	

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
			of the program to mitigate impacts to paleontological resources.	
Cumulative		Potentially significant	GS-1	Less than significant
5.7 Greenhouse Gases				
Impact GHG-1: The Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.		Less than significant	None required	Less than significant
Impact GHG-2: The Project would conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.8 Hazards and Hazardous Materials				
Impact HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.		Less than significant	None required	Less than significant
Impact HAZ-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.		Less than significant	None required	Less than significant
Impact HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or		Less than significant	None required	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
waste within 0.25 mile of an existing or proposed school.				
Impact HAZ-4: The Project would not 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 create a significant hazard to the public or the environment.		No impact	None required	No impact
Impact HAZ-5: The Project would not result in a safety hazard or excessive noise for people residing or working in the project area for a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport.		Less than significant	None required	Less than significant
IMPACT HAZ-6: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.9 Hydrology and Water Quality				
Impact HYD-1: The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.		Less than significant	None required	Less than significant
Impact HYD-2: The Project would not substantially decrease groundwater supplies or interfere		Less than significant	None required	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.				
Impact HYD-3: The Project would not substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.		Less than significant	None required	Less than significant
Impact HYD-4: The Project would not 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.		Less than significant	None required	Less than significant
Impact HYD-5: The Project would not 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.		Less than significant	None required	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
Impact HYD-8: The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.10 Land Use and Planning				
Impact LU-2: The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.11 Noise				
Impact NOI-1: The Project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.		Construction Noise: Less than significant Off-Site Traffic Noise: Less than significant Operational Noise: Less than significant	Construction Noise: None required Off-Site Traffic Noise: None required Operational Noise: None required	Construction Noise: Less than significant Off-Site Traffic Noise: Less than significant Operational Noise: Less than significant
Impact NOI-2: The Project would not result in generation of excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
Impact NOI-3: For a project located within the vicinity of a		Less than significant	None required	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
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, the Project would not expose people residing or working in the project area to excessive noise levels.				
Cumulative		Less than significant	None required	Less than significant
5.12 Population and Housing				
Impact POP-1: The Project would not induce substantial unplanned population growth in an area, either directly or indirectly.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.13 Public Services				
Impact PS-1: The Project would not result in substantial adverse physical impacts associated with fire protection services or the provision of new or physically altered fire station facilities.		Less than significant	None required	Less than significant
Impact PS-2: The Project would not result in substantial adverse physical impacts associated with police services or the provision of new or physically altered police facilities.		Less than significant	None required	Less than significant
Impact PS-4: The Project would not include recreational facilities or require the construction or expansion of recreational facilities in a manner which would have an adverse physical effect on the environment.		Less than significant	None required	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
Cumulative		Less than significant	None required	Less than significant
5.14 Transportation				
Impact TR-1: The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.		Less than significant	None required	Less than significant
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).	<p>PDF TR-1: Sidewalks. The Project applicant shall construct sidewalks along the Project frontage on Ramona Expressway, Webster Avenue, connecting to the existing sidewalks along the west side of Brennan Avenue.</p> <p>PDF TR-2: Bicycle Facilities. The Project applicant shall construct a 13-foot-wide Class 1 Multi-Use Path along Ramona Expressway, a 4- to 5-foot-wide bikeway along Webster Avenue, and refresh striping on the adjacent streets.</p>	Less than significant	None required	Less than significant
Impact TR-3: The Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.15 Tribal Cultural Resources				
Impact TCR-1: The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public		Potentially significant	CR-1 and CR-2. As listed above.	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
<p>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).</p>				
<p>Impact TCR-2: The Project would not 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.</p>		Potentially significant		Less than significant
Cumulative		Potentially significant	CR-1 and CR-2	Less than significant

Impact	Project Design Features	Level of Significance before Mitigation	Project-Specific Mitigation Measures	Significance after Mitigation
5.16 Utilities and Service Systems				
Impact UT-1: The Project would not require or result in the relocation or construction of new water facilities, the construction or relocation of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-2: The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years.		Less than significant	None required	Less than significant
Impact UT-3: The Project would not require or result in the construction of new or expanded wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-5: The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Impact UT-8: The Project would not require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

2. Introduction

This Draft Environmental Impact Report (Draft EIR) is an informational document that evaluates the potential environmental effects that may result from the construction and operation of the proposed Perris DC 11 Project (Project), which includes approval of the Development Plan Review and Vesting Tentative Parcel Map. The term Project includes all discretionary and administrative approvals and permits required for its implementation.

2.1 PURPOSE OF CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) (California Public Resource Code Section 21000 et seq.) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.) provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (State CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (State CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency's decision-making process.

2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA and the State CEQA Guidelines.

Pursuant to CEQA Section 21067 and State CEQA Guidelines Article 4 and Section 15367, the City of Perris (City) is the Lead Agency for the proposed Project under whose authority this Draft EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the City has the obligations to: (1) ensure that the EIR has been completed in accordance with CEQA; (2) review and consider the information contained in the EIR as part of its decision making process; (3) make a statement that the EIR reflects the City's independent judgment; (4) ensure that all potentially significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in the EIR are infeasible and citing the specific benefits of the proposed

project that outweigh its unavoidable adverse effects (State CEQA Guidelines Sections 15090 through 15093).

Pursuant to State CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved and implemented as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project would outweigh significant environmental impacts of the Project.

2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

A project-level analysis has been provided pursuant to State CEQA Guidelines Section 15161. This Draft EIR meets the content requirements discussed in State CEQA Guidelines Article 9, beginning with State CEQA Guidelines Section 15120.

Notice of Preparation

Pursuant to the requirements of CEQA, the City issued a Notice of Preparation of a Draft EIR for the Project, which was originally distributed on October 16, 2023, and recirculated on October 20, 2023. The purpose of the Notice of Preparation was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. As provided in the Notice of Preparation, the City determined through the initial review process that impacts related to the following topics shown on Table 2-1 are potentially significant and required a detailed level of analysis in this Draft EIR:

Table 2-1: Environmental Topics Identified in the Notice of Preparation for Further Evaluation

<ul style="list-style-type: none"> • Aesthetics • Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards & Hazardous Materials 	<ul style="list-style-type: none"> • Hydrology and Water Quality • Land Use and Planning • Noise • Population and Housing • Public Services and Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems
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The Notice of Preparation requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft EIR being prepared. Written comments received on the Notice of Preparation are included in Appendix A of this Draft EIR and summarized in Table 2-2, which also includes a reference to the Draft EIR section(s) in which the issues raised in the comment letters are addressed.

Table 2-2: Summary of Notice of Preparation Comment Letters

Comment Letter and Comment	Relevant Draft EIR Section
Federal Agencies	
March Air Reserve Base, November 1, 2023	
<p>This letter makes a correction to the Initial Study/Notice of Preparation regarding the Riverside County Airport Compatibility Plan. The Project site is located within zone C1, not C2, as the Initial Study/Notice of Preparation states. Due to the proximity of the Project site to the Approach-Departure Clearance Surface and/or 7:1 Transitional Surface, March Air Reserve Base requires a construction notification from the Federal Aviation Administration for the official determination of building height. In addition, due to the development standards within zone C1, March Air Reserve Base requests that no bulk storage of hazardous materials are permitted at the Project site. The letter concludes by stating that in the event that the proposed site plan changes, March Air Reserve Base reserves the right to provide additional comments or to raise objections as needed.</p>	<p>Hazards and Hazardous Materials</p>
State Agencies	
California Native American Heritage Commission, October 24, 2023	
<p>This letter provides details regarding the mission of the Native American Heritage Commission, a background of Assembly Bill (AB) 52 and Senate Bill (SB) 18, and the Native American Heritage Commission’s interest in the Project’s cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC recommendations for conducting cultural resources assessments.</p>	<p>Cultural Resources, Tribal Cultural Resources</p>
California Department of Justice, October 13, 2023	
<p>This letter states that warehouse developments have the potential to result in environmental impacts to the surrounding communities, especially related to air quality, noise, and transportation. The letter provides a warehouse best practices document for reference during air quality, noise, and transportation analyses.</p>	<p>Air Quality, Noise, Transportation</p>
Regional Agencies	
South Coast Air Quality Management District, November 1, 2023	
<p>This letter requests that the South Coast Air Quality Management District (AQMD) receive a copy of the Draft EIR upon its completion, including all technical appendices related to air quality, health risk, and greenhouse gas emissions and electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files. The South Coast AQMD recommends that the Lead Agency use the South Coast AQMD’s CEQA Air Quality Handbook and website as guidance when preparing air quality and greenhouse gas analyses and use the California Emissions Estimator Model for emissions modeling. The South Coast AQMD recommends all emissions be calculated and compared to the South Coast AQMD’s regional pollutant thresholds and localized significance thresholds. The comment acknowledges that the South Coast AQMD should be identified as a Responsible Agency if the Project requires a permit from the South Coast AQMD. The South Coast AQMD is concerned about potential health risk impacts of siting warehouses within close proximity of sensitive land uses and the area surrounding the Project site has an estimated cancer risk of over 290 in one million based on the MATES V Carcinogenic Risk interactive map.</p>	<p>Project Description, Air Quality, Energy, Greenhouse Gas Emissions</p>

Comment Letter and Comment	Relevant Draft EIR Section
<p>The comment states that if the Project results in significant air quality impacts, the Draft EIR should analyze mitigation measures and lists the following possible measures for consideration:</p> <ul style="list-style-type: none"> • Requiring zero-emissions or near-zero emissions on-road haul trucks • Limit the daily number of trucks allowed to numbers levels analyzed in the EIR • Provide EV charging stations or electrical infrastructure for future EV charging stations • Maximize use of solar energy by installing solar arrays • Use light colored roofing and paving materials • Utilize only Energy Star appliances • Use of water based or low VOC cleaning products that go beyond requirements of South Coast AQMD Rule 1113 • Clearly mark truck routes with signs so trucks will not travel next to or near sensitive land uses • Design the Project so that truck entrances and exits are not facing sensitive receptors • Design the Project so that any check-in point for trucks is inside project boundaries to ensure no trucks are queuing outside • Design the Project so that any truck traffic inside the Project is located as far away from sensitive receptors as possible • Provide overnight truck parking inside the Project • Implement building filtration systems with MERV 13 or better <p>The letter states that the South Coast AQMD has adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305, which will reduce regional and local emissions of nitrogen oxides and particulate matter, including diesel particulate matter. The South Coast AQMD recommends that the Lead Agency review Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the proposed Project that may help future warehouse operators meet their compliance obligation.</p>	

Local Agencies

Riverside County Flood Control and Water Conservation District, October 31, 2023

<p>This letter states that the Riverside County Flood Control and water Conservation District (District) has reviewed the Project Notice of Preparation. The District states that the Project site is within the Perris Valley Drainage Plan; thus, applicable fees must be paid if the Project proposes the construction of impervious surface area. In addition, an encroachment permit is required for any construction within the District right-of-way or Perris Valley Master Drainage Plan Line E. The letter states that mitigation would be required in the event that the proposed storm drain connect would exceed the capacity of the existing facilities. The District also provides general information related to project approvals that are not specifically directed at the Project. The letter states that the Project may require a National Pollutant Discharge Elimination System (NPDES) permit prior to the issuance of grading permits. In addition, projects within a Federal Emergency Management Agency mapped floodplain would require additional approvals, such as a Conditional Letter of Map Revision and a Letter of Map Revision. Lastly, the District states that</p>	<p>Project Description, Hydrology and Water Quality, Utilities and Service Systems</p>
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Comment Letter and Comment	Relevant Draft EIR Section
<p>projects that impact a natural watercourse or floodplain would be required to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife, a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, and/or Clean Water Act Section 401 Water Quality Certification from the local California Regional Water Quality Control Board.</p>	

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the State CEQA Guidelines, the City hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the Project. The scoping meeting was held on November 1, 2023, at 6:00 p.m. at 135 North D Street, Perris, CA 92570. Comments provided during the scoping meeting are summarized in Table 2-3, which also includes a reference to the Draft EIR section(s) in which issues in the comments are addressed. These comments reflect the concerns of the City of Perris Planning Commissioners. No members of the public provided comments during the scoping meeting.

Table 2-3: Summary of Draft EIR Public Scoping Meeting Comments

Comment	Relevant Draft EIR Section
Dwayne Hammond, Perris Planning Commission	
<p>The Planning Commission Chairman requests that the Draft EIR analyzes noise impacts at to the surrounding residential properties, including legal non-conforming residential properties. In addition, the Chairman also requests that a cumulative traffic study is conducted and discussed within the Draft EIR.</p>	<p>Noise, Transportation</p>
Jack Shively, Perris Planning Commission	
<p>The Planning Commission Vice-Chairman asked for clarification on the cumulative analysis area of the Project. In addition, the Vice-Chairman suggests that the Project alternatives discuss multiple buildings and potentially include an alternative with buildings less than 100,000 square feet each.</p>	<p>Alternatives</p>
Guadalupe Gomez, Perris Planning Commissioner	
<p>The Planning Commissioner requests that the traffic study includes the commercial strip mall to the left of the Project site. The Planning Commissioner expresses concern for trucks that deviate from the designated truck routes, and requests that this be taken into account in the traffic study. In addition, the Planning Commissioner requests that potential impacts to the nearby Caltrans on/off ramp are analyzed. Finally, the Planning Commissioner expresses concern regarding the seasonal variation of traffic.</p>	<p>Transportation</p>
Elizabeth Jimenez, Perris Planning Commission	
<p>The Planning Commissioner requests that the Draft EIR include an analysis of a Project alternative that reduces the building size or proposes multiple smaller buildings. In addition, the Planning Commissioner recommends examining alternate passenger vehicle driveways to ensure safe ingress/egress. The Planning Commissioner expresses concern regarding potential changes to the response times of those commuting from the nearby Val Verde School Unified District headquarters to school events, as well as access to Lake Perris. The Planning Commissioner also asked if all environmental topic areas would be discussed for the proposed alternatives. The Planning Commissioner requests that the Draft EIR analyzes the impacts to the service area capacity within the Energy section. Finally, the Planning Commissioner notes that there is a</p>	<p>Air Quality, Energy, Noise, Transportation, Alternatives</p>

Comment	Relevant Draft EIR Section
potential school site within the vicinity of the Project site that would be classified as a sensitive receptor.	

Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon both a review of the Project by the City within the Initial Study and the responses to the Notice of Preparation. Pursuant to State CEQA Guidelines Section 15125.2(a), which states “[a]n EIR shall identify and focus on the significant effects on the environment,” the City determined that Project’s potential impacts on the following topics would not be significant. Consequently, these topics are not analyzed in this Draft EIR.

- Agricultural and Forestry Resources
- Mineral Resources
- Wildfire

The Draft EIR analyzes the remaining topics listed in Table 2-1, above.

The City has filed a Notice of Completion with the Governor’s Office of Planning and Research, State Clearinghouse, indicating that this Draft EIR has been completed and is available for review and comment. A Notice of Availability of the Draft EIR was published concurrently with distribution of this document. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR is available for public review digitally on the City’s Planning Division website:

(<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>)

Or, physically at the following location:

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

Written comments related to environmental issues in the Draft EIR should be addressed to:

Mathew Evans, Project Planner
 City of Perris
 Planning Division
 135 North D Street
 Perris, CA 92570
 MEvans@cityofperris.org

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues evaluated in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered by the Planning Commission. These comments, and their responses, will be included in the Final EIR for consideration by the City, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR, and other information

relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City. Notice of the availability of the Final EIR will be sent to all who submit written comments on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

The Draft EIR is organized into the following Sections. To help the reader locate information of interest, a brief summary of the contents of each chapter of this Draft EIR is provided.

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. The section also provides a summary of environmental impacts and mitigation measures, applicable Project design features, applicable regulations and regulatory requirements, and the level of significance after implementation of the identified mitigation measures. The level of significance after implementation of the proposed mitigation measures will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; any applicable Project design features proposed to reduce potential impacts; standard conditions and plans, policies, and programs that could reduce potential impacts; and the feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to less than significant levels are identified as significant and unavoidable.
- **Section 6 Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project and provides a summary of the environmental effects of the implementation of the Project that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7 Alternatives:** This section describes and analyzes a reasonable range of possible alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the State CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 8 Report Preparation and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document. This section also lists other people that were contacted for information that is included in this Draft EIR.

2.5 INCORPORATION BY REFERENCE

State CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document...[and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of

incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project site is within the geographical limits of the City of Perris and is covered by its General Plan. The General Plan was approved by the City on April 26, 2005, and provides the fundamental basis for the City's land use and development policies. The General Plan was the subject of an environmental review under CEQA, and a Program EIR for the General Plan was certified by the City in 2005 (State Clearinghouse Number 2004031135). The Program EIR contains information relevant to the Project. In addition, the proposed Project site is within the Perris Valley Commerce Center (PVCC) planning area of the City of Perris. The PVCC area covers approximately 5.23 square miles in the northern part of the City and provides for light and general industrial uses, commercial, business parks, professional offices, residential, public facilities, and open space. The Perris Valley Commerce Center Specific Plan (PVCCSP) was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Draft EIR was prepared, has been subsequently amended 12 times through January 2022. The PVCCSP was the subject of an environmental review under CEQA, and a program EIR for the PVCCSP was certified by the City in January 2012 (State Clearinghouse Number 2009081086). Accordingly, the program EIRs for the General Plan and PVCCSP and all subsequent CEQA environmental review in connection with amendments to the PVCCSP are herein incorporated by reference in accordance with State CEQA Guidelines Section 15150. The documents are available at:

- <https://www.cityofperris.org/departments/development-services/general-plan>
- <https://www.cityofperris.org/departments/development-services/specific-plans>
- City of Perris Planning Division, 135 North D Street, Perris, CA 92570

3. Project Description

3.1. INTRODUCTION

Consistent with the requirements of State CEQA Guidelines Section 15124, this section provides a description of the:

- 1) Project's location and boundaries;
- 2) Project's statement of objectives;
- 3) Project's technical, economic, and environmental characteristics; and
- 4) Intended uses of this Draft EIR.

A "project," as defined by State CEQA Guidelines Section 15378(a), means the following:

[T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land ... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans.

3.2. PROJECT LOCATION

The Project site is located in the northern portion of the City of Perris. The City of Perris is located approximately 24 miles south of Downtown San Bernardino, 35 miles east of Irvine, and 62 miles southeast of Downtown Los Angeles. Regional access to the Project site is provided via Interstate 215 (I-215), located approximately 0.4 mile to the west, and State Route 60 (SR-60), approximately 7 miles to the north.

The Project site and proposed offsite improvements area encompass approximately 29.79 acres and is located south of Ramona Expressway, east of Webster Avenue, west of Brennan Avenue, and north of Morgan Street. Additionally, the site is located within the Perris USGS 7.5-Minute Quadrangle; Section 7, Township 4 South, Range 3 West, San Bernardino Baseline and Meridian. Regional location and local vicinity maps are provided in Figure 3-1, *Regional Location*, Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*.

3.3. PROJECT OBJECTIVES

The Perris DC 11 Project has been proposed and designed to meet a series of Project-specific objectives that have been crafted in order to ensure the Project develops a quality industrial development. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

- To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
- To attract new business and employment to the City of Perris and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
- To develop a new industrial project that would utilize a major truck route to limit truck traffic through residential neighborhoods.

- To develop an underutilized property consistent with the current General Plan and zoning designations that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

3.4. PROJECT CHARACTERISTICS

3.4.1. PROJECT FEATURES

Building Summary and Architecture

The Project would involve the construction and operation of a new high-cube warehouse totaling approximately 551,922 square feet, inclusive of 536,922 square feet of warehouse space, 10,000 square feet of ground floor office space and 5,000 square feet of mezzanine office space at the 29.5-acre gross Project site. The Project would also include offsite infrastructure improvements encompassing approximately 0.29-acre within Webster Avenue and Ramona Expressway. The Project would result in a floor-area-ratio of 0.43. A maximum of 25 percent, or 136,730 square feet, of the building could be operated as refrigerated storage. The building would have 69 loading docks located on the eastern side of the structure. The proposed Project would be designed to achieve LEED Silver certification. The conceptual site plan is shown on Figure 3-4, *Conceptual Site Plan*.

The building would include a 98-foot building setback from Ramona Expressway, a 58-foot building setback from Webster Avenue, and a 796-foot building setback from Brennan Avenue.

At the parapet, the building would have a maximum height of 52 feet, but a majority of the building would be 49 feet in height.

Architectural Features

The building would utilize a varied color scheme and glazing to establish an architectural presence through an emphasis on building finish materials and consistent material usage. The proposed elevation materials would include painted concrete in shades of gray, white and blue, brick and form-liner panel accents, and dark bronze glazing accents, as shown in Figure 3-5, *Proposed Building Elevations*. Aluminum sunshades would be installed on select windows on the west and north elevations.

Parking and Loading Dock Summary

The Project would include approximately 207 automobile parking stalls along the northern and southern sides of the warehouse, and 254 trailer parking stalls along the eastern side of the warehouse. The passenger vehicle and truck parking areas would be separated to eliminate any potential hazards and conflicts. Ten of the automobile parking stalls would be dedicated for handicap accessible parking. Additionally, there would be 26 parking stalls dedicated for electric vehicle (EV) charging at the time of Project opening and 78 EV Capable stalls to accommodate future demand. Raceway conduit would be installed in at least one location for a future charging station for electric trucks. In addition, electric hook-ups would be installed at loading docks for use by transport refrigeration units (TRUs) should the Project include refrigerated storage.

Access and Circulation

Access to the Project site would be provided from four driveways, including: one 26-foot-wide automobile driveway along Webster Avenue, one 30-foot-wide automobile driveway along Ramona Expressway, and two 50-foot-wide truck driveways along Brennan Avenue. In order to assure that trucks would not access Ramona Expressway, truck channelizers would be constructed on Brennan Avenue at the median north of each driveway to limit the potential for trucks turning left out of driveways. Additionally, there would be a

26-foot-wide emergency vehicle access driveway along Ramona Expressway. Internal circulation would be provided by 26-foot to 75-foot-wide drive aisles. Internal pedestrian circulation would be provided via a pedestrian walkway from the corner of Ramona Expressway and Webster Avenue and from Webster Avenue to the office location at the southwestern corner of the building.

Walls and Fences

An 8-foot-high black tube steel fence is proposed along the southern and eastern property lines of the Project site. Several 14-foot-high concrete tilt-up screen walls would surround the loading dock and trailer storage areas. Two 14-foot-high concrete tilt-up screen walls are proposed between the auto stall parking and trailer stall parking, at the north and south ends of the proposed building. Two additional 14-foot-high concrete walls would be located at the southeast and eastern portions of the site, connecting to the 8-foot-high security gates, as shown on Figure 3-4, *Conceptual Site Plan*.

Landscaping

The Project includes approximately 178,922 square feet of drought tolerant ornamental landscaping that would cover approximately 14.14 percent of the site as shown in Figure 3-6, *Proposed Landscape Plan*. The proposed landscaping would include 36-inch box trees, 24-inch box trees, 15-gallon trees, various shrubs, and ground covers to screen the proposed building, parking, and loading areas from offsite viewpoints. The number and size of the trees would be required to meet or exceed the requirements of Section 5.106.12.1 of the 2022 California Green Building Standards (CALGreen – California Code of Regulations, Title 24, Part 11) Code requires that shade tree plantings, minimum No. 10 container size or equal, shall be installed to provide shade over 50 percent of the parking area within 15 years. Section 5.106.12.2 of the CAL Green Code requires that shade tree plantings, minimum No. 10 container size or equal, shall be installed to provide shade of 20 percent of the landscape area within 15 years. CALGreen Code compliant irrigation would be installed within the landscape areas.

Employee Amenities

The Project would include an onsite outdoor employee amenity area which would total 1,650 square feet and provide an employee lunch patio. In addition, the Project would provide an indoor half-court basketball court or similar recreational amenity and interior break area.

Infrastructure Improvements

Water

The Project would install three 4-inch onsite water lines that would connect to the existing 12-inch water line within Webster Avenue that connects to the Eastern Municipal Water District (EMWD) infrastructure. The Project would also relocate a 12-inch water line for 677 linear feet within Ramona Expressway. Additionally, the Project would install two 2-inch recycled water lines onsite that would connect to a proposed 8-inch recycled water line that would be installed for 1,749 linear feet within Webster Avenue to connect to the existing 8-inch recycled water supply line north of the Ramona Expressway and would install an 8-inch recycled water line for 677 linear feet within Ramona Expressway.

Sewer

The Project would install a 6-inch sewer line onsite to connect to the existing 10-inch EMWD sewer line within Webster Avenue.

Drainage and Water Quality

The Project would install two underground stormwater chambers with bioscape filtering systems on the southeastern (Chamber A) and eastern (Chamber B) portions of the site. See Figure 3-7, *Proposed Drainage Site Plan*. Storm drain pumps would slowly discharge water from the chambers to the bioscape systems for treatment. Onsite storm drain lines would be installed to connect each basin to the existing storm drain lateral within Brennan Avenue. Chamber A would connect to the 33-inch-width portion of the lateral, while Chamber B would connect to the 54-inch-width portion of the lateral.

Additionally, the Project would construct two bioretention basins with underground drains at the eastern (bioretention C) and southwestern (bioretention D) portions of the site. Runoff would be treated within the bioretention basins before flowing to the existing 57-inch storm drain lateral within Webster Avenue. The eastern bioretention basin would connect to the existing 54-inch storm drain lateral within Brennan Avenue. Table 3-1 summarizes the proposed capacity of each detention facility.

Table 3-1: Proposed Onsite Drainage Detention Features

BMP Name	Proposed Capacity (cubic feet)
Underground Chambers A	14,112
Underground Chambers B	36,292
Bioretention C	1,671.39
Bioretention D	652.08

The existing trapezoidal channel along Ramona Expressway would be removed and replaced with a 30-inch underground reinforced concrete pipe, approximately 588 feet in length.

Street Improvements

The Project includes construction of a 13-foot-wide Class 1 Multi-Use Path along the Project frontage with Ramona Expressway. Ramona Expressway would be widened by 12 feet along the Project site frontage. A 6-foot-wide sidewalk and a 4- to 5-foot-wide bikeway would be constructed along the Project frontage with Webster Avenue. In addition, the existing right of way dedication on Webster Avenue would be widened by 3 feet. The Project would also install new streetlights and refresh striping on the streets. The existing traffic signal at the intersection of Ramona Expressway and Webster Avenue would be relocated with the new curb alignment.

3.4.2. SITE OPERATIONS

Although individual users have not been identified, the proposed building is anticipated to operate up 24 hours a day, 7 days a week. The proposed 551,922-square-foot building would operate as a high-cube warehouse. A maximum of 136,730 square feet of warehouse space could operate as refrigerated storage. The warehousing uses could include multiple shifts with operational activities 24 hours per day.

The building is designed such that business operations would be conducted within the building, with the exception of traffic movement, parking, trailer connection and disconnection, truck and trailer storage, and the loading and unloading of trailers at designated loading bays. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be electric powered, per contemporary industry standards and the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities requirements.

Dock doors on the warehouse building would not be occupied by a truck at all times of the day. There are typically many more dock door positions on a warehouse building than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior

building operation efficiencies (i.e., trucks dock closest to where the goods carried by the truck are stored inside the warehouse). As a result, many dock door positions are frequently inactive throughout the day.

Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

3.4.3. CONSTRUCTION ACTIVITIES AND SCHEDULE

Project construction would take approximately 12 months and includes site preparation, grading, construction of backbone infrastructure, followed by building construction, pavement, and then architectural coatings. Construction is anticipated to start in March 2025.

Project grading is anticipated to include approximately 30,050 cubic yards of excavation and 118,780 cubic yards of soil fill. A projected 91,735 cubic yards of soil would be required for import that is anticipated to come from a location within 20 miles of the Project site.

Table 3-2, *Anticipated Construction Schedule*, provides the anticipated schedule for construction of the Project. Construction and demolition debris would be hauled to El Sobrante Landfill, which is located approximately 21 roadway miles from the Project site.

Table 3-2: Anticipated Construction Schedule

Phase Name	Number of Work Days
Site Preparation	20
Grading	45
Trenching	10
Building Construction	200
Paving	35
Architectural Coating	70

The types of heavy equipment that would be used during construction are listed in Table 3-3, *Construction Equipment Assumptions*. Even though daily construction activities are permitted to occur over an 11- to 12-hour period, construction equipment is not in continual operation and some pieces of equipment are used only periodically throughout a typical day. Thus, eight hours of daily use per piece of equipment (approximately two-thirds of the daily period over which construction activities are allowed) is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities that require air temperatures to be lower than occur during the day), the Project applicant would be required to obtain authorization for nighttime work from the City of Perris. Equipment rated more than 50 horsepower would meet at least CARB Tier 4 Interim emissions standards, pursuant to the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities.

Table 3-3: Construction Equipment Assumptions

Construction Activity	Equipment	Amount	Hours Per Day
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Crawler Tractors	2	8
	Dumpers/Tenders	2	8
Trenching	Excavators	4	8
	Plate Compactors	4	8
	Skid Steer Loaders	1	8
	Tractors/Loaders/Backhoes	2	8
	Cranes	1	8
Building Construction	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
	Pavers	2	8
Paving	Paving Equipment	2	8
	Rollers	2	8
	Air Compressors	1	8
Architectural Coating	Air Compressors	1	8

3.5. LAND USE AND ZONING

The Project site has a General Plan land use designation of Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP establishes the zoning for the properties within the Perris Valley Commerce Center (PVCC) planning area. The PVCCSP zoning designation for the site is Light Industrial (LI) which allows a floor-area-ratio of up to 0.75. See Figure 2-5, *Perris Valley Commerce Center Specific Plan Land Use Designations*, of the PVCCSP. Section 2.1.1 of the PVCCSP states that the LI zoning district is intended for light industrial uses and related activities including manufacturing, research, warehousing and distribution, assembly of non-hazardous materials, and retail related manufacturing. High-cube fulfillment center warehouses, including those with cold storage, and general light industrial buildings are a permitted use within the LI zone. The Project is consistent with the existing land use and zoning designations for the Project site.

3.6. PLANS, PROGRAMS, AND POLICIES AND PROJECT DESIGN FEATURES

Throughout the impact analysis in this Draft EIR, reference is made to plans, programs, and policies that are applied to all development on the basis of federal, state, or local law, which may effectively reduce potential environmental impacts. Where applicable, plans, programs, and policies are listed to show their effect in reducing potential environmental impacts. The Project voluntarily incorporates various measures that serve

to reduce potentially significant impacts. These measures are referred to as Project Design Features (PDFs). The Project would include the following PDFs:

PDF TR-1: Sidewalks. The Project applicant shall construct sidewalks along the Project frontage on Ramona Expressway, Webster Avenue, connecting to the existing sidewalks along the west side of Brennan Avenue.

PDF TR-2: Bicycle Facilities. The Project applicant shall construct a 13-foot-wide Class 1 Multi-Use Path along the Project frontage with Ramona Expressway, a 4- to 5-foot-wide Class 2 bikeway along the Project frontage with Webster Avenue, and refresh stripping on the adjacent streets.

3.7. DISCRETIONARY APPROVALS AND PERMITS

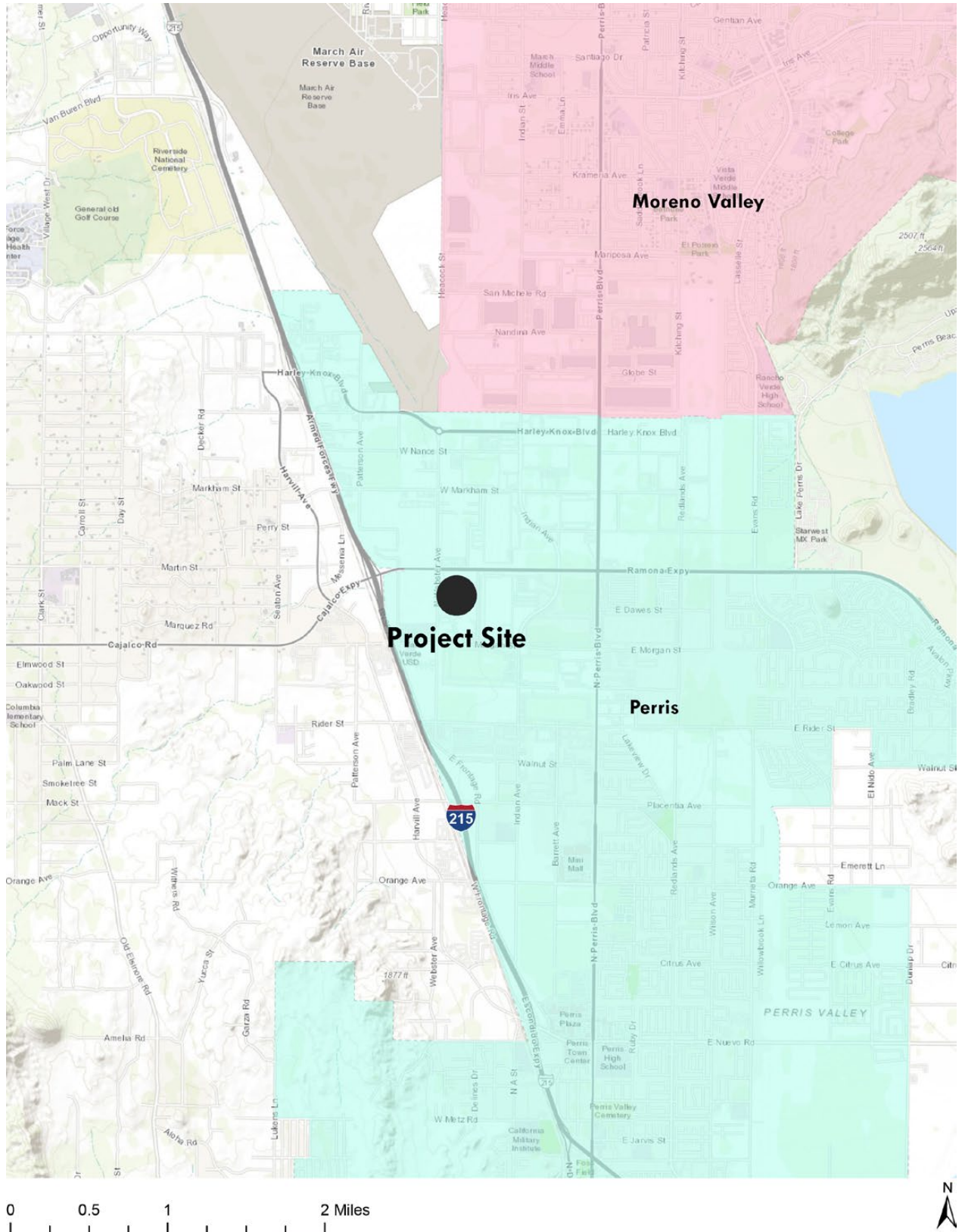
The City of Perris has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this Draft EIR pursuant to State CEQA Guidelines Section 15050. Because the Project does not require a legislative approval such as a General Plan Amendment, Change of Zone, or Specific Plan Amendment, the City's Planning Commission is the decision-making authority for the Project and will consider the Project and will make a final decision to approve, approve with changes, or deny the Project. The City, including the Planning Commission, will consider the information contained in this EIR and the Project's administrative record in its decision-making processes. In the event of approval of the Project and certification of its EIR, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of actions under City jurisdiction is provided in Table 3-4, *Project Approvals/Permits* below. Additional discretionary, ministerial and/or administrative actions may be necessary from other governmental agencies to fully implement the Project. Table 3-4 lists the government agencies that are expected to use the Project's EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

Table 3-4: Project Approvals and Permits

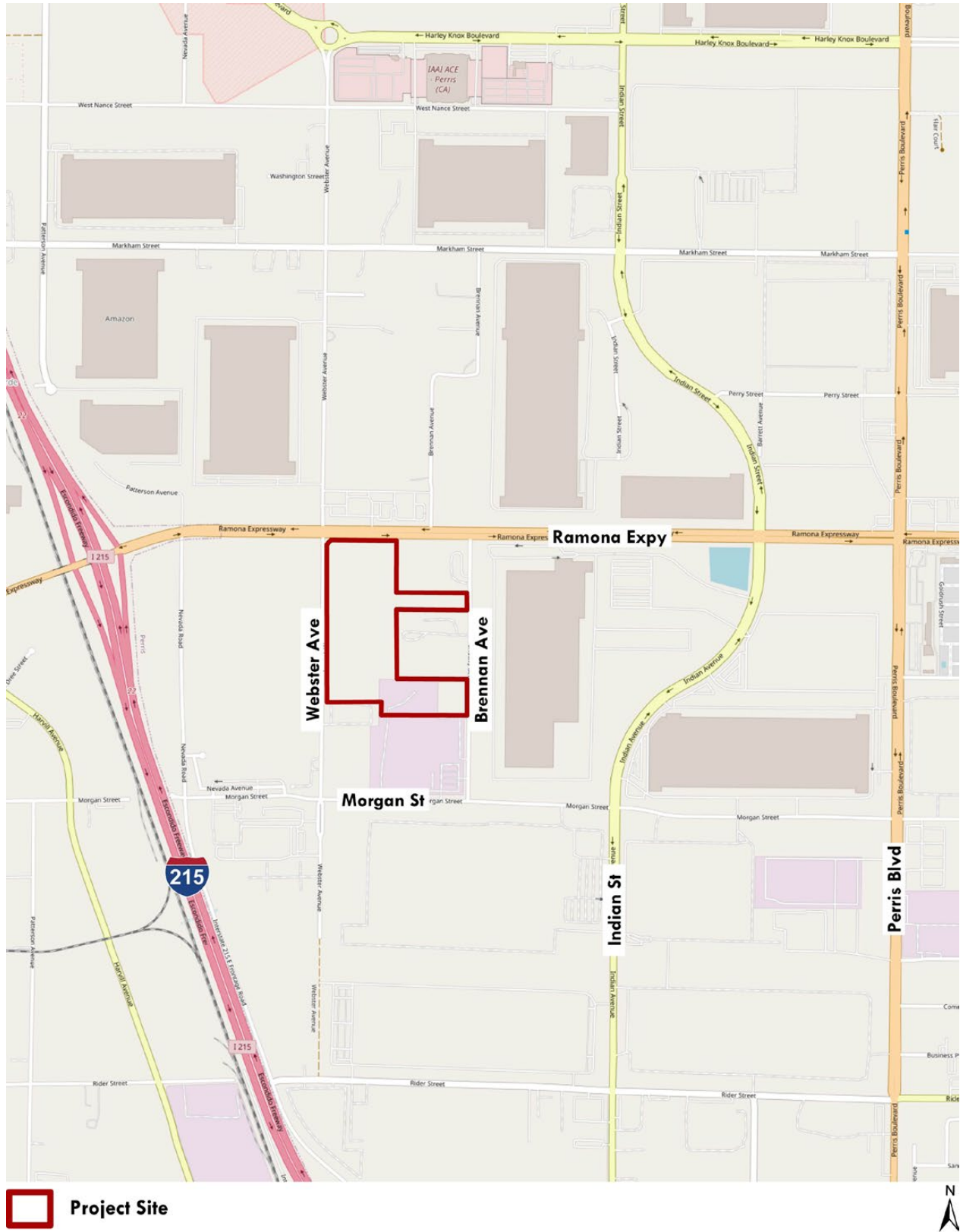
Public Agency	Approval and Decisions
City of Perris	
Project – Discretionary Approvals	
City of Perris Planning Commission	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny the Project, including: <ul style="list-style-type: none"> ○ Development Plan Review DPR 22-00035 for the development of a new high-cube warehouse totaling approximately 551,922 square feet, inclusive of 536,922 square feet of warehouse space, 10,000 square feet of ground floor office space and 5,000 square feet of mezzanine office space at the 29.5-acre gross Project site. ○ Tentative Parcel Map TPM 22-05363 to combine 13 existing parcels into a single combined parcel. • Reject or certify this EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program
Subsequent City of Perris and Ministerial Approvals	
City of Perris Implementing Approvals	<ul style="list-style-type: none"> • Approve Final Parcel Maps, lot line adjustments, or parcel mergers, as may be appropriate • Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate • Issue Grading Permits • Issue Building Permits • Issue Occupancy Permits • Approve Road Improvements Plans • Issue Encroachment Permits • Accept public right-of-way dedications • Approve Water Quality Management Plan (WQMP)
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of air quality permits for the installation and operation of backup generators and fire pumps, and compliance with the Warehouse Indirect Source Rule (Rule 2305) for warehouse owners and operators
Eastern Municipal Water District	<ul style="list-style-type: none"> • Approval of design conditions, water, and sewer improvement plans

Regional Location



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Local Vicinity



Perris DC 11 Project
City of Perris

Figure 3-2

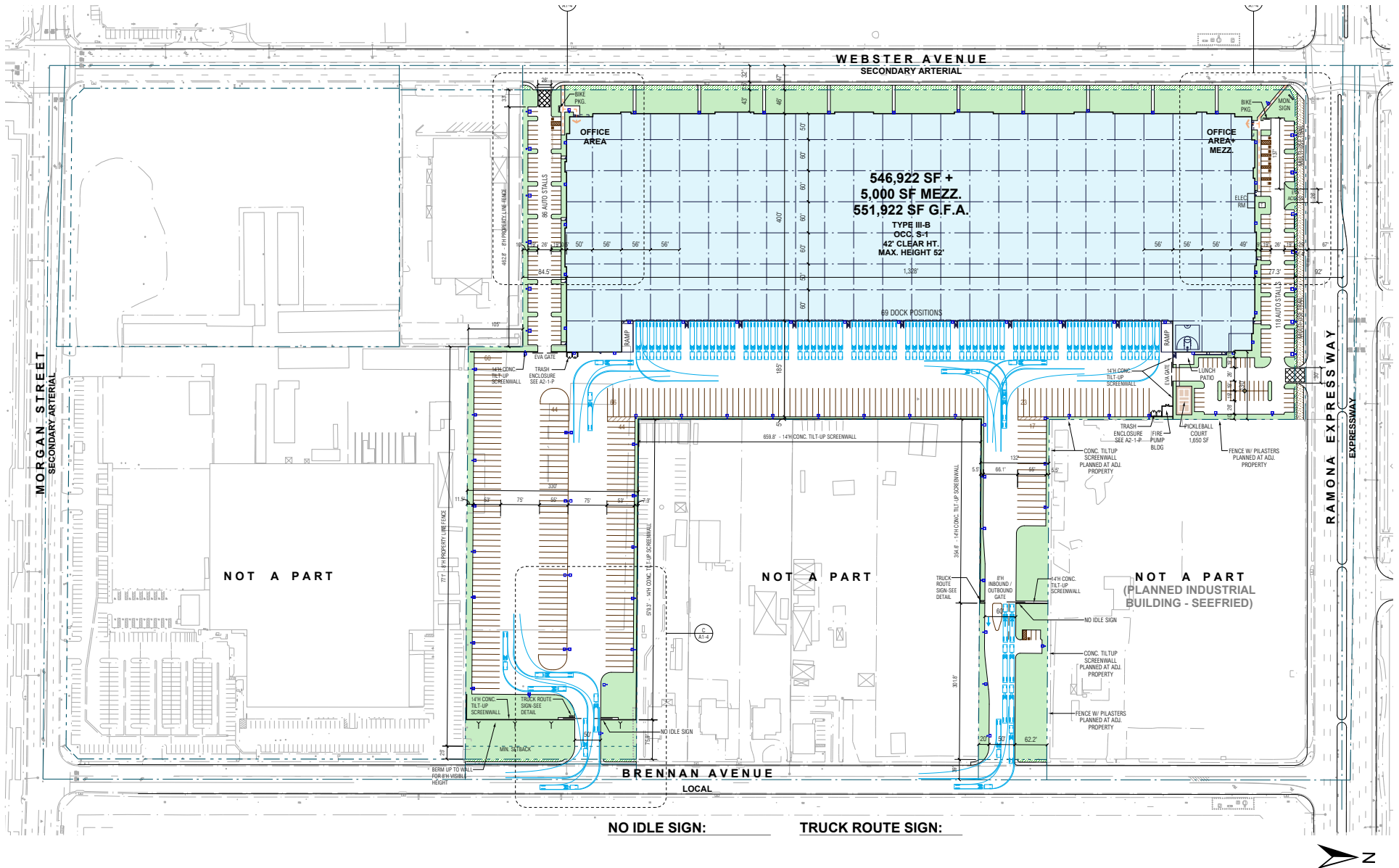
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Aerial View



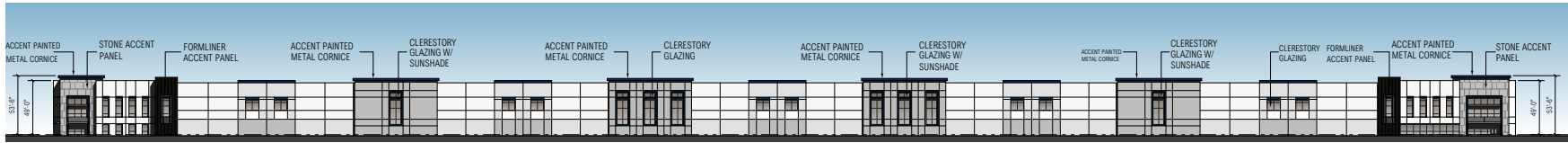
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Conceptual Site Plan



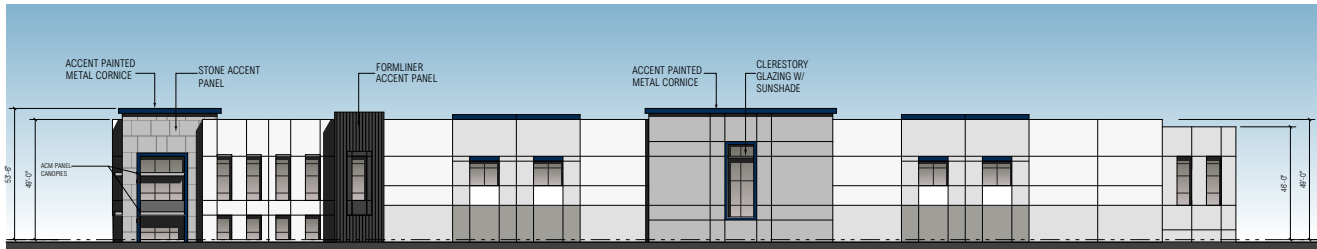
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Building Elevations



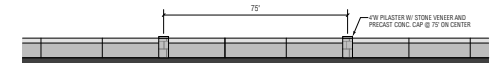
WEST ELEVATION

SCALE: 1" = 40'-0"



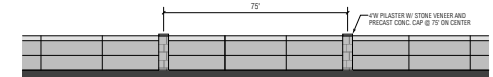
SOUTH ELEVATION

SCALE: 1" = 20'-0"



8'H WALL ELEVATION (WHERE FACING STREET)

SCALE: 1" = 20'-0"



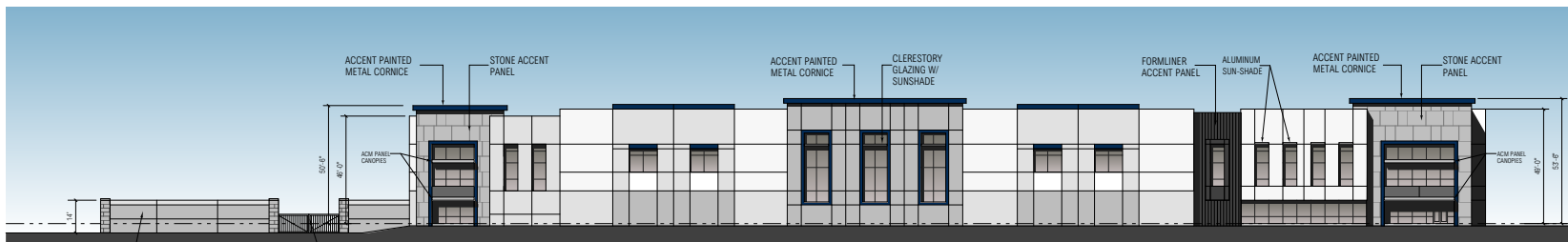
14'H WALL ELEVATION

SCALE: 1" = 20'-0"



EAST ELEVATION

SCALE: 1" = 40'-0"



NORTH ELEVATION

SCALE: 1" = 20'-0"

NOTES:

1. ALL ROOFTOP MECH. EQUIPMENT SHALL BE SCREENED FROM VIEW.

FINISH LEGEND

	1 SHERWIN WILLIAMS SW 7042 - SHOJI WHITE
	P-2 SHERWIN WILLIAMS SW 7065 - ARGOS
	P-3 SHERWIN WILLIAMS SW 9163 - TIN LIZZY
	P-4 SHERWIN WILLIAMS SW 7068 - GRIZZLE GRAY
	P-5 SHERWIN WILLIAMS SW 9176 - DRESS BLUES
	GL-1 BRONZE LOW E 1" I.G. GLAZING DARK BRONZE STOREFRONT
	ST-1 CORONADO STONE
	FL-1 FORMLINER PANEL
	FITZGERALD FORMLINERS 14304 FLUTED RIB PAINTED P-3

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Proposed Landscape Plan



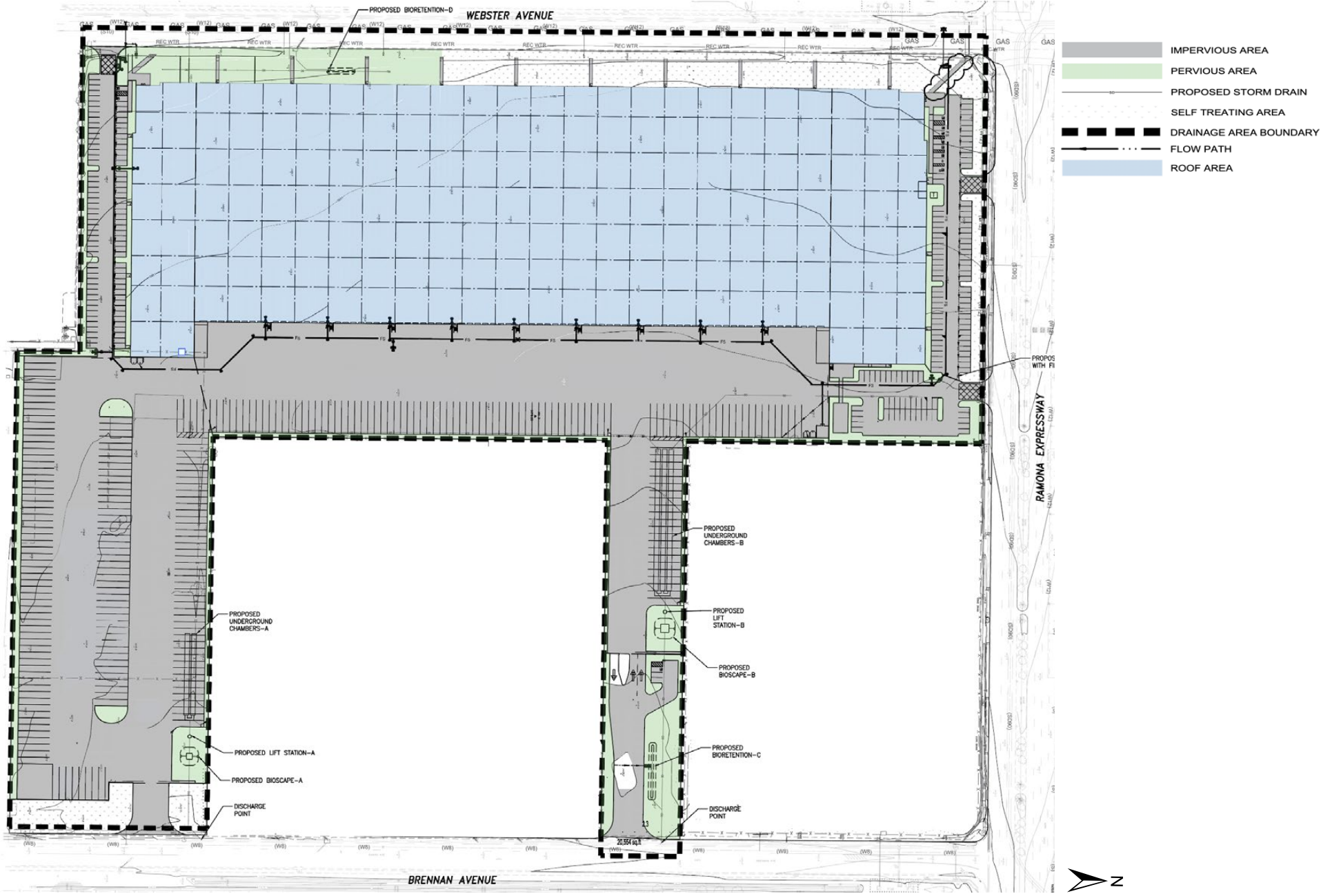
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Ceratium "Desert Museum"	36" Box	9	L	Multi
	Blue Palo Verde	24" Box	40	L	Standard
	Cholla basketweaver	24" Box	34	L	Multi
	Desert Willow	15 Gal	0	L	Multi
	Heteromeles arbutifolia	15 Gal	39	M	Standard
	Ligonotomia "Mustogee"	24" Box	9	M	Standard
	Platycodon acerifolia	24" Box	34	L	Standard
	Pinus edulis	36" Box	20	M	Multi
	Prosopis juliflora	36" Box	15	L	Standard
	Tribiana conferta	15 Gal	113	M	Standard

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Baccharis p. "Cochise"	5 Gal	127	L	
	Cassia alcyonella	5 Gal	73	L	
	Sarcocolla mexicana	5 Gal	118	M	
	Heteromeles arbutifolia	5 Gal	118	M	
	Nyctanthes arbutifolia	5 Gal	100	L	
	Muhlenbergia rigens	5 Gal	282	L	
	Salvia p. "Alton Chickadee"	5 Gal	67	L	
	Salvia leucantha	5 Gal	74	L	
	Mexican Sage	5 Gal	20	L	
	Westringia fr. "Grey Box"	5 Gal	100	L	
	Dwarf Coast Rosemary	5 Gal	100	L	
	Westringia "Wynabbie Green"	5 Gal	100	L	
	Wymyathine Coast Rosemary	5 Gal	100	L	

SYMBOL	BOTANICAL / COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Rosemary p. "Stungring Carpet"	1 Gal	48" O.C.	L	
	Lonicera j. "Halliana"	1 Gal	48" O.C.	L	
	Hall's Honeyeucalyptus	1 Gal	6" O.C.	L	
	Anolis zebrinus "Low Boy"	1 Gal	6" O.C.	L	
	Dwarf Acacia	1 Gal	6" O.C.	L	
	Baccharis p. "Pigeon Point"	1 Gal	36" O.C.	M	
	Dwarf Coyote Bush	1 Gal	36" O.C.	L	
	Cassia m. "Stress Carpet"	1 Gal	36" O.C.	L	
	Protea rosea Fruit	1 Gal	36" O.C.	L	
	Myoporum parvifolium	1 Gal	36" O.C.	L	
	Myoporum	1 Gal	36" O.C.	L	

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Proposed Drainage Site Plan



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4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Project, as it existed at the time that the Notice of Preparation was published, from both a local and a regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each section of Chapter 5 of this Draft EIR.

4.1 REGIONAL SETTING AND LOCATION

The Project site is located in the City of Perris in northwestern Riverside County. The City of Perris encompasses approximately forty square miles and is located within the Perris Valley, midway between the San Jacinto and the Santa Ana Mountains. Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/ Inland Port Airport (MARB/IPA). On the south, it is bordered by the City of Menifee, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley in unincorporated Riverside County. One major freeway and one railroad transect Perris. Interstate 215 (I-215) runs north/south near the western edge of the City and the Burlington Northern Santa Fe Southern line from Riverside traverses through the City along I-215 in the north and transitions southeast along Case Road.

4.2 LOCAL SETTING AND LOCATION

The Project site is located in the northern portion of the City of Perris, southeast of the intersection of Ramona Expressway and Webster Avenue. Regional access to the Project site is provided via I-215, located approximately 0.4 mile to the west, State Route 60 (SR-60), approximately 7 miles to the north, and SR-74, approximately 4 miles to the south. The Project site and surrounding area is shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, in Section 3, *Project Description*, of this Draft EIR.

The Project site is comprised of thirteen parcels encompassing approximately 29.5 gross acres. These parcels are identified as Assessor's Parcel Numbers (APN) 303-020-019, -34, -35, -36, -37, -38, -39, -40, -41, -42, -55, -56, and -57. Approximately 0.29 acre of off-site improvements would occur within the adjacent rights-of-way for a total disturbance acreage of 29.79 acres. The site is relatively flat, with elevations ranging from 1,473 to 1,482 feet above mean sea level. The Project site is vacant, except for the southeast portion of the site, which is currently used as an unpaved storage yard for the existing warehouse building located along Brennan Avenue to the south of the Project site. The site is disturbed from previous agricultural activities and is vegetated with non-native grasses as well as trees along the southern and eastern borders of the site. The site is relatively flat with a gentle slope from the southwest to northeast. Project site's existing conditions are shown in Figure 4-1, *Existing Site Photos*.

4.3 SURROUNDING LAND USES AND DEVELOPMENT

The Project site is located within a sparsely developed area. The surrounding land uses are described in Table 4-1.

Table 4-1: Surrounding Existing Land Uses

	Existing Land Use	City General Plan Designation	Perris Valley Commerce Center Zoning Designation
North	Ramona Expressway followed by a commercial retail development, proposed warehouse, and existing warehouse development.	PVCCSP	C, LI
East	Three legal non-conforming residential units that operate industrial business uses at their properties. Various Light Industrial uses, followed by Brennan Avenue. A high-cube warehouse is developed across Brennan Avenue.	PVCCSP	LI
South	Light Industrial uses, followed by Morgan Street.	PVCCSP	LI
West	Webster Avenue, followed by vacant land and Val Verde Academy, Val Verde High School, and Val Verde Regional Learning Center. The vacant land has been approved for the development of eight retail buildings totaling 37,215 square feet and a 950,224-square-foot warehouse building (DPR 21-00013).	PVCCSP	C, LI, P

4.4 APPLICABLE LOCAL AND REGIONAL PLANS AND POLICIES

4.4.1 Perris General Plan and Zoning

The Project site has a General Plan Land Use designation of Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP establishes the zoning for the properties within the Perris Valley Commerce Center (PVCC) planning area of the City of Perris. The PVCCSP zoning designation for the site is Light Industrial (LI) which allows a floor-area-ratio of up to 0.75. Section 2.1.1 of the PVCCSP states that the LI zoning district is intended for light industrial uses and related activities including manufacturing, research, warehousing and distribution, assembly of non-hazardous materials, and retail related manufacturing. Additionally, the Project site is located within the MARB/IPA influence area.

See Figure 4-2, *Perris Valley Commerce Center Specific Plan Land Use Designations*, for the Project site and surrounding area’s existing PVCCSP designation.

Site Photos



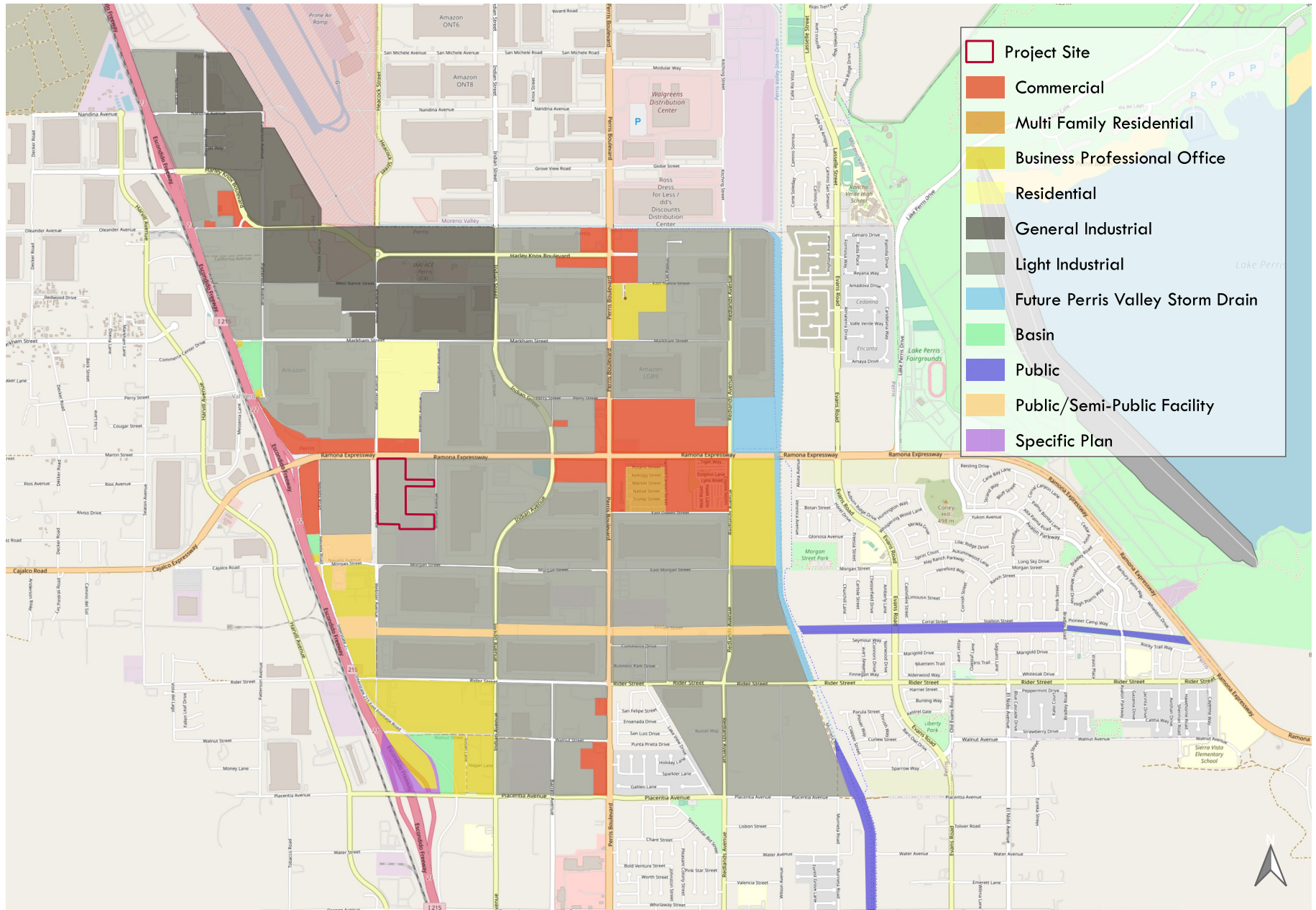
Intersection of Ramona Expy and Webster Ave at the northwest corner of site.



View of site from southwest corner on Webster Ave

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Perris Valley Commerce Center Specific Plan Land Use Designations



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4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

State CEQA Guidelines Section 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the Draft EIR's Notice of Preparation was released for public review normally be used as the comparative baseline for the EIR. The Notice of Preparation for this Draft EIR was published for public review on October 20, 2023. The following pages include a description of the physical environmental condition ("existing conditions") on a regional and local basis of that approximate date. More information regarding the Project's site's environmental setting is provided in the specific subsections of EIR Chapter 5.0, Environmental Analysis.

4.5.1 Aesthetics

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located in a primarily developed area with industrial uses, non-conforming residential uses, and vacant land. The City of Perris General Plan does not designate specific scenic resources or scenic vistas. Views of the surrounding foothills are available from public vantage points along Ramona Expressway and Webster Avenue.

Visual Character of Project Site and Surrounding Area

The Project site is disturbed from previous agricultural activities and is disked on a regular basis for weed abatement. The Project site is partially vegetated by non-native grasses and contains multiple trees along the southern and eastern borders of the site. The site is relatively flat and offsite improvement alignments consist of either paved roads, or vacant and disked land.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site is dominated by industrial warehouses, commercial buildings, vacant land, and educational uses. There is no consistent architectural or visual theme within the surrounding area.

The Project site is bound to the east by non-conforming residences that operate industrial-type businesses within their parcels and various light industrial uses, to the south by light industrial uses, to the north by Ramona Expressway followed by a commercial use center, and to the west by Webster Avenue, followed by vacant land and Val Verde Academy, Val Verde High School, and Val Verde Regional Learning Center. The parcels adjacent to the Project site directly to the west contain vacant, disked land, but have been approved for the development of eight retail buildings totaling 37,215 square feet and a 950,224-square-foot warehouse building (DPR 21-00013). The parcels adjacent to the Project site directly to the north are developed with a variety of commercial buildings. The parcels adjacent to the Project site directly to the south are developed with light industrial uses. The parcels adjacent to the Project site directly to the east are developed with light industrial uses and legal, non-conforming residences.

Light and Glare

The Project site is undeveloped and does not include any sources of nighttime lighting. However, the Project site is surrounded by sources of nighttime lighting that includes streetlights along Ramona Expressway, illumination from vehicle headlights, offsite exterior industrial/commercial lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include motorists and pedestrians passing through the Project area.

Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Project site that presently generate substantial glare since most of the buildings are limited to one-story to two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

4.5.2 Air Quality

The Project site is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (AQMD). The South Coast Air Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The South Coast AQMD maintains monitoring stations within district boundaries, Source Receptor Areas, that monitor air quality and compliance with associated ambient standards. The City of Perris is located within the Perris Valley area (Source Receptor Area 24). The Perris Valley monitoring station is located approximately 3.4 miles south of the Project site and reports air quality statistics for ozone and respirable particulate matter (PM₁₀). The Metropolitan Riverside County monitoring station which is located 14.5 miles northwest of the Project site in SRA 23, records air quality data for carbon monoxide, nitrogen dioxide, and fine particulate matter (PM_{2.5}).

In 2021, the federal and state ambient air quality standards, National Ambient Air Quality Standards and California Ambient Air Quality Standards, were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the Basin exceeded federal or state standards for nitrogen dioxide, sulfur dioxide, carbon monoxide, sulfates, or lead.

4.5.3 Biological Resources

The Project site is undeveloped and largely vacant, except for the southeast portion of the site which contains storage containers and refuse from the adjacent properties. In addition, the site is regularly disked for weed abatement. Portions of the site appear to have been previously graded and covered with gravel or other fill materials (Appendix D of this Draft EIR). According to the Natural Resources Conservation Service Web Soil Survey, the soils on the Project site are classified as Exeter sandy loam, 0 to 2 percent slopes and Ramona sandy loam, and 0 to 2 percent slopes.

Vegetation Communities and Land Covers

The entirety of the Project site contains ruderal habitat, consisting of non-native vegetation such as such as Russian thistle (*Salsola tragus*), stinknet (*Oncosiphon pilulifer*), fiddleneck (*Amsinckia* sp.), and shortpod mustard (*Sisymbrium irio*). Other species found onsite include baccharis (*Baccharis* spp.), redstem filaree (*Erodium cicutarium*), common sunflower (*Helianthus annuus*), telegraph weed (*Heterotheca grandiflora*), white horehound (*Marrubium vulgare*), and tree tobacco (*Nicotiana glauca*). As previously described, the Project site undergoes regular weed abatement. The Project site contains several trees, primarily along the southern and eastern boundaries of the property. These trees include olive trees (*Olea europaea*), Fremont cottonwood (*Populus fremontii*), and Peruvian peppertree (*Schinus mole*).

Special-Status Plant Communities

The General Biological Assessment prepared for the Project determined that the Project site is comprised of non-native vegetation on ruderal habitat. Therefore, no California Department of Fish and Wildlife (CDFW) special-status plant communities occur within the boundaries of the Project site (Appendix D of this Draft EIR).

Special-Status Plant Species

The records searches conducted for the General Biological Assessment determined that fifteen special-status plant species are known to exist in the region. However, no special-status plant species were observed onsite during the field survey. Additionally, the Project site was determined to be unsuitable habitat for the selected species.

Special-Status Wildlife Species

Sensitive animal species include federal and state listed endangered and threatened species; candidate species for listing by the United States Fish and Wildlife Service (USFWS) or the CDFW; and/or are species of special concern pursuant to the CDFW. Thirteen special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site, based on the literature review. None of the listed species were observed during the field survey. In addition, the Project site was determined to contain unsuitable habitat for these species.

Jurisdictional Waters and Wetlands

The Project does not contain any waterbodies. The General Biological Assessment determined that no jurisdictional drainage or wetland features are located within the Project site, including vernal pools (Appendix D of this Draft EIR).

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

As concluded in the General Biological Assessment, the Project site has not been identified as occurring within a wildlife corridor or linkage. The Project site is surrounded by urban development, disturbed vacant lands, and roads. Furthermore, the Project site has been disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (Appendix D of this Draft EIR).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat (Appendix D of this Draft EIR).

Western Riverside County MSHCP

The City of Perris is located within the area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP is intended to preserve native habitats for the use of multiple species. Within the MSHCP area, approximately 500,000 acres of land is further dedicated as MSHCP Conservation Area for the protection of Covered Species, the species which the MSHCP has selected to conserve. The Project site is not within the Conservation Area. In addition, the Project site is not located within an MSHCP Criteria Cell or Cell Group. Further, the Project site is not located within plan-defined areas

requiring additional surveys. As previously described, the Project area does not contain any riparian/riverine habitats, and no vernal pools were observed (Appendix D of this Draft EIR).

4.5.4 Cultural Resources

Historic

Euro-American development in San Bernardino County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18th century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing Southern California and gradually expanded their use to the Inland Empire, and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in Southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portions of San Bernardino County and San Diego County approved the formation of Riverside County.

In 1881, the California Southern Railroad laid tracks for the Santa Fe Railway transcontinental route through the plains west of Perris. Frederick Thomas Perris, for whom the City of Perris would be named, led the surveying and construction of the railroad route. The railroad was completed in 1882, which brought hundreds of settlers to the area looking to homestead, largely in Pinacate to the south. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886, the town site of Perris was established. In 1911, Perris became an incorporated city, relying heavily upon dry grain farming and citrus groves. In addition to agriculture, the area was also influenced by the development of March Field, which was established on March 1, 1918, as the Alessandro Flying Training Field after the United States entered World War I. Although Perris remained largely agricultural throughout the twentieth century, in recent years, the City has seen a growth in residential and industrial development.

Project Site

From 1985 to the present day, the Project site has been largely undeveloped. Currently, the Project site is vacant, except for the southeast portion of the site which contains storage containers and refuse from the adjacent properties. Based on historical aerials, the Project site did not historically contain any structures and appears to primarily have been utilized as an agricultural field. In the 1980s, portions of the Project site had been partially developed; however, all improvements had been removed.

Archaeological

The Project is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla meet. The Phase I Cultural Resources Assessment identified three prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites and artifact scatters. None of the archaeological resources are within the Project site (Appendix E of this Draft EIR).

4.5.5 Energy

Electricity

Southern California Edison (SCE) is the electrical purveyor in the City of Perris. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization

effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2022 approximately 48 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2022).

SCE electricity distribution infrastructure is located along the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Perris and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1.5 percent from 2022 to 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and fuel substitution (CGEU, 2022). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU, 2022). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU, 2022).

SoCalGas natural gas distribution system infrastructure is located within the roadways that are adjacent to the Project site.

4.5.6 Geology and Soils

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The surficial geology of the Project site is primarily early Pleistocene aged, very old alluvial fan deposits (Qvof_a) approximately 280 feet thick. According to Exhibit CN-7: *Paleontological Sensitivity* from the City of Perris General Plan Conservation Element, the Project site and the offsite infrastructure improvement areas are mapped within Area 1 for paleontological resources, indicating a high sensitivity for paleontological resources.

A paleontological literature review and records search was previously conducted for the Ramona Gateway Project, which is directly adjacent to the Project. The records search did not reveal any previously recorded fossils localities within the Project site or within the immediate vicinity. However, similar sediments throughout Riverside County have been reported to yield significant fossils. In addition, fossils vertebrates from Pleistocene older alluvium were recovered from the Lakeview Hot Springs area, between five to six miles east of the Project site (Appendix H of this Draft EIR).

Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site and surrounding areas are relatively flat. The Project site and offsite infrastructure improvements are underlain by very old alluvial fan deposits (Qvof_a). The Project site has been previously disturbed by agricultural and development activities and does not include any unique geologic features. The geologic

processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of Riverside County and the state.

4.5.7 Greenhouse Gas Emissions

The Project site is currently vacant but disturbed and contains multiple non-native grasses and non-native ornamental trees along its southern and eastern property lines. Greenhouse gas emissions are currently generated by occasional disking and weed control activities onsite. The primary greenhouse gas emissions generated within the City of Perris are from on-road transportation; building energy; and waste.

4.5.8 Hazards and Hazardous Materials

Environmental Site Conditions

The Project site was historically used for agricultural purposes as early as 1938 through approximately 1978. As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used on site and exist within site soils.

Uses surrounding the Project site are mixed urban uses that are similar to those within the southern portion of the City of Perris.

- **North:** Ramona Expressway, followed by commercial uses.
- **South:** Light industrial uses.
- **East:** Three non-conforming residential houses and Brennan Avenue, followed by industrial uses.
- **West:** Webster Avenue followed by undeveloped land and Val Verde Regional Learning Center.

The Phase I Environmental Site Assessment (Phase I ESA), as included as Appendix J of this Draft EIR, did not identify any off-site hazardous material sources of environmental concern surrounding the Project site. The adjacent warehouse building, located at 3660 Brennan Avenue, was occupied by Starcrest Products. This property was listed in several hazardous waste databases compiled pursuant to Government Code Section 65962.5. In addition, Starcrest Products was issued a Waste Discharge Requirement permit and was recorded to generate unspecified oil-containing waste, off-specification, aged or surplus organics, waste oil and mixed oil, and unspecified alkaline solution. However, the site was determined to not pose any environmental concerns for the Project site (Appendix J of this Draft EIR).

Wildland Fire

According to the City of Perris Safety Element and the Riverside County GIS system, the Project site is not within a high or very high fire hazard severity zone.

Schools

The Val Verde Regional Learning Center, Val Verde High School, and Val Verde Academy are within 0.25 mile of the Project site, located at 3710 Webster Avenue and 972 Morgan Street, respectively.

Evacuation Routes

According to the Perris General Plan Safety Element, Figure S-1: *Potential Evacuation Routes*, Ramona Expressway, which abuts the Project site to the north, is designated as a City evacuation route.

Airports

The Project site is located approximately 1.5 miles southeast of MARB/IPA. The Project site is located within MARB/IPA Airport Land Use Compatibility Plan (ALUCP) Compatibility Zone C1, defined as the Primary Approach/Departure Zone. The risk level associated with Compatibility Zone C1 is considered moderate

due to the proximity to low altitude overflight corridors (RCALUC, 2014). In addition, portions of the parcels along Brennan Avenue are within the Approach-Departure Surface and 7:1 Transitional Surface. In addition, the Project site is within the 60 dBA CNEL noise contour, which is considered a moderate noise impact per MARB/IPA ALUCP standards.

4.5.9 Hydrology and Water Quality

Regional Hydrology

The City of Perris is within the in the Santa Ana River Basin, a 2,700-square-mile area within the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The San Jacinto watershed in western Riverside County consists mainly of snowmelt and storm runoff from the Santa Rosa and San Jacinto mountains.

Watershed

The Project site is located within the San Jacinto River watershed. The San Jacinto River is a 42-mile-long river in Riverside County. The watershed covers approximately 780 square miles in western Riverside County. The river's headwaters are in Santa Rosa and San Jacinto Mountains National Monument. Water flows downstream and eventually ends in Lake Elsinore. The natural flow of water through the San Jacinto Watershed carries nutrient-rich sediment into our Canyon Lake and Lake Elsinore (LESJWA, 2023).

The San Jacinto River watershed is regulated by the Santa Ana Regional Water Quality Control Board (RWQCB). The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

Groundwater Basin

The Project area is located within the West San Jacinto Groundwater Basin and is managed through the West San Jacinto Groundwater Management Plan. Within the West San Jacinto Groundwater Basin, the Project site is located within the Perris North groundwater management zone. The Eastern Municipal Water District (EMWD) oversees groundwater monitoring programs within the plan area. Native potable groundwater production in the Hemet/San Jacinto Basin is limited according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft.

Water Quality

Surface

The nearest surface water is the Perris Valley Storm Drain Channel, located approximately 1.5 miles to the east of the Project site. The Perris Valley Storm Drain Channel is the main receiving water for the Project site and is not classified as an impaired water body. Other receiving waters include the San Jacinto River (Reach 1 through 3), which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients and pathogens (Canyon Lake) and polychlorinated biphenyls and sediment toxicity (Lake Elsinore). Since the Project site is a tributary to Canyon Lake and Lake Elsinore, the Project site is a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

The City of Perris has adopted the United States Environmental Protection Agency's National Pollutant Discharge Elimination System (NPDES) regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a Municipal Separate Storm Sewer System (MS4) Permit (Order No. R8-2002-0011), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to

comply with the MS4 permit requirements. Runoff is managed and regulated under the NDPEs MS4 permit and associated Storm Water Management Program.

Groundwater

As identified by the EMWD's 2020 Urban Water Management Plan, potable groundwater is produced from the West San Jacinto Basin and the Hemet/San Jacinto Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use.

Existing Drainage

Topographically, the Project site is relatively flat with an elevation of 1,486 feet above mean sea-level in the southwest corner to 1,471 feet above mean sea-level in the northeast corner. Existing onsite runoff follows the topography, which slopes approximately 0.9 percent in a southwest to northeast direction.

Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C1430H), the Project site is primarily located in Zone X, which is an area of minimal flood hazard. Per Figure S-4, Dam Inundation Zones, from the City of Perris General Plan Safety Element, the Project site is not located within a dam inundation hazard zone.

4.5.10 Land Use and Planning

The Project site encompasses approximately 29.5 gross acres and is located south of Ramona Expressway, east of Webster Avenue, west of Brennan Avenue, and north of Morgan Street. The Project site is currently undeveloped and vacant, except for the southeast portion of the site, which is used as an unpaved storage yard for an existing warehouse building located to the south of the site. The Project site has a General Plan land use designation of PVCCSP and the PVCCSP zoning designation for the site is Light Industrial (LI).

Uses surrounding the Project site are mixed, similar to those within the northern portion of the City of Perris.

- **North:** Ramona Expressway, followed by commercial uses.
- **South:** Light industrial uses.
- **East:** Three non-conforming residential houses and Brennan Avenue, followed by light industrial uses.
- **West:** Webster Avenue followed by undeveloped land and Val Verde Academy, Val Verde High School., and Val Verde Regional Learning Center,

4.5.11 Noise

The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets in addition to background aircraft activities. This includes the auto and heavy truck activities on study area roadways.

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways.

Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft related noise impacts from MARB/IPA at the Project site are found on Figure 4-3 of the Final Air Installations Compatible Use Zones Study for March Air Reserve Base, Riverside, California. Based on the 2018 noise level contours for MARB/IPA, as

shown in Figure 5.11-2, the Project development area is located outside the 65 dBA CNEL noise level contour boundaries.

4.5.12 Population and Housing

The Project site does not currently contain any housing, nor is it designated for the development of housing.

Population

According to Connect SoCal 2020 – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS of the Southern California Association of Governments (SCAG), the population of Perris is anticipated to increase from 74,900 persons in 2016 to 121,000 persons in 2045, an increase of 46,100 persons (see Table 5.12-1 in Section 5.12, *Population and Housing*, of this Draft EIR). This represents a 62 percent increase between 2016 and 2045. Comparatively, the entire population of Riverside County is anticipated to increase from 2,364,000 persons in 2016 to 3,252,000 persons in 2045, an increase in 888,000 persons. This represents a 38 percent increase.

Estimates of population for cities and counties in California are determined by the California Department of Finance annually. As of January 2023, the City of Perris had an estimated population of 78,948 persons while the County of Riverside had an estimated population of 2,439,234 persons (DOF, 2023). Thus, the current population of the City of Perris and the County of Riverside are well within the existing SCAG regional growth projections.

Housing

According to SCAG's 2020-2045 RTP/SCS, the City of Perris is projected to add approximately 16,600 households by 2045 (see Table 5.12-2 in Section 5.12, *Population and Housing*, of this Draft EIR). Comparatively, the County as a whole is expected to add approximately 370,000 households by 2045.

Along with population, estimates of the number of housing units are determined by the California Department of Finance and updated annually. As of January 2023, there were an estimated 19,843 and 872,930 housing units within the City of Perris and County of Riverside, respectively (DOF, 2023). Thus, the existing number of housing units in of the City of Perris and the County of Riverside are within SCAG regional growth projections.

Employment

According to Connect SoCal 2020, the City of Perris is projected to add approximately 10,300 jobs between 2016 and 2045. This represents an increase of approximately 64 percent. Comparatively, the entire County is projected to add approximately 360,000 jobs (or 48 percent) between 2016 and 2045.

The most recent count of jobs in the City of Perris is from the SCAG 2022 Spatial and Statistical Summary, which estimated 18,382 jobs in 2021 (SCAG, 2022). In addition, the annual average number of jobs in the County of Riverside for 2021 totaled 669,804 (SCAG, 2022). Thus, the current employment numbers within the City of Perris and the County of Riverside are within SCAG regional growth projections.

Jobs – Housing Ratio

According to the SCAG Environmental Justice Technical Report, the SCAG Region had a jobs-housing ratio of 1.19 in 2016 (SCAG, 2020c). Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are “housing rich,” meaning that more housing is provided than employment opportunities in the area. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting.

The approximate 2021 jobs-to-housing ratios for the City of Perris and Riverside County are 0.94 and 0.90, respectively; that is, both the City of Perris and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Perris commute to other incorporated cities or other counties for employment. Approximately 18 percent of workers in 2021 commuted seven or more hours weekly (SCAG, 2022).

4.5.13 Public Services

Riverside County Fire Department

The California Department of Forestry and Fire Protection, under contract with the County of Riverside and operating as the Riverside County Fire Department, provides fire prevention, suppression, and paramedic services to the City of Perris, including to the Project site. The Riverside County Fire Department provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The Riverside County Fire Department provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials. The Project site and vicinity are served by the City's two fire stations, which have a daily staffing of 1 engine, 1 truck company, and 1 squad, and 27 assigned firefighters (City of Perris, n.d-a.).

Riverside County Sheriff's Department

The Riverside County Sheriff's Department provides contract law enforcement services to the City of Perris and operates as the Perris Police Department, including the Project site. Twelve sheriff's stations are located throughout Riverside County to provide area-level community service (Riverside County Sheriff). The Perris Police Station is located at 137 N Perris Blvd, Perris, CA 92570. This station is located approximately 4.8 miles from the Project site.

The Perris Police Station has one captain, four lieutenants, seventy-four sworn officers, and thirty-seven non-sworn personnel to provide community policing services. The Riverside County Sheriff's Department and Perris Police Department use a staffing standard of one officer per 1,000 residents (City of Perris, 2005b). The current officer-to-citizen ratio is 0.89 sworn per 1,000 residents (Wade Lenton, personal communication, August 22, 2023).

City of Perris Parks and Recreation

The City of Perris adopted the Parks and Recreation Master Plan in 1992 in order to provide standards, strategies, and policies to guide the development of parks and recreational facilities within the City. The most recent update to the Master Plan was in 2005. Currently, the City provides 25 parks and recreational facilities (City of Perris, 2005). The closest existing park to the Project site is Morgan Park, located at 600 E Morgan Street. This park is approximately 3.0 roadway miles east of the Project site. The amenities offered at Morgan Park include barbeques, basketball court, group shelter, picnic tables, playground, restrooms, snack bar, soccer field, and walking trail (City of Perris, n.d-b).

4.5.14 Transportation

Vehicle Miles Traveled

The Project site is currently vacant except for the southeast portion of the site, which is currently used as an unpaved storage yard for an existing warehouse building located to the south of the site. The Project site does not generate regular vehicle trips that would result in Vehicle Miles Traveled (VMT) from the site. The Traffic Analysis Zone (TAZ) in which the Project site is located, WRCOG VMT Screening Tool TAZ 3767, has a current average VMT/employee of 12.02.

Traffic Study Area

The Project traffic study area includes roadways bordering the Project site: Ramona Expressway to the north, Brennan Avenue to the east, and Webster Avenue to the west. Roadways within the Project vicinity include Morgan Street to the south and Indian Avenue to the east. Existing classifications of these roadways are as follows:

- Ramona Expressway is designated as an expressway by the City of Perris General Plan Circulation Element and PVCCSP.
- Brennan Avenue is designated as a collector road by the City of Perris General Plan Circulation Element and PVCCSP.
- Webster Avenue is designated as a secondary arterial by the City of Perris General Plan Circulation Element and PVCCSP.
- Morgan Street is designated as a secondary arterial and truck route by the City of Perris General Plan Circulation Element and PVCCSP.
- Indian Avenue is designated as a secondary arterial and truck route by the City of Perris General Plan Circulation Element and PVCCSP.

Existing Site Access

Regional access to the proposed Project site is provided by I-215 via Ramona Expressway, Harley Knox Boulevard, and Placentia Avenue. Local access to the site is provided by Ramona Expressway, Webster Avenue, Brennan Avenue, Morgan Avenue, and Indian Avenue.

Existing Truck Routes

The PVCCSP Circulation Plan designates truck routes, as well as provides street standards within the PVCC planning area. Harley Knox Boulevard, Indian Avenue, Redlands Avenue, Morgan Street, and portions of Rider Street, Western Way, and Placentia Avenue are identified as designated truck routes. Per the PVCCSP, truck access to the Project vicinity is taken from the I-215 interchanges at Harley Knox Boulevard and Placentia Avenue.

Existing Transit Service

The Project vicinity is currently served by the Riverside Transit Agency (RTA) with bus services along Morgan Street, Route 19, and Route 41. Route 19 runs along Indian Avenue, Morgan Street, Webster Avenue, Ramona Expressway to Perris Boulevard and stops at Perris Station Transit Center, Moreno Valley Mall, and Moreno Valley College. Route 41 runs along Webster Avenue, Morgan Street, and Indiana Avenue, to Ramon Expressway and stops at Mead Valley Community Center, Moreno Valley College, and the Riverside University Medical Center.

Existing Bicycle and Pedestrian Facilities

Within the Project vicinity, the City of Perris General Plan Circulation Element identifies Ramona Expressway as Separated Bikeway (Class IV) and Webster Avenue, Morgan Street, and Indian Avenue as a Bicycle Lane (Class II). Sidewalks currently exist along the west and east sides of Brennan Avenue, along the south side of Morgan Street, and along the west side of Webster Avenue.

4.5.15 Tribal Cultural Resources

Native American Tribes

The Project site is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla people. Migration of Shoshone peoples from the Great Basin into the desert and coastal Southern California regions occurred approximately 1000 to 600 years B.P. Both the Cahuilla and Luiseño ethnographic groups derived from this migration.

Due to the nature of prehistoric archaeological sites identified by the Phase I Cultural Resources Assessment, the prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

Currently, the Project site is vacant, except for the southeast portion of the site which contains storage containers and refuse from the adjacent properties. The Project site has been disturbed from past use as an agricultural field and from recent disking. In the 1980s, portions of the Project site had been partially developed; however, all improvements had been removed. From 1985 to the present day, the Project site remains undeveloped. The Project site is listed on the California Native American Heritage Commission (NAHC) Sacred Lands File.

4.5.16 Utilities and Service Systems

Water Supply and Demand

The Project site is located within the water service area of the EMWD, which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD's water system includes 2,500 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, 3 groundwater desalters, and 2 freshwater filtration facilities (EMWD 20221).

The EMWD Urban Water Management Plan (UWMP) is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that the EMWD services including most of the City of Hemet, other cities, and unincorporated areas in Riverside County.

The EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (EMWD, 2021). The EMWD's water supply is a combination of purchased or imported water, groundwater, and recycled water. In 2022, the EMWD obtained the majority of its potable water supply from purchased or imported water from the MWD. The EMWD estimates that water supplies in the future are anticipated to be

obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the EMWD's water supply will increase from 208,900 acre-feet in 2025 to 251,500 acre-feet in 2045 (an increase of 42,600 acre-feet per year) to meet the EMWD's anticipated growth in water demands.

The 2045 projections anticipate that approximately 55 percent of supply would be from imported water, approximately 7 percent would be from groundwater, approximately 28 percent from recycled water, approximately 5 percent from desalination, and approximately 5 percent from other sources. Additionally, according to the UWMP, the EMWD has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (EMWD, 2020).

Groundwater

The EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support the EMWD's groundwater salinity management program.

Imported Water

The EMWD is a member agency of the MWD and relies on the MWD to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of the EMWD's service area is supplied by the MWD's Mills Water Filtration Plant (WFP), while the southeastern portion of the EMWD's service area is supplied by the MWD's Skinner WFP. Untreated water from the MWD is treated at the EMWD's Perris and Hemet WFPs and is also delivered directly to a number of agricultural and wholesale customers.

The EMWD's water supply reliability is primarily established through the MWD. In the 2020 MWD UWMP, the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct were assessed by the MWD. The MWD determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the MWD UWMP.

Recycled Water

Recycled water is used extensively within the EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of the EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. The EMWD's recycled water supply will expand as the population within the EMWD's service area continues to grow. The EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. The EMWD stores recycled water during low demand periods and does not discharge recycled water. The EMWD anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

Surface Water

The EMWD currently has the right to divert up to 5,760 acre-feet per year of San Jacinto River flows for recharge and subsequent use from September 1st through June 30th of each year. The EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is an ephemeral river and, consequently, river flows may be insufficient for any diversion at all in some years.

Water Infrastructure

The Project vicinity is currently served by the EMWD's water utility and existing water infrastructure. Within the immediate vicinity of the Project site, Webster Avenue contains a 12-inch water main, Ramona Expressway contains a 12-inch water main, and Brennan Avenue contains an 8-inch water main.

Wastewater Demand

The EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including the Project vicinity. The EMWD operates four regional water reclamation facilities within its service area: the San Jacinto Valley Regional Water Reclamation Facility, the Moreno Valley Regional Water Reclamation Facility, the Temecula Valley Regional Water Reclamation Facility, and the Perris Valley Regional Water Reclamation Facility. The four regional water reclamation facilities have a combined capacity of 86,300 acre-feet per year (EMWD, 2020). The Perris Valley Regional Water Reclamation Facility is closest to the Project site and has a treatment capacity of 26,900 acre-feet per year (EMWD, 2021). In 2020, the Perris Valley Regional Water Reclamation Facility treated 15,696 acre-feet per year of wastewater (EMWD, 2021).

Wastewater Infrastructure

The Project vicinity is currently served by the EMWD's sewer utility and existing sewer infrastructure. Within the immediate vicinity of the Project site, Webster Avenue contains a 10-inch sewer main, Ramona Expressway contains a 16-inch water main, and Morgan Avenue contains a 24-inch water main.

Drainage

The Project site does not currently contain impervious surfaces (Appendix L). Topographically, the Project site is relatively flat with an elevation of 1,486 feet above mean sea-level in the southwest corner to 1,471 feet above mean sea-level in the northeast corner. Existing onsite runoff follows the topography, which slopes approximately 0.9 percent in a southwest to northeast direction. The drainage path is characterized by sheet flows.

Solid Waste

Solid waste collection service in the City of Perris is provided by CR&R Incorporated. Waste is transported to Perris Materials Recovery Facility at 1706 Goetz Road where recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid wastes are transported to either the El Sobrante Landfill on Dawson Canyon Road in Corona or to the Badlands Landfill on Ironwood Avenue in Moreno Valley.

The El Sobrante Landfill is permitted to accept 16,054 tons per day and is permitted to operate through 2051. The El Sobrante Landfill has a remaining capacity of 143,977,170 tons. As of August 2022, the El Sobrante Landfill had an average disposal of 10,710 tons per day. Thus, on average, the facility had an additional capacity of 5,344 tons per day (Calrecycle, 2022). The Badlands Sanitary Landfill is permitted to accept 4,800 tons per day and is permitted to operate through 2059. The Badlands Sanitary Landfill has a remaining capacity of 7,800,000 tons. As of August 2022, the Badlands Landfill had an average disposal

of 2,656 tons per day. Thus, on average the facility has an additional capacity of 2,144 tons per day (Calrecycle, 2022).

Dry Utilities

Electricity

Electricity is provided to the Project vicinity by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2023).

Natural Gas

The Project site is within the service area of the Southern California Gas Company (SoCal Gas). Existing natural gas lines are present within the roadways surrounding the Project site.

Telecommunications

The Project site is within the service area of Charter Communications. Existing communication lines are present in the roadways surrounding the Project site.

4.6 References

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5. Environmental Impact Analysis

This Chapter focuses on the evaluation of the potentially significant environmental effects of the Project, as described in Chapter 3.0, *Project Description*. This Chapter describes the existing physical environmental setting (also referred to as “baseline”) for each environmental topic, and the potential environmental impacts that would result from implementation of proposed Project. Because existing federal, state, and local regulations will also shape how the proposed Project is implemented, and provide requirements for avoiding and reducing environmental impacts, a discussion of relevant regulations, plans, programs, and policies pertinent to each environmental issue addressed in each environmental topic section is provided. Additionally, as necessary, feasible mitigation measures are identified to reduce the potentially significant impacts of proposed Project.

ENVIRONMENTAL TOPICS

The following sections in this chapter analyze the environmental topics listed below:

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

This EIR evaluates the direct and indirect environmental impacts resulting from construction and ongoing operations of the proposed Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts of a project on the environment and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The Initial Study and Notice of Preparation that was prepared for the proposed Project, the responses that were received by the City in response to the Notice of Preparation, and the comments provided during the Draft EIR scoping meeting were used to help determine the scope of the environmental issues to be addressed in this EIR. Consistent with State CEQA Guidelines Section 15128, issues considered to be potentially significant are addressed in this EIR.

Issue areas that were determined through the Initial Study and Notice of Preparation process to not be potentially impacted by the proposed Project (including: agricultural and forest resources, mineral resources, recreation, and wildfire) are not addressed beyond the discussion contained in Section 2.3, *Environmental Impact Report Process*, and Section 6.0, *Other CEQA Considerations*.

FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Regulatory Setting:** This subsection describes applicable federal, state, and local plans, policies, and regulations that the proposed Project must address, and will shape its implementation.
- **Existing Conditions:** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.

- **Thresholds of Significance:** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.”
- **Methodology:** This subsection provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- **Environmental Impacts:** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed.
 - The EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from the proposed Project.
 - An identification of significance comparing identified impacts of the proposed Project to the significance threshold with implementation of any existing regulations, prior to implementation of any required mitigation.
 - A discussion of potential cumulative impacts that could occur from implementation of the proposed Project and other related projects.
 - A list of any existing regulations that reduce potential impacts.
 - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the proposed Project; and/or
 - compensating for the impact by replacing or providing substitute resources or environmental conditions.
 - Actions to be taken to ensure effective implementation of required mitigation measures.

ENVIRONMENTAL SETTING/BASELINE

The environmental setting is normally existing conditions at the time the CEQA analysis begins (State CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. State CEQA Guidelines Section 15125 states that “An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to gain an understanding of the significant effects of the proposed project and its alternatives.”

The State CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see State CEQA Guidelines Sections 15146, 15151, and 15204). In some instances, information is presented in the environmental setting that differs from the precise time of the Notice of Preparation. This information is still considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of time periods. The intent of this Draft EIR is to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this Draft EIR provides current conditions for certain topics,

such as the 2020-2022 ambient air quality conditions provided in Section 5.2, *Air Quality*, and the existing noise level measurements identified in Section 5.11, *Noise*.

A Notice of Preparation was prepared for the proposed Project and was originally distributed on October 16, 2023, for a 30-day public review period through November 15, 2023, and was recirculated on October 20, 2023, for a 30-day public review and comment period that ended on November 20, 2023. The baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, *Environmental Setting*, and within each subsection of this section. In some cases, (such as in Section 5.11, *Noise*), discussion of baseline conditions is also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

THRESHOLDS OF SIGNIFICANCE/SIGNIFICANCE CRITERIA

State CEQA Guidelines Section 15382 defines a significant effect on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.”

The “Thresholds of Significance” subsections provide the specific thresholds of significance by which Project impacts are judged to be significant or less than significant in this EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be “significant” (State CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a “significant” effect is not always possible because the significance of an activity may vary with the setting (State CEQA Guidelines Section 15064(b)). Therefore, a Lead Agency has the discretion to determine whether to classify an impact described in an EIR as “significant,” depending on the nature of the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the State CEQA Guidelines.

IMPACT SIGNIFICANCE CLASSIFICATIONS

The following classifications are used throughout the impact analysis in this EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined by Section 15382 of the State CEQA Guidelines as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself “shall not be considered a significant effect on the environment ... [but] may be considered in determining whether the physical change is significant.” As defined in this EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less than Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less than Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. Feasible mitigation measures,

including standard conditions of approval and applicable plans, programs, and policies, when implemented, will reduce the significant impact to a less-than-significant level.

- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance, and mitigation is therefore required. However, application of all feasible mitigation measures, standard conditions of approval, and applicable plans, programs, and policies would not reduce the impact to a less-than-significant level, and a significant and unavoidable impact would remain.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identifies the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; State CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the record (State CEQA Guidelines Section 15093(a)).

CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the State CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in State CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The State CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed Project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts. According to Section 15355 of the State CEQA Guidelines, 'cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

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

Therefore, the cumulative impacts discussions in this EIR focus on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects.

Additionally, pursuant to the State CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all potentially significant Project impacts that are evaluated within this EIR.

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

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

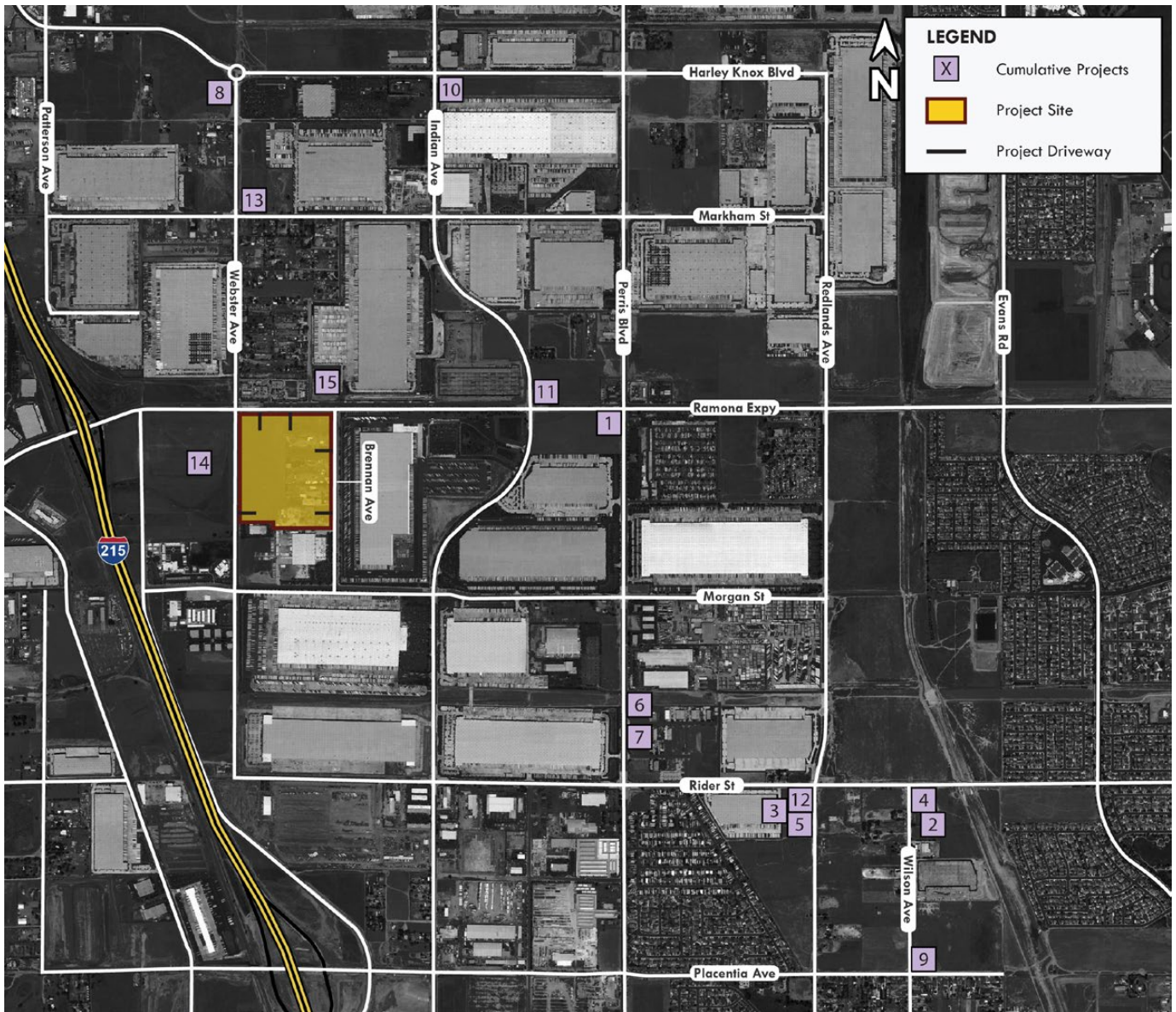
The cumulative analysis for air quality, greenhouse gas emissions, population and housing, public services, transportation, and utilities and service systems relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as Southern California Regional Transportation Plan and relevant regional plans developed by the Southern California Association of Governments (SCAG). The cumulative analyses for other environmental issues use the list of projects approach; and identifies the list of past projects which have recently been constructed, present projects which have recently been approved and are under construction, and probable future projects that are under entitlement review that were known of at the time the Notice of Preparation was published. As described previously, the cumulative projects list is part of the environmental setting/baseline that includes past, present, and probable future projects for which development applications were submitted to lead agencies prior to publishing of the Notice of Preparation.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of noise, for which cumulative impacts are limited to the distance of sound travel. Thus, in assessing noise impacts, only development within and immediately adjacent to the Project site would contribute to a cumulative increase in noise analyzed, whereas cumulative public service impacts are based upon all development within the area serviced. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by the City of Perris, and Figure 5-1 shows the cumulative project locations.

Table 5-1: Cumulative Projects List

No.	Cumulative Project	Location/Address	Description	Project Status
City of Perris				
1.	Expressway Industrial	Southwest corner of Ramona Expy and Perris Blvd	347,000 SF high cube warehouse	Under Review
2.	Wilson Industrial 1	East side of Wilson Ave South of Rider St	303,000 SF high cube warehouse	Under Construction
3.	Lakecreek West	West side of Redlands Blvd South of Rider St	300,000 SF high cube warehouse	Under Review
4.	Wilson Industrial 2	Wilson Ave South of Rider St	155,000 SF high cube warehouse	Under Review
5.	Chartwell Industrial	Southwest corner of Redlands Ave and Rider St	141,000 SF warehouse	Under Review
6.	Burge Industrial 1	East of Perris Blvd North of Commerce Drive	18,000 SF manufacturing building	Under Construction
7.	Burge Industrial 2	East of Perris Blvd South of Commerce Drive	19,000 SF manufacturing building	Under Construction
8.	Nance Industrial	Southwest corner of Harley Knox Blvd and Webster Ave	156,000 SF warehouse	Under Review
9.	Lakecreek Placentia Industrial Building	Northeast corner of Placentia Blvd and Wilson Ave	508,776 SF high cube warehouse	Under Review
10.	Kwasizur Industrial	Southeast corner of Indian Ave and Harley Knox Blvd	138,000 SF warehouse	Under Review
11.	McCay Industrial	Northeast corner of Ramona Expy and Indian Ave	232,000 SF warehouse	Under Review
12.	Rider 1	Southwest corner of Rider Ave and Redlands Blvd	350,000 SF high cube warehouse	Operational
13.	Integra-Expansion	Northeast corner of Markham Ave and Webster Ave	273,000 SF high cube warehouse	Under Construction
14.	Ramona Gateway Commerce Center	Southwest corner of Ramona Expy and Webster Ave	8 retail buildings (totaling 37,215 SF); 950,224 SF industrial warehouse	Under Review
15.	Ramona & Brennan	Northwest corner of Ramona Expy and Brennan Ave	99,990 SF of warehouse	Under Construction

Cumulative Project Locations



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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Project site and evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Project site, and cause light and glare impacts. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro, 2020), and the Project application materials submitted to the City of Perris described in Section 3.0, *Project Description*, of this Draft EIR. This section is also based, in part, on the following documents and resources:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *California Department of Transportation (Caltrans) Scenic Highway Mapping System (Caltrans, 2018).*
- *Perris Valley Commerce Center Specific Plan*

Aesthetics Terminology

- **Aesthetic resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Visual character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

There are no state regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.3 Local Regulations

Riverside County Ordinances

Ordinance Number 655 County of Riverside Regulating Light Pollution. The intent of Riverside County Ordinance Number 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays, which have a detrimental effect on astronomical observation and research.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to aesthetics that are applicable to the Project:

Conservation Element

Policy X.B.1 Explore the benefits of an urban forestry program such as Tree City USA, to capitalize on the environmental, social, aesthetic, and economic benefits of trees in the urban environment.

Goal VII Protection of significant landforms.

Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.

Open Space Element

Policy III.A.2 Discourage subdividing land if such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the City of Perris Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The City of Perris Good Neighbor Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The City of Perris Good Neighbor Guidelines contain the following policies related to aesthetics that are applicable to the Project:

Goal 1 Protect the neighborhood characteristics of the urban, rural, and suburban communities.

Policy 1.2 Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.

Policy 1.5 All lighting used in conjunction with a warehouse/distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.

Policy 1.20 The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.

Goal 4 Provide Buffers between Warehouses and Sensitive Receptors

Policy 4.2 A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.

Policy 4.3 Percentage of landscaping for projects in the General Industrial (GI) Zone shall be increased from 10 to 12 percent and projects in the Light Industrial (LI) Zone shall be increased from 12 to 14 percent.

- Policy 4.4** Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.
- Policy 4.5** The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.
- Policy 4.6** Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48-inch box in size and range in height between 14 and 25 feet. Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
- Policy 4.9** Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.

Perris Valley Commerce Center Specific Plan Standards

The Perris Valley Commerce Center Specific Plan (PVCCSP) serves as a guide for development within the Perris Valley Commerce Center (PVCC) planning area and provides for a transition toward an economic area with industrial, commercial, and office uses. The PVCCSP contains Design Standards and Guidelines within Chapter 4.0 of the PVCCSP for circulation, lighting, parking, and screening. A summary of the standards applicable to the Project for industrial Projects within the PVCC planning area is provided below.

On-Site Standards and Guidelines (4.2)

Site Layout for Commerce Zones (4.2.2):

- **4.2.2.1 Building Orientation and Placement:** Building Frontages and Entrances, Distinct Visual Links, Diversity and Sense of Community, Utilize Building for Screening
- **4.2.2.4 Parking and Loading:** Includes provisions for screening of parking lots
- **4.2.2.5 Screening:** Includes provisions for screening loading docks, screening methods, screening outdoor areas, and screening work areas
- **4.2.2.6 Outdoor Storage:** No outdoor storage is permitted other than as specified
- **4.2.2.7 Water Quality Site Design:** Best Management Practice (BMP) features in “Visibility Zone”

Architecture (4.2.3):

- **4.2.3.1 Scale, Massing and Building Relief:** Includes provisions for scaling in relationship to neighboring structures; variation in plane and form; project identity; do not rely on landscaping; distinct visual link; break up tall structures; avoid monotony; avoid long, monotonous and unbroken building facades; provide vertical or horizontal offsets; and fenestration
- **4.2.3.2 Architectural Elevations and Details:** Includes provisions for primary building entries; elements of a building; large sites with multiple buildings; discernable base, body, and cap; visual relief; and building relief

- **4.2.3.3 Roofs and Parapets:** Integral part of the building design; overall mass; varied roof lines; form and materials; avoid monotony variation in parapet height; flat roof and parapets; conceal roof mounted equipment
- **4.3.3.5 Color and materials:** Facades; building trim and accent areas; metal siding; high quality natural materials

Lighting (4.2.4):

- **4.2.4.1 General Lighting:** safety and security; lighting fixtures shield; foot-candle requirements; sidewalks/building entrances; outdoor lighting
- **4.2.4.2 Decorative Lighting Standards:** decorative lights; complimentary lighting fixtures; monumentation lighting; compatible with architecture; up-lighting; down-lighting; accent lighting; high-intensity lighting
- **4.2.4.3 Parking Lot Lighting:** Parking lot lighting required; foot-candle requirements parking lot; avoid conflict with tree planting locations; pole footings; front of buildings and along main drive aisle

Signage Program (4.2.5):

- **4.2.5.1 Sign Program:** Multiple buildings and/or tenants; major roadway zones/freeway corridor; location; direct on-site traffic circulation; monument signs; address identification signage; neon signage; prohibited signs

Walls/Fences (4.2.6):

- Specific Purpose; materials; avoid long expanses of monotone fence/wall surfaces; most walls not permitted within street side landscaping setback; height; gates visible from public areas; prohibited materials

Utilities (4.2.7):

- Pad-mounted transformers and meter box locations; electrical, telephone, CATV and similar service wires and cables; electrical transmission lines; all equipment shall be internalized

Landscape Standards and Guidelines (Chapter 6.0 of the PVCCSP)

On-Site Landscape General Requirements (6.1):

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

On-Site Landscape Screening (6.1.1):

- Plant screening maturity; screenwall painting; trash enclosures

Landscape in Parking Lots (6.1.2):

- Minimum 50% shade coverage; planter islands; parking lot screening; one tree per six parking spaces; concrete curbs, mow strips or combination; planter rows between opposing parking stalls or diamond planters; pedestrian linkages

Onsite Plant Palette (6.1.3)*Industrial Design Standards and Guidelines (Chapter 8.0 of the PVCCSP)***Industrial Site Layout (8.2.1):**

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

Landscape (8.2.2):

- No landscape in screened truck courts

*Airport Overlay Zone (Chapter 12.0 of the PVCCSP)***Compatibility with March ARB/IPA ALUCP (12.1.3):**

- Lighting plans

Perris Valley Commerce Center Specific Plan Visual Overlay Zone

Section 4.2.9 of the PVCCSP includes a Visual Overlay Zone along major corridors, including Ramona Expressway, with additional development standards to promote aesthetic enhancements along major roadways. The standards of the Visual Overlay Zone include:

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

City of Perris Municipal Code

Section 19.02.110 Lighting. This Municipal Code section regulates the provision of lighting and requires that lighting be directed away from adjoining properties and public rights-of-way.

Chapter 19.70, Landscaping. This Municipal Code section regulates landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; provides

criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located in a primarily developed area with industrial uses, March Air Reserve Base/Inland Port Airport, residences, and roadways. The City of Perris General Plan does not designate specific scenic resources or scenic vistas. Long distance background views of the surrounding foothills to the east are available from public vantage points along Ramona Expressway and Webster Avenue.

Visual Character of the Project Site

The Project site is currently vacant, except for the southeast portion of the site, which is currently used as an unpaved storage yard for an existing warehouse building located to the south of the site. The site is regularly disked and is disturbed from previous agricultural activities and is vegetated by non-native grasses as well as trees along the southern and eastern borders of the site.

Visual Character of Adjacent Areas

The existing visual character of the area surrounding the Project site is dominated by industrial warehouses, commercial buildings, residences, and educational uses. There is no consistent architectural or visual theme within the surrounding area.

The Project site is bound to the east by residences and various light industrial uses, to the south by light industrial uses, to the north by Ramona Expressway followed by a commercial use center, and to the west by Webster Avenue, followed by vacant land and Val Verde Academy, Val Verde High School, and Val Verde Regional Learning Center. The parcels adjacent to the Project site directly west contain vacant, disked land, but have been approved for the development of eight retail buildings totaling 37,215 square feet and a 950,224-square-foot warehouse building (DPR 21-00013). The parcels adjacent to the Project site directly to the north are developed with a variety of commercial buildings. The parcels adjacent to the Project site directly to the south are developed with light industrial uses. The parcels adjacent to the Project site directly to the east are developed with light industrial uses and legal, non-conforming residences that operate industrial-type businesses within their parcels.

Light and Glare

The Project site is undeveloped and does not include any sources of nighttime lighting. However, the Project site is surrounded by sources of nighttime lighting that includes illumination from vehicle headlights, streetlights offsite exterior industrial/commercial lighting, and interior illumination passing through windows. Sensitive receptors relative to lighting and glare include motorists and pedestrians passing through the Project area.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near

the Project site that presently generate substantial glare since most of the buildings are limited to one-story to two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- AE-1 Have a substantial adverse effect on a scenic vista
- AE-2 Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway
- AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

The Initial Study established that the proposed Project would not result in impacts related to Threshold AE-2 and no comments were provided regarding this issue in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of this potential impact is required in this Draft EIR.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Project site and surrounding areas and the changes that would occur from Project implementation. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Project site and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. As the Project site is located within an urban area, the evaluation of aesthetic character identifies the Project would conflict with applicable zoning and other regulations governing scenic quality. Also, effects related to lighting and glare are determined by analysis of the Project's use of lighting and glare related materials and compliance with related municipal code requirements.

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Project Renderings



Perris DC 11 Project
City of Perris

Figure 5.1-1

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5.1.6 ENVIRONMENTAL IMPACTS

IMPACT AE-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL EFFECT ADVERSE EFFECT ON A SCENIC VISTA.

Less than Significant Impact. The Project site is currently undeveloped and is frequently disked for weed abatement. The Project site is located in a primarily developed area with industrial, commercial uses, and educational. The City of Perris General Plan does not designate specific scenic resources. However, views of the surrounding foothills to the east are available from public vantage points along Ramona Expressway and Webster Avenue.

The Project would result in the development of a 52-foot-high light industrial warehouse building that would be set back from the adjacent streets and would not encroach on the existing public long-distance views. The Project would include a building setback of approximately 58 feet along Webster Avenue and a building setback of approximately 98 feet along Ramona Expressway. All setbacks would be greater than what is required by the PVCCSP. The Project would also include landscaping along building setbacks to screen the building from public vantage points according to City of Perris Municipal Code Chapter 19.70. Long range views of the surrounding foothills would continue to be available from public vantage points along surrounding streets. Therefore, the Project would not substantially damage scenic resources, obstruct any prominent scenic vista, or view open to the public. As such, potential impacts would be less than significant.

IMPACT AE-3: THE PROJECT WOULD NOT CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Less than Significant Impact. The following regulatory standards are applicable to development of the Project site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

City of Perris Municipal Code

The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the proposed Project. The Project would be required to be consistent with these requirements, which would be verified during City permitting of the Project.

- **Lighting (Section 19.02.110).** Section 19.02.110 provides lighting standards for industrial parking areas. The Section also requires that lighting shall be in scale with the height and use of the structure on site and requires that all lighting be directed away from adjoining properties and the public right-of-way.
- **Landscaping (Chapter 19.70).** Chapter 19.70 provides landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; establish criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects. The Chapter also provides requirements for planting plans to be incorporated by new developments.

Perris Valley Commerce Center Specific Plan

The PVCCSP serves as a guide for development within the PVCC planning area and provides for industrial, commercial, and office uses. The Project site is designated by the PVCCSP for Light Industrial development under the LI land use that allows a floor-area-ratio (FAR) of up to 0.75. As detailed in Section 3.0, *Project Description*, the Project would result in a FAR of 0.43 and would, therefore, be within the allowable onsite

visual density. The PVCCSP contains Design Standards and Guidelines for circulation, lighting, parking, and screening that are intended to regulate the scenic quality of the area, which are listed in Table 5.1-1.

Table 5.1-1: Project Consistency with Perris Valley Commerce Center Specific Plan Development Standards

City Development Standard		Project Consistency
Minimum Lot Size	15,000 square feet	1,265,362 square feet
Minimum Lot Frontage	75 feet	Approximately 1,300 feet
Minimum Lot Width	75 feet	Approximately 1,280 feet
Minimum Lot Depth	100 feet	Approximately 1,280 feet
Maximum Structure Size	0.75 FAR	0.43
Accessory Structures	No maximum size	N/A
Maximum Structure Height	50 feet	52 feet
Street Setback	Local/collector street-10 feet Arterials-15 feet Expressway-20 feet	Ramona Expressway – 98 feet Webster Avenue – 58 feet
Side/Rear yard	Adjoining non-residential – none	South Property Line – 132 feet East Property Line – 329 feet, 9 inches
Landscaping	12% coverage	14.14% coverage (178,922 square feet)

The PVCCSP development standards are intended to minimize adverse aesthetic impacts associated with new development projects. As shown in Table 5.1-1, the Project would be consistent with the Specific Plan development standards that are applicable to the proposed Project.

Perris Valley Commerce Center Specific Plan Visual Overlay Zone

The PVCCSP includes a Visual Overlay Zone along major corridors, including Ramona Expressway, with additional development standards to promote aesthetic enhancements along major roadways. The standards of the Visual Overlay Zone include:

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

Ramona Expressway and Webster Avenue are both major corridors and are within the Visual Overlay Zone and both Ramona Expressway and Webster Avenue are considered Major Roadway Corridors within the

PVCC planning area. Table 5.1-2 describes the proposed Project’s compliance with standards set forth by the PVCCSP Visual Overlay Zone for Major Roadway Visual Zones.

Table 5.1-2: Consistency with PVCCSP Visual Overlay Zone Standards

Visual Overlay Zone Standard	Project Consistency
<p>Quality Architectural Presence. A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.</p>	<p>Consistent. As shown in Figure 3-5, <i>Proposed Building Elevations</i>, in Section 3, <i>Project Description</i>, the proposed Project would establish an architectural presence through emphasis on building finish materials and consistent material usage and color scheme. The building would also be set back from both street frontages and landscaping would be provided along Webster Avenue and Ramona Expressway. The use of landscaping, building layout, finish materials, and accenting on the Project site would create a quality architectural presence along both Ramona Expressway and Webster Avenue, and create a visually appealing building. Thus, the proposed Project would be consistent with this standard.</p>
<p>Full Building Articulation and Enhancement. Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.</p>	<p>Consistent. As shown in Figure 3-5, <i>Proposed Building Elevations</i>, in Section 3, <i>Project Description</i>, the building would feature façade enhancement that include varying building and roofline heights, use of windows, exterior building colors, and consistent materials to provide enhanced building articulation. Thus, the proposed Project would be consistent with this standard.</p>
<p>Integrated Screenwall Designs. Screenwall designs shall be integrated with accent landscaping.</p>	<p>Consistent. Screenwalls located along the eastern side of the Project site surrounding the truck court would be integrated with accent landscaping including trees, shrubs, and groundcovers as shown on Figure 3-6, <i>Proposed Landscape Plan</i>. Thus, the proposed Project would be consistent with this standard.</p>
<p>Enhanced Landscape Setback Areas. Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.</p>	<p>Consistent. As shown on Figure 3-6, <i>Proposed Landscape Plan</i>, landscaped areas would include accent accessories such as boulders and decorative rock rubble. Therefore, the proposed Project would incorporate more than basic plant material in landscaped areas. Thus, the proposed Project would be consistent with this standard.</p>
<p>Enhanced Entry Treatment. Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.</p>	<p>Consistent. Primary entry drives along Webster Avenue and Ramona Expressway would feature distinct landscaping through use of an increased variety of shrubs. In addition, driveways would include enhanced decorative paving. Thus, the proposed Project would be consistent with this standard.</p>
<p>Entry Point. Entry plazas and/or significant architectural features or public art shall be used as a focal point.</p>	<p>Consistent. The entry plaza along Brennan Avenue would feature distinct architectural features such as aluminum storefront framing with glazing to create a visually appealing focal point. Thus, the proposed Project would be consistent with this standard.</p>
<p>Screening, Loading and Service Areas. Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.</p>	<p>Consistent. The truck loading area would be located within the interior of the Project site at the eastern side of the warehouse. The Project would include an 8-foot-high concrete tilt up screen wall with decorative pilasters surrounding the truck court to screen onsite trailers from public view. In addition, new landscaping would provide</p>

Visual Overlay Zone Standard	Project Consistency
	screening to offset views into this area. Thus, the proposed Project would be consistent with this standard.
<p>Limit or Eliminate Landscaping Along Side or Rear Setbacks. To achieve greater front yard landscaping, landscaping alongside or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided but may be consolidated towards the Visual Zone areas.</p>	<p>Consistent. As demonstrated in Figure 3-6, <i>Proposed Landscape Plan</i>, in Section 3, <i>Project Description</i>, the majority of landscaping would be located along street frontages near Ramona Expressway and Webster Avenue as well as the driveways leading towards Brennan Avenue and would be limited along the side and rear of the property. Overall, the proposed Project would include landscaping covering 14 percent of the site, exceeding the 12 percent minimum required by the PVCCSP, which would screen onsite uses. Thus, the proposed Project would be consistent with this standard.</p>
<p>Uplight Trees and Other Landscape. Trees and other landscape features shall be illuminated by concealed “uplight” fixtures along major collector roads. All fixtures shall be located, shielded, and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.</p>	<p>Consistent. The proposed Project would include uplighting that adheres to all PVCCSP standards in addition to the requirements set forth in the City of Perris Municipal Code Section 19.02.110. Thus, the proposed Project would be consistent with this standard.</p>
<p>Landscaped Accent Along Building Foundation. Accent landscaping shall be used along building foundation.</p>	<p>Consistent. As demonstrated in Figure 3-6, <i>Proposed Landscape Plan</i>, in Section 3, <i>Project Description</i>, the proposed Project would include shrubs, groundcover, and trees along the building foundation. Thus, the proposed Project would be consistent with this standard.</p>
<p>Heavily Landscape Parking Lot. If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.</p>	<p>Consistent. As demonstrated in Figure 3-6, <i>Proposed Landscape Plan</i>, in Section 3, <i>Project Description</i>, the proposed Project would include heavily landscaped parking lots located along the northern portion of the building adjacent to Ramona Expressway. Landscaping in parking lots would include trees, shrubs, and groundcover. Further, the Project would be required to comply with the 2022 CALGreen Code requirements for tree shading within parking areas. Thus, the proposed Project would be consistent with this standard.</p>
<p>Limited Parking Fields. Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20</p>	<p>Consistent. The proposed Project would include an automobile parking lot along the southern end of the site and would only be visible at the entrance to the site along Webster Avenue. The parking lot on the northern end of the site adjacent to Romana Expressway is limited to two rows of automobile parking and would be screened by landscaping along Romana Expressway. Additionally, the entrance to the truck court on the eastern side of the site would be screened from public right-of-way. Thus, the proposed Project would be consistent with this standard.</p>

The proposed Project would change the scenic quality of the site from an undeveloped site and would result in the construction of an approximately 546,922-square-foot building and approximately 718,440 square foot of parking lots, ornamental landscaping, and associated infrastructure. The proposed building would result in an FAR of 0.43, which is within the allowable FAR of 0.75, and be approximately 52 feet tall at maximum.

The Project site is within an urbanizing area that is mostly developed with light industrial uses, vacant lots, non-conforming residences, and Val Verde High School. The Project applicant would develop an

approximately 52-foot-high industrial warehouse building that would be set back from adjacent streets and would not encroach into public long-distance views. In addition, to visually reduce the size and bulk of the structure, the frontage would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the building. Parking and landscaping areas would be located in the setback between roadways and the building, which would minimize the visual scale of the structure. The proposed Project would provide landscaping onsite and along adjacent streets. Areas adjacent to the building would be landscaped with trees and a variety of shrubs and ground covers in accordance with the Proposed Landscape Plan. The size and height of the proposed trees (that include vertical growing species) would reduce the visual perception of the 52-foot-high building and provide uniform landscaping onsite. Trees would be installed pursuant to the City's standard requirements and pursuant to 2022 CALGreen Code requirements for landscape screening (as verified during the permitting process). Additionally, the layering of landscaping between the proposed building and the surrounding roadways would provide visual depth and distance between the roadways and proposed structure. As a result, the Project would comply with regulations governing scenic quality to reduce potential aesthetic impacts to a less than significant level.

As discussed above, in Tables 5.1-1 and 5.1-2, the proposed Project would be consistent with the PVCCSP regulations regarding aesthetics and scenic quality, which would be verified by the City during the development permitting process. Therefore, while the proposed Project would change the visual character of the site, it would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, potential impacts would be less than significant.

IMPACT AE-4: THE PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Less than Significant With Mitigation Incorporated. Existing sources of light in the Project vicinity include illumination from vehicle headlights, streetlights, building illumination, security lighting, and lighting from building interiors that pass-through windows. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot, and outdoor lighting. The proposed Project site is located in a developed area with other light industrial developments and March Air Reserve Base/Inland Port Airport. The spill of light onto surrounding properties and "night glow" would be reduced by using hoods and other design features on the light fixtures used within the proposed Project. Implementation of the existing regulatory requirements per Perris Municipal Code Section 19.02.110 (Lighting), would be verified during the City's permitting process and would ensure that potential operational impacts related to light and glare would be less than significant.

As shown on Figure 3-5 in Section 3, *Project Description*, the building exterior would consist of painted concrete in shades of gray, white, and blue, metal clad canopies, and dark bronze glazing. The building exterior would not include large areas of reflective surfaces that could result in increased glare to surrounding land uses, and the Project would not expose any aircraft from March Air Reserve Base/Inland Port Airport to glare that would inhibit flight safety. The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Perris Municipal Code Section 19.02.110 requirements, and the proposed landscaping along the Project boundaries would screen some sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. Thus, operation of the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

During Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and the adjacent

residences and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. However, this potential impact would be reduced to a less than significant level through implementation of mitigation measure AES-1 which would require the temporary lighting to be downward facing and hooded. In addition, the City's standard construction permitting process and compliance with existing municipal code regulations would ensure that impacts would be less than significant.

5.1.7 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the proposed Project includes the viewshed from public areas that can view the Project site as well as locations that can be viewed from the Project site. Although views of the surrounding hills are available within the Project area, they are not panoramic. Additionally, these views are available throughout the cumulative study area and are not unique to the Project site. As discussed previously, the proposed building would be setback 58 feet from Webster Avenue and 98 feet from Ramona Expressway and would not encroach into existing public long-distance views of surrounding foothills. Thus, the Project would not result in an impact that could be cumulatively considerable.

The nearest related projects to the proposed industrial development are those within the Perris Valley Commerce Center Specific Plan area. Nearby projects include the Ramona Gateway Commerce Center located across Webster Avenue and a 99,990-square-foot warehouse located northwest of the intersection of Ramona Expressway and Brennan Avenue. Both are within the viewshed of the proposed Project site. Implementation of the PVCCSP design guidelines and development standards, as would be done by the Project as detailed previously, would result in a coordinated development as intended by the PVCCSP that would be ensured through the City's development permitting process.

The Project would not conflict with applicable PVCCSP design guidelines for the Light Industrial (LI) zoning designation, as detailed in Tables 5.1-1 and 5.1-2. Therefore, the Project would have no potential to contribute to cumulatively considerable impacts related to conflict with applicable zoning and other regulations governing scenic quality. As evidenced by the PVCCSP provisions, the City has long anticipated that this area would be developed with light industrial urban uses. The cumulative change in visual condition that would result from the proposed Project, in combination with future nearby projects would not be considered adverse, because the proposed Project would implement the PVCCSP guidelines related to architecture, landscaping, signs, lighting, and other related items that are intended to improve visual quality. Furthermore, the proposed Project would comply with Municipal Code Section 19.02.110 regarding outdoor lighting. Nearby projects would also be built in compliance with the Municipal Code and would therefore not result in a cumulative impact for outdoor lighting. Thus, the proposed Project would not result in an impact that could be cumulatively considerable related to scenic quality.

5.1.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

Local

- Riverside County Ordinance Number 655: Light Pollution
- Perris Municipal Code Section 19.02.110: Lighting
- PVCCSP Design Standard and Guideline 4.2.4.1: General Lighting
- PVCCSP Design Standard and Guideline 4.2.4.2: Decorative Lighting Standards

- PVCCSP Design Standard and Guideline 4.2.4.3: Parking Lot Lighting

Plans, Programs, or Policies

City of Perris Good Neighbor Guidelines

- Goal 1, Policy 1.5: Lighting

5.1.9 PROJECT DESIGN FEATURES

None.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

The Project would result in a less than significant impact for Impact AE-1, Impact AE-3, and potentially significant for Impact AE-4.

5.1.11 PVCCSP EIR MITIGATION MEASURES

None.

5.1.12 PROJECT-SPECIFIC MITIGATION MEASURES

AES-1: Prior to issuance of grading permits, the Project developer shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage by one foot candle to surrounding properties outside of the staging area or direct broadcast of security light into the sky.

5.1.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AE-1. The Project would result in a less than significant impact on Impact AE-1. No mitigation is required.

Impact AE-3. The Project would result in a less than significant impact on Impact AE-3. No mitigation is required.

Impact AE-4. The Project would result in a potentially significant impact on Impact AE-4. Mitigation measure AES-1 would reduce potential impacts to a less than significant level.

5.1.14 REFERENCES

- California Department of Transportation (Caltrans). (2018). Caltrans State Scenic Highway System Map Retrieved from <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>
- City of Perris. (July 2005). *General Plan 2030*. Retrieved September 12, 2023, from <https://www.cityofperris.org/departments/development-services/general-plan>
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- Albert A. Webb Associates. (February 2022). *Perris Valley Commerce Center Specific Plan Amendment No. 12*. City of Perris. Retrieved September 12, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000>.
- Albert A. Webb Associates. (November 2011). *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris. Retrieved September 12, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000>

5.2 Air Quality

5.2.1 INTRODUCTION

This section provides an overview of the existing air quality within the vicinity of the Project site, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. This analysis is based on the following City documents and Project specific technical studies are included as appendices to this Draft EIR:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, Certified November 2012*
- *Perris DC 11 Air Quality Impact Analysis, City of Perris, 2024, Appendix B*
- *Perris DC 11 Mobile Source Health Risk Assessment, City of Perris, 2024, Appendix C*

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the federal Clean Air Act, which was enacted in 1970. The most recent major amendments to the Clean Air Act were made by Congress in 1990.

The Clean Air Act requires the EPA to establish National Ambient Air Quality Standards. The EPA has established primary and secondary National Ambient Air Quality Standards for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. Table 5.2-1 shows the National Ambient Air Quality Standards for these pollutants. The Clean Air Act also requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP). The Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the Clean Air Act and its amendments, and to determine whether implementing the SIPs will achieve air quality goals. If the EPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. The EPA's primary role at the state level is to oversee state air quality programs. The EPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Hazardous Air Pollutants

The EPA has programs for identifying and regulating hazardous air pollutants. Title III of the Clean Air Act Amendments directed the EPA to promulgate national emissions standards for hazardous air pollutants. The national emissions standards may differ for major sources than for area sources of hazardous air pollutants. Major sources are defined as stationary sources with potential to emit more than 10 tons per year of any hazardous air pollutant or more than 25 tons per year of any combination of hazardous air pollutants; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the EPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the EPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based national emissions standards.

Table 5.2-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases and nitrogen oxides react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO₂)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
	24 hours	---	35 µg/m ³		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Fine Particulate Matter (PM_{2.5})	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including nitrogen oxides, sulfur oxides, and organics.
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	<i>Present source:</i> lead smelters, battery manufacturing and recycling facilities. <i>Past source:</i> combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining.
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

The Clean Air Act Amendments also required the EPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.2.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act. The California Clean Air Act, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards. CARB has established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable California Ambient Air Quality Standards are shown in Table 5.2-1.

The California Clean Air Act requires all local air districts in the state to endeavor to achieve and maintain the California Ambient Air Quality Standards by the earliest practical date. The act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting SIPs to the EPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter. More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide diesel particulate matter emissions for Heavy Duty Trucks, in terms of grams of diesel particulate matter generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future diesel particulate matter emissions because not all these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants. In general, for those toxic air contaminants that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the EPA and CARB regulate hazardous air pollutants and toxic air contaminants, respectively, through statutes and regulations that generally require the use of the maximum achievable control technology or best available control technology for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the districts, establish the regulatory framework for toxic air contaminants.

Toxic air contaminants in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (Hot Spots Act) (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). AB 1807 sets forth a formal procedure for CARB to designate substances as toxic air contaminants. This includes research, public participation, and scientific peer review before CARB can designate a substance as a toxic air contaminant. To date, CARB has identified more than 21 toxic air contaminants and adopted the EPA's list of hazardous air pollutants as toxic air contaminants. Most recently, diesel particulate matter was added to the CARB list of toxic air contaminants. Once a toxic air contaminant is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular toxic air contaminant. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate best available control technology to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with toxic air contaminant sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with toxic air contaminants, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. Based on CARB's Community Health Air Pollution Information System, no major toxic air contaminant sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit toxic air contaminants emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- Idling when queuing,
- Idling to verify that the vehicle is in safe operating condition,
- Idling for testing, servicing, repairing or diagnostic purposes,
- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- Idling required to bring the machine system to operating temperature, and
- Idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated on a regular basis.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 Energy Code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards (CALGreen)

Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

The 2022 CALGreen Code mandatory measures for nonresidential uses that reduce air pollutant emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Electric vehicle (EV) charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Code has been adopted by the City of Perris Municipal Code Section 16.08.050.

5.2.2.3 Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (AQMD) attains and maintains air quality conditions in the South Coast Air Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the South Coast AQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The South Coast AQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the Clean Air Act, the Clean Air Act Amendments, and the California Clean Air Act. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

The South Coast AQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality in the South Coast Air Basin.

The 2012 AQMP was adopted by the South Coast AQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the South Coast Air Basin is to set forth a comprehensive and integrated

program that will lead the region into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the South Coast Air Basin's commitment towards meeting the federal 8-hour ozone standards. The 2012 AQMP was also prepared to satisfy recent EPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official SIP submittal for the federal 2006 24-hour PM_{2.5} standard. In addition, the 2012 AQMP updated specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone SIP. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017, the South Coast AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the National Ambient Air Quality Standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.

The 2022 AQMP was adopted by the South Coast AQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NO_x technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 federal 8-hour ozone standard. South Coast AQMD includes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO_x technologies through a combination of regulatory approaches and incentives.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations. Specific rules that would be applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

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

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. South Coast AQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access

roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with South Coast AQMD Rule 1186.1, Less Polluting Sweepers.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with South Coast AQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the South Coast AQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other

solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the South Coast AQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the South Coast AQMD.

5.2.2.4 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan Healthy Community Element contains the following policies related to air quality that are applicable to the Project:

Policy HC 6.1 Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities.

- Perris will ensure that construction activities follow existing South Coast Air Quality Management District rules and regulations.
- All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
- Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to air quality that are applicable to the Project:

Goal 1 Protect the neighborhood characteristics of the urban, rural, and suburban communities.

Policy 1.1 Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver

Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.

Policy 1.3 When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.

Policy 1.12 Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on-site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.

Policy 1.16 Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

Policy 1.17 Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.

Policy 1.19 Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.

Goal 2 Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

Policy 2.1 Minimize the air quality impacts of trucks on sensitive receptors by:

- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
- b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
- c) Providing ingress and egress for trucks away from sensitive receptors.
- d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- e) On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
- g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
- h) Encouraging replacement of diesel fleets with new model vehicles.
- i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.

- Policy 2.2** No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
- Policy 2.3** Avoid locating exits and entries near sensitive receptors.
- Policy 2.5** Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).
- Policy 2.6** On site motorized operational equipment shall be ZE (Zero Emissions).
- Policy 2.7** Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Policy 2.8** Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Policy 2.9** Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
- Policy 2.10** Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- Policy 2.11** Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
- Policy 2.12** Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
- Policy 2.13** Post signs requiring to turn off truck engines when not in use.
- Goal 3** Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.
- Policy 3.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 3.3** Truck traffic shall be routed to impact the least number of sensitive receptors.
- Policy 3.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Goal 4** Provide Buffers between Warehouses and Sensitive Receptors

- Policy 4.1** A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
- Policy 4.10** Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.
- Goal 5** Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents' Concerns
- Policy 5.1** Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property, or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.3** Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Policy 5.5** Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
- Policy 5.6** Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
- Policy 5.8** Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- Goal 6** Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction.
- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- Policy 6.2** All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.
- Policy 6.3** Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
- Policy 6.4** Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Policy 6.5** The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.

- Policy 6.6** Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.
- Policy 6.7** Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 6.10** The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
- Policy 6.11** Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- Policy 6.12** Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- Policy 6.13** During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.
- Goal 7** Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies
- Policy 7.1** In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
- Policy 7.2** Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
- Policy 7.3** Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Policy 7.6** Require signage about CARB regulations.
- Policy 7.7** All building roofs shall be solar-ready.
- Policy 7.8** Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).

5.2.3 ENVIRONMENTAL SETTING

Climate and Meteorology

The Project area is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. The South Coast Air Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the

southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the South Coast Air Basin an area of high air pollution potential. The South Coast Air Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

CARB and the EPA currently focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.¹ Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (referred to as State Ambient Air Quality Standards, or state standards) and has adopted air quality standards for some pollutants for which there is no corresponding national standard, such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROG) or volatile organic compounds (VOC), and oxides of nitrogen (NO_x). While both ROG and VOC refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the EPA and is based on

¹ Additional sources of information on the health effects of criteria pollutants can be found at CARB and EPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth (“rainout”), or absorption by water molecules in clouds that later fall to earth with rain (“washout”).

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

NO₂ is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO₂. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO₂. The combined emissions of NO and NO₂ are referred to as NO_x, which are reported as equivalent NO₂. Aside from its contribution to ozone formation, NO₂ can increase the risk of acute and chronic respiratory disease and reduce visibility. NO₂ may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

SO₂ is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When SO₂ oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Major sources of SO₂ include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of SO₂ aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. SO₂ potentially causes wheezing, shortness of breath, and coughing. Long-term SO₂ exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children. Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of SO₂ and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROGs, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the South Coast Air Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

Toxic Air Contaminants

Concentrations of toxic air contaminants, or in federal parlance, hazardous air pollutants, are also used as indicators of ambient air quality conditions. A toxic air contaminant is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. Toxic air contaminants are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines. Diesel particulate matter differs from other toxic air contaminants in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel particulate matter is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other toxic air contaminants, no ambient monitoring data is available for diesel particulate matter because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel particulate matter, the toxic air contaminants for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

CO Hotspots

An adverse CO concentration, known as a "hot spot" is an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles

that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the South Coast Air Basin is now designated as attainment, and CO concentrations in the Project vicinity have steadily declined (Urban Crossroads, 2024).

Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

Existing Conditions

The South Coast AQMD maintains monitoring stations within district boundaries, Source Receptor Areas, that monitor air quality and compliance with associated ambient standards. The Project site is located within the Perris Valley area (Source Receptor Area 24). The Perris Valley monitoring station was located approximately 3.4 miles south of the Project site and reported air quality statistics for ozone and PM₁₀. The Metropolitan Riverside County monitoring station which is located 14.5 miles northwest of the Project site in Source Receptor Area 23, records air quality data for CO, NO₂, and PM_{2.5}. It should be noted that data from Metropolitan Riverside County monitoring station was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available. Additionally, data for SO₂ has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure SO₂ concentrations.

Both CARB and the EPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

The South Coast AQMD monitors levels of various criteria pollutants at 38 permanent monitoring stations and 5 single-pollutant source lead air monitoring sites throughout the air district. In 2022, the federal and state ambient air quality standards were exceeded on one or more days for ozone, PM₁₀, and PM_{2.5} at most monitoring locations. No areas of the South Coast Air Basin exceeded federal or state standards for NO₂, SO₂, CO, sulfates, or lead. See Table 5.2-3, for attainment designations for the South Coast Air Basin.

Table 5.2-2: Air Quality Monitoring Summary 2020-2022

Pollutant	Standard	Year		
		2020	2021	2022
Ozone				
Maximum Federal 1-Hour Concentration (ppm)		0.125	0.117	0.121
Maximum Federal 8-Hour Concentration (ppm)		0.106	0.094	0.091
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	34	25	17
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	74	60	37
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	1.9	2.1	3.3
Maximum Federal 8-Hour Concentration	> 20 ppm	1.4	1.8	1.2
NO ₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.066	0.052	0.056
Annual Federal Standard Design Value		0.014	0.014	0.013
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	77	89	91
Annual Federal Arithmetic Mean (µg/m ³)		35.9	21.4	19.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	6	4	1
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	41.00	82.1	38.5
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.63	12.58	10.80
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	4	10	1

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Table 5.2-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin

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

Source: Air Quality Impact Analysis, 2024 (Appendix B).

² The federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the South Coast Air Basin.

The Project site is vacant, except for the southeast portion of the site, which is currently used as an unpaved storage yard for the existing warehouse building located along Brennan Avenue to the south of the Project site. Air quality emissions are currently generated by disking and weed control activities onsite.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors in the vicinity of the Project area consist of residences, parks, and workplaces.

The closest sensitive receptors to the Project site are listed below and shown on Figure 5.2-1. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards or patios) or at the building façade, whichever is closer. The nearest use which could be deemed a sensitive receptor is R2, the existing residence at 4063 North Webster Avenue, described further below. The nearest worker receptor is Jr Construction Clean Up, Inc. at 3772 Brennan Avenue.

- R1: Location R1 represents the existing residence at 4063 North Webster Avenue, approximately 508 feet north of the Project site.
- R2: Location R2 represents the property line of the existing residence at 4063 North Webster Avenue, approximately 492 feet north of the Project site.
- R3: Location R3 represents the existing residence at 4062 Brennan Avenue, approximately 513 feet northeast of the Project site.
- R4: Location R4 represents the Val Verde Regional Learning Center at 3710 Webster Avenue, approximately 240 feet southwest of the Project site.
- R5: Location R5 represents the Val Verde Academy at 972 Morgan Street, approximately 750 feet southwest of the Project site.
- R6: Location R6 represents Jr Construction Clean Up, Inc. at 3772 Brennan Avenue, approximately 40 feet north of the Project site.
- R7: Location R7 represents the Leonard's Services countertop store located at 3701 Webster Avenue, approximately 41 feet south of the Project site.
- R8: Location R8 represents the potential worker receptor located at 3660 Brennan Avenue, approximately 71 feet south of the Project site.

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Sensitive Receptor Locations



LEGEND:
N
Site Boundary
— Distance from receptor to Project site boundary (in feet)

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5.2.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Letters related to air quality were received in response to the Notice of Preparation from the California Department of Justice and the South Coast AQMD. Suggested mitigation measures were provided by both agencies, should the Project result in significant impacts. In addition, the South Coast AQMD recommended that analysis be conducted using the California Emissions Estimator Model, pursuant to the South Coast AQMD's CEQA Air Quality Handbook. As detailed below, the evaluation of air quality impacts had been conducted in accordance with this request.

No comments were provided regarding air quality during the Draft EIR scoping meeting.

Regional Thresholds

The South Coast AQMD's most recent regional significance thresholds from March 2023 for regulated pollutants are listed in Table 5.2-4. The South Coast AQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.2-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.2-4: South Coast AQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NO _x	100 pounds/day	55 pounds/day
VOC	75 pounds/day	55 pounds/day
PM ₁₀	150 pounds/day	150 pounds/day
PM _{2.5}	55 pounds/day	55 pounds/day
SO _x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Lead	3 pounds/day	3 pounds/day

Localized Significance Thresholds

The South Coast AQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 Source Receptor Areas in the South Coast Air Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the South Coast AQMD, were developed for use on projects that are less than or

equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. The South Coast AQMD recommends that proposed projects larger than five acres in area undergo dispersion modeling to determine localized air quality impacts. As such, since the Project site is greater than five acres in area, air dispersion modeling is utilized to determine localized air quality.

LSTs apply, even for non-sensitive land uses, consistent with *LST Methodology* and South Coast AQMD guidance. Per the *LST Methodology*, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain on-site for a full 24 hours but are typically on-site for 8 hours or less. However, *LST Methodology* explicitly states that “LSTs based on shorter averaging periods, such as the NO₂ and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.” Therefore, any adjacent land use where an individual could remain for 1 or 8 hours, that is located at a closer distance to the Project site than the receptor used for PM₁₀ and PM_{2.5} analysis, must be considered to determine construction and operational LST air impacts for emissions of NO₂ and CO since these pollutants have an averaging time of 1 and 8 hours. LSTs are based off of ambient air quality standards for criteria pollutants as provided above in Table 5.2-1. LSTs applicable to the proposed Project are provided in Table 5.2-5.

Table 5.2-5: South Coast AQMD Localized Air Quality Thresholds

Pollutant	Construction	Operations
NO _x	0.18 pounds/day	0.18 pounds/day
PM ₁₀	10.4 pounds/day	2.5 pounds/day
PM _{2.5}	10.4 pounds/day	2.5 pounds/day
CO (1-hour)	20 pounds/day	20 pounds/day
CO (8-hour)	9 pounds/day	9 pounds/day

Source: Air Quality Impact Analysis, 2024 (Appendix B).

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. With the turnover of older vehicles and introduction of cleaner fuels as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air and the state have steadily declined. The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot and the volume of traffic with implementation of the proposed Project.

Diesel Mobile Source Health Risk Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The South Coast AQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

5.2.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, based on the maximum development assumptions that are outlined in Section 3.0, *Project Description*.

Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future warehouse and from traffic volumes generated by this new use. The net increase in emissions generated by these activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by the South Coast AQMD.

AQMP Consistency

The South Coast AQMD's CEQA Air Quality Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Consistency Criterion No. 1 refers to SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region, and, in part, on SCAG's three Land Development Categories. Therefore, if the level of housing or employment related to the proposed Project are consistent with the applicable assumptions used in the development of the AQMP, the Project would not jeopardize attainment of the air quality levels identified in the AQMP.

Consistency Criterion No. 2 refers to the California Ambient Air Quality Standards. An impact would occur if the long-term emissions associated with the proposed Project would exceed the South Coast AQMD's regional significance thresholds for operation-phase emissions.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by the South Coast AQMD. The Project's regional emissions were modeled using the California Emissions Estimator Model (CalEEMod), as recommended by the South Coast AQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Project were compared with applicable South Coast AQMD regional thresholds for determination of significance.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the South Coast AQMD-approved American Meteorological Society/EPA Regulatory Model (AERMOD) dispersion modeling was utilized. In order to model worst-case conditions, the highest daily peak onsite emissions from overlapping construction activity were modeled.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the traffic impact analysis prepared for the proposed Project (see Appendix O of this EIR). Predicted long-term operational emissions were compared with the applicable South Coast AQMD thresholds for determination of significance.

Trip Length

To determine emissions from passenger car vehicles, the CalEEMod defaults of 16.6 miles were utilized for trip length. To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the South Coast AQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle trucks (MHDT) and 40 miles for 4+-axle (HHDT) trucks. The trip length function for the industrial uses has been revised to 28.5 miles and an assumption of 100% primary trips. Trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided by the South Coast AQMD recommended truck mix, by axle type. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1 & LHDT2)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle.

Transport Refrigeration Units

To account for the refrigerated uses, trucks associated with the cold storage land use are assumed to have transport refrigeration units (TRUs). Although the City of Perris Good Neighbor Guidelines require that truck operators with TRUs utilize electric plug-in units when at loading docks, for modeling purposes, approximately 24 trucks (48 two-way truck trips per day) have the potential to include TRUs. TRUs are accounted for during onsite and offsite travel and TRU calculations are based on Emissions FACtor Model version 2021 (EMFAC2021), developed by CARB.

Onsite Equipment Emissions

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. Although the City of Perris Good Neighbor Guidelines require that on-site motorized operational equipment shall be Zero Emissions, for purposes of analysis, it is assumed that the Project would require on-site operational equipment of up to two 175 horsepower, natural gas-powered cargo handling equipment – port tractor, which would be operating 4 hours a day for 365 days of the year.

It is anticipated that the Project would utilize a single diesel fire pump and an emergency generator. For analytical purposes, it is assumed that the single diesel-fueled fire pump would operate at 150 horsepower for 50 hours during the year and the emergency generator would operate at 350 horsepower for 50 hours during the year.

5.2.6 ENVIRONMENTAL IMPACTS

IMPACT AQ-1: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF AN APPLICABLE AIR QUALITY PLAN.

Less than Significant Impact. The South Coast AQMD's 2022 AQMP is the applicable air quality plan for the proposed Project site. Pursuant to Consistency Criterion No. 1, the South Coast AQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional

population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The proposed Project would be consistent with the City of Perris General Plan designation of PVCCSP. The PVCCSP zoning designation for the site is Light Industrial (LI) which allows a floor-area-ratio (FAR) of up to 0.75. The Project would be developed to a FAR of 0.43 which is within the allowed development intensity pursuant to the PVCCSP designation of LI. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Perris General Plan and PVCCSP is considered to be consistent with the AQMP. Therefore, the Project would be consistent with the 2022 AQMP and would not result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed the South Coast AQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the Project would result in regional operational-source emissions that would not exceed the South Coast AQMD thresholds of significance. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the proposed Project would not result in an impact related to Consistency Criterion No. 2.

Overall, the Project would not result in an inconsistency with SCAG's regional growth forecast or result in increased regional air quality emissions that would exceed thresholds. Therefore, the proposed Project would not result in a conflict with, and would not obstruct, implementation of the AQMP and potential impacts would be less than significant.

IMPACT AQ-2: THE PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF A CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Construction

Less than Significant Impact. Construction activities associated with the Project would result in emissions of CO, VOC, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) site preparation, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. In addition, emissions would result from the import of approximately 91,735 cubic yards of soil during the grading phase. However, in compliance with the City of Perris Good Neighbor Guidelines, the Project would utilize Tier 4 construction equipment.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod and the modeling includes compliance with South Coast AQMD Rules 403 (included as PVCCSP EIR mitigation measure MM AIR 3) and 1113 (described above, and

would reduce air contaminants during construction. By preparing this analysis, the Project has complied with PVCCSP EIR mitigation measure MM Air 1. PVCCSP EIR mitigation measures MM Air 1 and MM Air 10 require the use of the latest available URBEMIS model to estimate the construction-related and operational emissions of projects proposed within the PVCC planning area. Since the time that the PVCCSP EIR was certified by the City of Perris, the URBEMIS model has been replaced by CalEEMod. CalEEMod is now recommended by the South Coast AQMD for all general development projects within the South Coast Air Basin.

Table 5.2-6 provides the maximum daily emissions of criteria air pollutants from construction of the Project based on the CalEEMod modeling. As shown, the daily emissions resulting from Project construction would not exceed the thresholds established by the South Coast AQMD. Therefore, construction impacts would be less than significant. Additionally, with the required implementation of PVCCSP EIR mitigation measures MM Air 2 through MM Air 9, emissions would be further reduced. The evaluation of construction impacts is based on a maximum disturbance area covering the entirety of the site. As required by Perris Good Neighbor Guidelines Policy 6.10, these will be maximum disturbance areas allowed for the proposed Project in order to ensure that construction emissions do not exceed the analysis levels.

Table 5.2-6: Maximum Peak Daily Construction Emissions

Year	Emissions (pounds/day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
2025	1.68	39.46	42.69	0.18	8.22	2.89
Winter						
2025	40.71	16.03	34.79	0.05	6.06	2.87
2026	42.08	21.27	45.07	0.06	4.65	1.31
Maximum Daily Emissions	42.08	39.46	45.07	0.18	8.22	2.89
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Operation

Less than Significant Impact. Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. Operation of the proposed Project would include emissions from vehicles traveling to the Project site and from vehicles in the parking lots and loading areas. Area source emissions would occur from operation of the building with 25 percent cold storage uses.

By preparing this analysis, the Project has complied with PVCCSP EIR mitigation measure MM Air 10. As required by PVCCSP EIR mitigation measure MM Air 18, the Riverside Transit Authority (RTA) has been contacted to discuss plans for existing/future bus stop provisions. According to the RTA, there are no planned bus stops or routes along the roads adjacent to the Project site. RTA states that they are in the process of completing a study that will evaluate the service area and identify where service should be reinstated or improved. However, RTA stated that there is an existing bus stop on Webster Avenue at the northeast corner of Morgan Street and Webster Avenue. The Project includes construction of a sidewalk along Webster Avenue that would provide pedestrian access to the bus stop. Thus, the Project would not impact the provision of an additional bus stop and PVCCSP EIR mitigation measure MM Air 18 has been complied with.

As shown in Table 5.2-7, the Project’s operational activities would not exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of any criteria pollutants and impacts would

be less than significant. In addition, required implementation of PVCCSP EIR mitigation measures MM Air 11, MM Air 12, MM Air 13, MM Air 14, MM Air 18, MM Air 19, and MM Air 20 would further reduce emissions from operation of the proposed Project.

Table 5.2-7: Summary of Peak Daily Operational Emissions

Source	Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	3.99	15.80	39.77	0.20	11.96	3.28
Area Source	17.24	0.20	24.00	0.00	0.03	0.04
Stationary Source	0.41	1.15	1.18	0.00	0.06	0.06
TRU Source	2.20	2.49	0.25	0.00	0.10	0.10
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	24.07	20.39	98.09	0.20	12.21	3.53
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Mobile Source	3.81	16.61	34.04	0.19	11.96	3.28
Area Source	13.30	0.00	0.00	0.00	0.00	0.00
Stationary Source	0.41	1.15	1.18	0.00	0.06	0.06
TRU Source	2.20	2.49	0.25	0.00	0.10	0.10
On-Site Equipment Source	0.23	0.75	32.89	0.00	0.06	0.05
Project Maximum Daily Emissions	19.95	20.99	68.36	0.19	12.18	3.49
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Health Impacts of Emissions. The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The South Coast AQMD and the San Joaquin Valley Unified Air Pollution Control District (APCD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The San Joaquin Valley Unified APCD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that “it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The San Joaquin Valley Unified APCD described a project-specific health impact analysis as “not practicable and not likely to yield valid information” because “currently available modeling tools are not well suited for this task.” The San Joaquin Valley Unified APCD further noted that “...the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional” cumulative impacts.

Most local agencies, including the City of Perris, lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally-specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays

compared to the role of other allergens and genetics in causing asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project’s construction and long-term operation.

The EIR does analyze localized operational impacts associated with the Project’s emissions, below under Impact AQ-3, and concludes that such impacts would be less than significant. The South Coast AQMD’s LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard with implementation of mitigation and are developed based on the ambient concentrations of that pollutant for each source receptor and distance to the nearest sensitive receptor. Therefore, the Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of public health. As discussed above, the Project’s regional emissions would be less than the South Coast AQMD’s regional thresholds. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to criteria pollutant emissions. Table 5.2-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR’s analysis is reasonable and intended to foster informed decision making.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

CO Hotspots

Less than Significant Impact.

An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the State’s one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a “hot spot”. As shown on Table 5.2-8, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).³

Table 5.2-8: Traffic Volumes for Intersections Evaluated in 2003 AQMP

Intersection Location	Peak Traffic Volumes (vph)				
	Eastbound (a.m./p.m.)	Westbound (a.m./p.m.)	Southbound (a.m./p.m.)	Northbound (a.m./p.m.)	Total (a.m./p.m.)
Wilshire-Veteran	4,954/2,069	1,830/3,317	721/1,400	560/933	8,062/7,719
Sunset-Highland	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega-Century	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach-Imperial	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: Air Quality Impact Analysis, 2024 (Appendix B).

Operation of the proposed Project at buildout during the AM peak hour would result in a total of 67 trips through area intersections and a total of 94 trips during the PM peak hour through area intersections. These

³ Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

trips distributed throughout the vicinity of the Project would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO “hot spot”. Therefore, potential impacts related to CO “hot spots” from operation of the proposed Project would be less than significant.

Localized Construction Air Quality Impacts

Less than Significant Impact. Table 5.2-9 identifies daily localized on-site emissions that are estimated to occur during construction of the Project. Furthermore, the proposed Project would be required to implement all applicable PVCCSP EIR mitigation measures, which would further reduce emissions. As shown, emissions during the peak construction activity would not exceed the South Coast AQMD’s localized significance thresholds, and impacts would be less than significant.

Table 5.2-9: Localized Significance Emissions from Peak Construction

Scenario	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-hour	8-hour	1-hour	24-hours	24-hours
Peak Day Localized Emissions	0.05	0.02	1.75E-02	0.34	0.13
Background Cocentration ¹	3.3	1.8	0.066	-	-
Total Concentration	3.35	1.82	0.08	1.06	0.41
South Coast AQMD Localized Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	NO	NO	NO	NO	NO

¹Highest concentration from last three years of available data.
 Notes: PM₁₀ and PM_{2.5} concentrations are expressed in $\mu\text{g}/\text{m}^3$. All others are expressed in ppm.
 Based on the South Coast AQMD’s LST methodology, background concentrations are considered only for CO and NO₂.
 Source: Air Quality Impact Analysis, 2024 (Appendix B).

Localized Operational Air Quality Impacts

Less than Significant Impact. As shown on Table 5.2-10, emissions from operation of the Project would not exceed the South Coast AQMD’s localized significance thresholds for any criteria pollutant at the maximally exposed off-site receptors as a result of operational activities. Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions. In addition, emissions would be further reduced through incorporation of mitigation measures from the PVCCSP EIR, as listed in Section 5.2.11, below.

Table 5.2-10: Localized Significance Emissions from Project Operation

Scenario	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-hour	8-hour	1-hour	24-hours	24-hours
Peak Day Localized Emissions	4.17E-02	2.43E-02	2.69E-03	0.09	0.04
Background Cocentration ¹	1.6	0.8	0.044	-	-
Total Concentration	1.64	0.82	0.05	0.35	0.15
South Coast AQMD Localized Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	NO	NO	NO	NO	NO

¹Highest concentration from last three years of available data.
 Notes: PM₁₀ and PM_{2.5} concentrations are expressed in $\mu\text{g}/\text{m}^3$. All others are expressed in ppm.
 Based on the South Coast AQMD’s LST methodology, background concentrations are considered only for CO and NO₂.
 Source: Air Quality Impact Analysis, 2024 (Appendix B).

Friant Ranch Case

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* by the South Coast AQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), the South Coast AQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The South Coast AQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, South Coast AQMD staff does not currently know of a way to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds/day of NO_x and 89,180 pounds/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O₃.

The proposed Project does not generate anywhere near 6,620 pounds/day of NO_x or 89,190 pounds/day of VOC emissions. As shown previously on Tables 5.2-6 and 5.2-7, the Project would generate up to 39.46 pounds/day of NO_x during construction and 20.99 pounds/day of NO_x during operations (0.59% and 0.31% of 6,620 pounds/day, respectively). The VOC emissions would be a maximum of 42.08 pounds/day during construction and 24.07 pounds/day of during operations (0.05% and 0.03% of 89,190 pounds/day, respectively).

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project's development scenarios localized impacts to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the onsite emissions to the South Coast AQMD's applicable LST thresholds. In addition, a Mobile Source Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Project would not result in emissions that exceeded the South Coast AQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}.

Diesel Mobile Source Health Risk

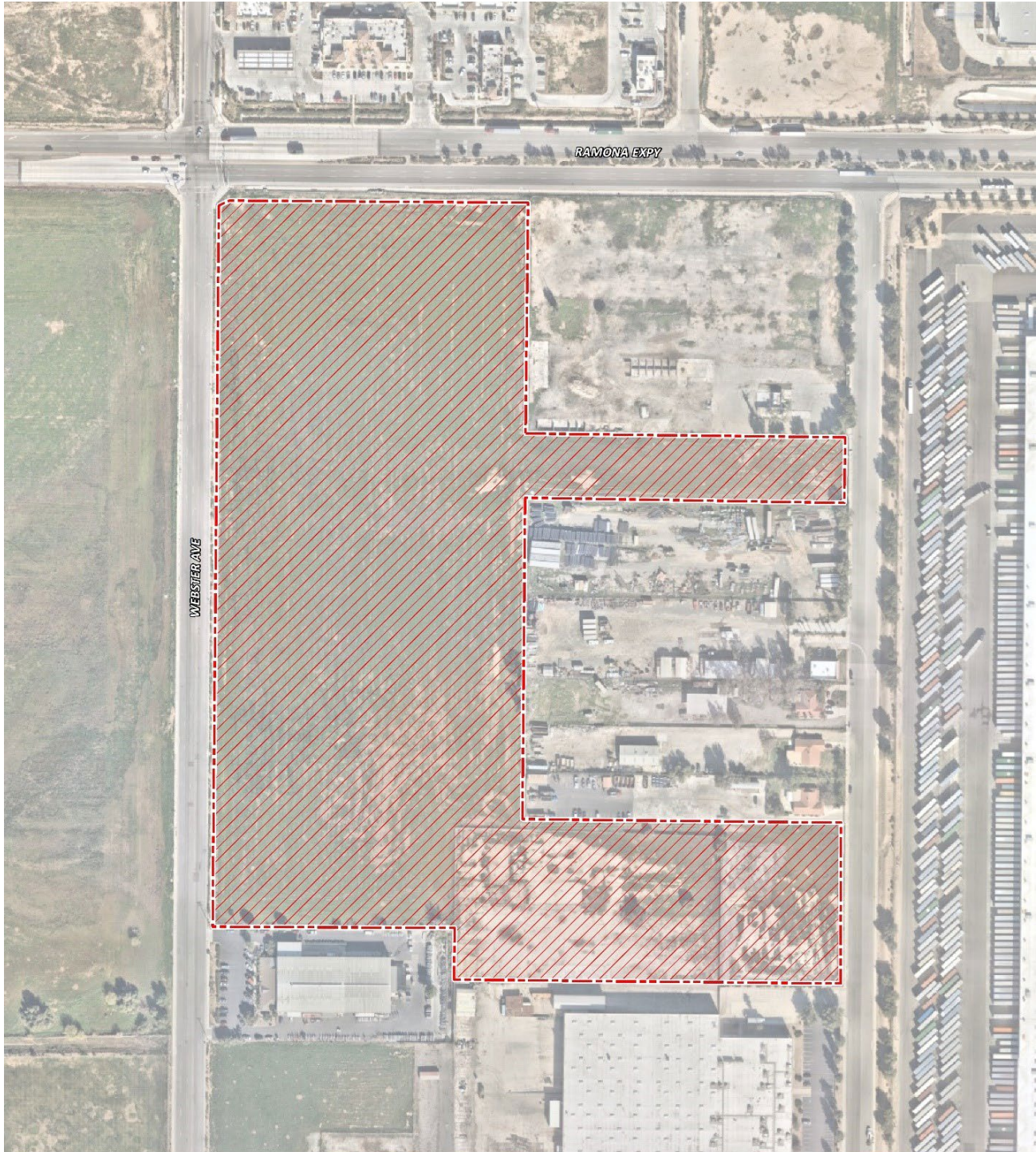
Less than Significant Impact. A Mobile Source Health Risk Assessment, included as Appendix C, was prepared to evaluate the health risk impacts as a result of exposure to diesel particulate matter as a result of testing of the diesel fire pump and emergency generator and heavy-duty diesel trucks traveling to and

from the site, maneuvering onsite, and entering and leaving the site during construction and operation of the proposed buildings. The location of truck activity during construction and operational activities is shown on Figures 5.2-2 through 5.2-4. Onsite truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, as set forth by the City of Perris Good Neighbor Guidelines and PVCCSP EIR mitigation measure MM Air 11, the South Coast AQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with the South Coast AQMD's recommendation.

The South Coast AQMD recommends using a 10 in one million is used as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

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Construction Emissions Sources



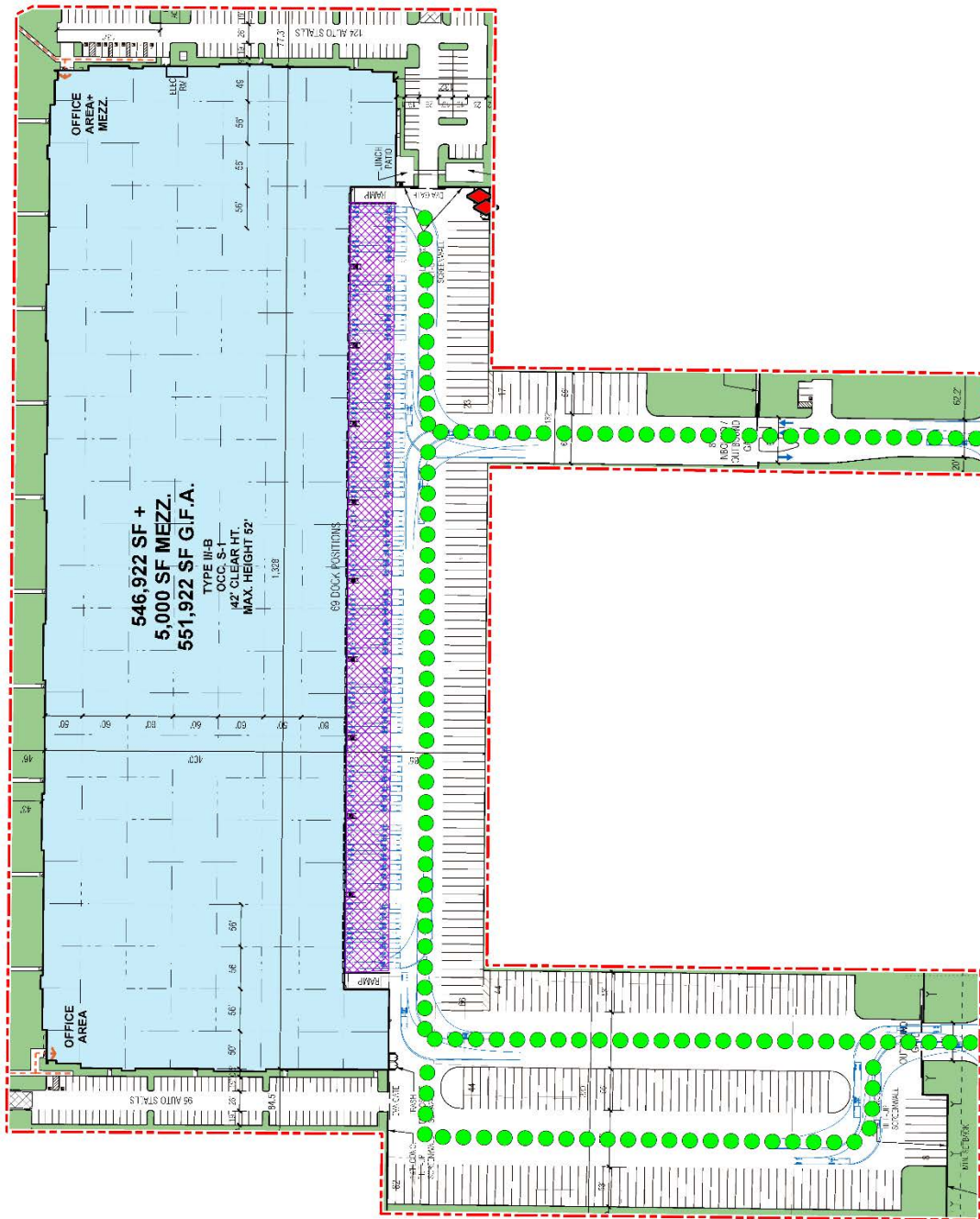
LEGEND:

-  Site Boundary
-  Construction Activity



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Onsite Emissions Sources



LEGEND:

- Site Boundary
- Idling Activity
- Truck Movements
- Fire Pump/Emergency Generator

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Project Truck Emissions Sources



LEGEND:

-  Site Boundary
-  Truck Movements



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Construction Impacts

The land use with the greatest potential exposure to Project construction-source diesel particulate matter emissions is Location R2 which is located approximately 492 feet north of the Project site at an existing residential use, located at 4063 North Webster Avenue. Location R2 is placed in the private outdoor living area (backyard) facing the Project site. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project construction-source diesel particulate matter emissions is estimated at 0.18 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. Location R2 is the nearest receptor to the Project site and would experience the highest concentrations of diesel particulate matter during Project construction due to meteorological conditions at the site. Because all other modeled receptors would experience lower concentrations of diesel particulate matter during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed individual receptor identified herein. As such, construction of the Project would not cause a significant human health or cancer risk to nearby residences and potential impacts would be less than significant.

Operational Impacts

Residential Exposure

The residential land use with the greatest potential exposure to Project operational-source diesel particulate matter emissions is Location R2 which is located approximately 492 feet north of the Project site at an existing residence located at 7063 North Webster Avenue. Location R2 is placed in the private outdoor living area (backyard) facing the Project site. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project operational-source diesel particulate matter emissions is estimated at 0.85 in one million, which is less than the South Coast AQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Location R2 is the nearest receptor to the Project site and would experience the highest concentrations of diesel particulate matter during Project operation due to meteorological conditions at the site. Because all other modeled receptors are located at a greater distance than the maximally exposed individual receptor analyzed herein, and diesel particulate matter dissipates with distance from the source, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed individual receptor identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences and potential impacts would be less than significant.

Workers Exposure

The worker receptor land use with the greatest potential exposure to Project operational-source diesel particulate matter emissions is Location R8, which represents the potential worker receptor located approximately 71 feet south of the Project site. At the maximally exposed individual worker, the maximum incremental cancer risk impact is 0.38 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Location R8 is the worker receptor that would experience the highest concentrations of diesel particulate matter during Project operation due to meteorological conditions at the site. All other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed individual worker identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers and potential impacts would be less than significant.

School Children Exposure

The nearest school is Val Verde Regional Learning Center, located approximately 240 feet southwest of the Project site and represented by Location R4. The maximally exposed individual school child is the school receptor that would experience the highest modeled concentrations of diesel particulate matter, and thus the highest risk. At the maximally exposed individual school child, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.21 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be ≤ 0.01 , which would not exceed the applicable significance threshold of 1.0. Because all other modeled school receptors would be exposed to lower concentrations of diesel particulate matter, all other school receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the maximally exposed individual school child identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby school children and potential impacts would be less than significant.

Construction and Operational Impacts

The land use with the greatest potential exposure to Project construction-source and operational-source diesel particulate matter emissions is Location R2. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to Project construction-source and operational-source diesel particulate matter emissions is estimated at 0.80 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be < 0.01 , which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location. Therefore, potential impacts would be less than significant.

IMPACT AQ-4: THE PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by South Coast AQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement industrial warehousing development within the Project site. This land use does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed industrial building are unknown. However, new tenants for these types of uses would be required to be reviewed through the City's permitting process. If

potential concerns related to odors are identified for future building uses, the City would require appropriate hazardous materials permitting (as detailed in Section 5.8, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required compliance with South Coast AQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

5.2.7 CUMULATIVE IMPACTS

As described previously, per South Coast AQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the South Coast AQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impacts AQ-2 and AQ-3 above, emissions from construction and operation of the proposed Project would not exceed South Coast AQMD's thresholds for any criteria pollutant at the regional or local level after implementation of existing regulations. Therefore, construction and operational-source emissions would not be cumulatively considerable, and cumulative air quality impacts would be less than significant.

5.2.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- South Coast AQMD Rule 201: Permit to Construct
- South Coast AQMD Rule 402: Nuisance Odors
- South Coast AQMD Rule 403: Fugitive Dust
- South Coast AQMD Rule 1113: Architectural Coatings
- South Coast AQMD Rule 1186: Street Sweeping
- South Coast AQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD Rule 2202: On-Road Motor Vehicle Mitigation Options
- South Coast AQMD Rule 2305: Indirect Source Rule

Plans, Programs, or Policies**City of Perris General Plan Healthy Community Element**

- Policy HC 6.3: reducing emissions from construction activities

City of Perris Good Neighbor Guidelines

- Policy 1.1: LEED Silver Certification
- Policy 1.16: exit signage
- Policy 1.17: information signs
- Policy 1.19: on-site circulation signs
- Policy 2.1: air quality impact minimization
- Policy 2.2: operational odors
- Policy 2.5: South Coast AQMD Rule 2305
- Policy 2.6: zero emissions equipment
- Policy 2.7: solar panels
- Policy 2.8: electric plug-ins for TRUs
- Policy 2.9: CARB regulation records
- Policy 2.10: coordination with CARB and the South Coast AQMD
- Policy 2.11: TRU operations
- Policy 2.12: CALGreen Code compliance
- Policy 2.13: turn off truck engines
- Policy 3.1: truck routing plans
- Policy 3.3: truck routing
- Policy 3.5: check in gates and/or guard booths
- Policy 5.2: truck delivery scheduling
- Policy 5.4: South Coast AQMD Rule 2202
- Policy 6.1: monthly construction reports
- Policy 6.2: CARB Tier 4 construction equipment
- Policy 6.3: construction equipment operations and maintenance
- Policy 6.4: construction equipment location
- Policy 6.5: street sweeping
- Policy 6.6: South Coast AQMD Rule 403 dust control
- Policy 6.7: construction equipment maintenance records
- Policy 6.8: construction traffic control plan
- Policy 6.10: maximum daily disturbance area
- Policy 6.11: CARB readily available technology
- Policy 6.12: charging of electric construction equipment
- Policy 6.13: construction contact signs
- Policy 7.5: Transportation Demand Management
- Policy 7.6: CARB regulation signage
- Policy 7.7: solar ready roofs
- Policy 7.8: South Coast AQMD Rule 1113

5.2.9 PROJECT DESIGN FEATURES

None.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts AQ-1, AQ-2, AQ-3, and AQ-4 would be less than significant.

5.2.11 PVCCSP EIR MITIGATION MEASURES

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

[Status: Implemented through preparation of the Air Quality Impact Assessment (Appendix B)]

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 the 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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain),
- Keeping disturbed/loose soil moist at all times,
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered,
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and equipment leaving the site each trip,
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site,

- Suspending all excavating and grading operations when wind gusts (as instantaneous gusts) exceed 25 miles per hour,
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation,
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials,
- Replacement of ground cover in disturbed areas as quickly as possible

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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 US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit.

[Status: Not applicable to the Project as the Project would be required to use diesel construction equipment that meets Tier 4 standards.]

MM Air 7. During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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 the mitigation measure prior to issuance of a building permit for that project.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

MM Air 10. To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

[Status: Implemented through preparation of the Air Quality Impact Assessment (Appendix B)]

MM Air 11. Signage shall be posted at all loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

MM Air 13. In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest of each implementing development project 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 effects of diesel particulates, benefits of reducing idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP, HVIP, and SOON funding programs, as identified on SCAQMD's website (<http://www.aqmd.gov>). Tenants will be required to use those funds, if awarded.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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 will be required prior to the issuance of occupancy permits.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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

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

[Status: Implemented through preparation of the Mobile Health Risk Assessment (Appendix C)]

MM Air 16. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations to be located within the PVCC shall not be located closer than 500 feet to the I-215 freeway, pursuant to the recommendations set forth in the CARB Air Quality and Land Use handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

[Status: Not Applicable to the proposed Project]

MM Air 17. New sensitive land uses such as a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

[Status: Not Applicable to the proposed Project]

MM Air 18. Prior to the approval of each implementing development project, the Riverside Transit Authority (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances of the project.

[Status: The RTA has been contacted about the Project, no changes to Site Plan are required.]

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

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

MM Air 20. Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24 and reduce indoor water use by 25 percent. All reductions will be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP. Satisfied through compliance with the 2022 Title 24]

MM Air 21. Each implementing development project shall implement, at a minimum, use of water conserving appliances and fixtures (low-flush toilets, and low-flow shower heads and faucets) within all new residential developments.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

5.2.12 PROJECT-SPECIFIC MITIGATION MEASURES

None.

5.2.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, potential impacts related to air quality would be less than significant. No significant and unavoidable air quality impacts would occur.

5.2.14 REFERENCES

City of Perris. (July 2005). *General Plan 2030*. <https://www.cityofperris.org/departments/development-services/general-plan>. Accessed September 12, 2023.

City of Perris. (July 2005). *General Plan 2030 Environmental Impact Report*. <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>. Accessed September 12, 2023.

Albert A. Webb Associates. (2011). *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris. <https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000>. Accessed September 12, 2023.

Urban Crossroads. (2024a). *Perris DC 11 Air Quality Analysis*. Appendix B.

Urban Crossroads. (2024b). *Perris DC 11 Mobile Source Health Risk Assessment*. Appendix C.

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5.3 Biological Resources

5.3.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site:

- *General Biological Assessment; Hernandez Environmental Services; (Appendix D)*
- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulatory Setting

Federal Endangered Species Act

The Federal Endangered Species Act of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the Federal Endangered Species Act, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of the Federal Endangered Species Act as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the United States Fish and Wildlife Service (USFWS), through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with the USFWS pursuant to Section 7 of the Federal Endangered Species Act if there is a federal nexus, or consult with the USFWS and potentially obtain a permit pursuant to Section 10 of the Federal Endangered Species Act in the absence of a federal nexus. Section 9(a)(2)(b) of the Federal Endangered Species Act addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by the USFWS.

5.3.2.2 State Regulatory Setting

California Endangered Species Act

Under the California Endangered Species Act (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the California Endangered Species Act is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers the California Endangered Species Act and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations.

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Although the CNPS's designations have no legal status or protection under federal or state endangered species legislation (CNPS 2015), three designations meet the criteria of Section 15380 of the State CEQA Guidelines—CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the MBTA.

Native Plant Protection Act of 1977

This act (Fish and Game Code § 1900 et seq.) directed the CDFW to “preserve, protect and enhance rare and endangered plants in this State.” It gave the California Fish and Game Commission the power to designate native plants as “endangered” or “rare” and protect endangered and rare plants from take. The California Endangered Species Act, which came later, entered all “rare” animals as “threatened” species, but not rare plants. Thus, there are three listings for plants in California: rare, threatened, and endangered. Because rare plants are not included in the California Endangered Species Act, mitigation measures for impacts to rare plants are specified in a formal agreement between the CDFW and the project proponent.

5.3.2.3 Local & Regional Regulatory Setting

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP was adopted by Riverside County on June 17, 2003. The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act, as well as a California Natural Community Conservation Plan pursuant to the California Fish and Game Code. As long as compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize incidental take of covered plant and wildlife species. The MSHCP defines two distinct consistency

processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area (Riverside County, 2015).

City of Perris General Plan

Conservation Element

Policy II.A.2 For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.

Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

City of Perris Code of Ordinances

Section 19.71, Urban Forestry Establishment and Care. This ordinance regulates the removal and maintenance of trees within a public right of way or city property. Removal or severe trimming of such trees would require a permit from the director of public works.

5.3.3 ENVIRONMENTAL SETTING

The Project site is undeveloped and largely vacant, except for the southeast portion of the site which contains storage containers and refuse from the adjacent properties. In addition, the site is regularly disked for weed abatement. The site is relatively flat, with elevations ranging from 1,473 to 1,482 feet above mean sea level. Portions of the site appear to have been previously graded and covered with gravel or other fill materials (Appendix D). According to the Natural Resources Conservation Service Web Soil Survey, the soils at the Project site are classified as Exeter sandy loam, 0 to 2 percent slopes and Ramona sandy loam, 0 to 2 percent slopes.

The Project site is bound to the north by Ramona Expressway, to the east by Brennan Avenue, and to the west by Webster Avenue. Immediately south of the Project site are light industrial use developments. Within the vicinity of the Project are light industrial developments to the east and south, vacant land to the west, and commercial development to the north.

Vegetation Communities and Land Covers

The entirety of the Project site contains ruderal habitat, consisting of non-native vegetation such as such as Russian thistle (*Salsola tragus*), stinknet (*Oncosiphon pilulifer*), fiddleneck (*Amsinckia* sp.), and shortpod mustard (*Sisymbrium irio*). Other species found onsite include baccharis (*Baccharis* spp.), redstem filaree (*Erodium cicutarium*), common sunflower (*Helianthus annuus*), telegraph weed (*Heterotheca grandiflora*), white horehound (*Marrubium vulgare*), and tree tobacco (*Nicotiana glauca*). As previously described, the Project site appears to undergo regular weed abatement measures. The Project site contains several trees, primarily on the boundaries of the property lines. These trees include olive trees (*Olea europaea*), Fremont cottonwood (*Populus fremontii*), and Peruvian peppertree (*Schinus mole*).

Special-Status Plant Communities

The General Biological Assessment determined that the Project site is comprised of non-native vegetation on ruderal habitat. Therefore, no CDFW special-status plant communities occur within the boundaries of the Project site (Appendix D).

Special-Status Plant Species

The records searches conducted for the General Biological Assessment determined that fifteen special-status plant species are known to exist in the region, which are listed in Table 5.3-1. However, no special-status plant species were observed onsite during the field survey. Additionally, the Project site was determined to be unsuitable habitat for the selected species.

Table 5.3-1: Special-Status Plant Species Probability List

Species Name	Common Name	Status	Habitat	Potential to Occur
<i>Abronia villosa</i> <i>var. aurita</i>	Chaparral sand-verbena	CNPS 1B.1	Grows in sandy soils in coastal sage scrub and in chaparral habitats. Grows in elevation from 262 to 5,249 feet. Blooming period ranges from January to September.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Allium munzii</i>	Munz's onion	FED END; CA THR; CNPS 1B.1	Found in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Found at elevations ranging from 974 to 3,510 feet. Blooming period ranges from March to May.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Ambrosia pumila</i>	San Diego ambrosia	FED END; CNPS 1B.1	Found in chaparral, coastal scrub, and valley and foothill grassland. Found at elevations ranging from 10 to 1,903 feet.	Presumed Absent. No suitable habitat is present within the Project site.
<i>Arenaria paludicola</i>	Marsh sandwort	FED END; CA END; CNPS 1B.1	Found in freshwater marshes and swamps/wetlands. Found at elevations ranging from 10 to 558 feet.	Presumed Absent. No suitable habitat is present within the Project site.
<i>Astragalus pachypus</i> <i>var. jaegeri</i>	Jaeger's milk-vetch	CNPS 1B.1	Found in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. Found at elevations ranging from 1,198 to 3,412 feet.	Presumed Absent. No suitable habitat is present within the Project site.
<i>Atriplex coronate</i> <i>var. notatior</i>	San Jacinto Valley crowscale	CNPS 1B.1	Grows in alkaline conditions within playas, mesic valley and foothill grasslands, and vernal pools. Found at elevations ranging from 456 to 1,640 feet. Blooming period is from April to August.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Atriplex parishii</i>	Parish's brittle-scale	CNPS 1B.1	Habitat types include chenopod scrub, playas, and vernal pools. Found at elevations ranging from 82 to 6,234 feet. Blooming period is from June to October.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Berberis nevinii</i>	Nevin's barberry	FED END; CA END; CNPS 1B.1	Habitats include chaparral, cismontane woodland, coastal scrub, and riparian scrub. Grows on steep, north facing slopes or in low grade sandy washes. Found at elevations	Presumed Absent. No suitable habitat is present within the Project site.

Species Name	Common Name	Status	Habitat	Potential to Occur
			ranging from 295 to 5,216 feet.	
<i>Brodiaea filifolia</i>	Thread-leaved brodiaea	FED THR, CA END, CNPS 1B.1	Grows in chaparral openings, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools, often in clay soils. Found at elevations ranging from 82 to 3,675 feet. Blooming period is from April to October.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Cantromadia pungens ssp. Laevis</i>	Smooth tarplant	CNPS 1B.1	Found in alkaline soils within chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grassland habitats. Found at elevations ranging from 0 to 2,100 feet. Blooming period is from April to September.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Chorizanthe parryi var. parryi</i>	Parry's spineflower	CNPS 1B.1	Occurs in dry, sandy soils on dry slopes and flats, sometimes at the interface of two vegetation types, such as chaparral and oak woodland. Habitats include coastal scrub, chaparral, cismontane woodland, valley and foothill grassland.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Dodecahema leptoceras</i>	Slender-horned spineflower	FED END; CA END; CNPS 1B.1	Habitats include chaparral, cismontane woodland, and coastal scrub (alluvial fan sage scrub).	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Lasthenia glabrata ssp. Coulteri</i>	Coulter's goldfields	CNPS 1B.1	Prefers playas, vernal pools, and coastal salt marshes and swamps. Found at elevations ranging from 3 to 4,003 feet. Blooming period is from February to June.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Navarretia fossalis</i>	Spreading navarretia	FED THR, CNPS 1B.1	Grows in chenopod scrub, assorted shallow freshwater marshes and swamps, playas, and vernal pools. Found at elevations ranging from 98 to 2,149 feet. Blooming period is from April to June.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Orcuttia californica</i>	California Orcutt grass	FED END; CA END; CNPS 1B.1	This species is found in vernal pools.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.

Notes: U.S. Fish and Wildlife Service (FED)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, California Native Plant Society (CNPS) *California Rare Plant Rank*: 1B- Plants Rare, Threatened, or Endangered in California or Elsewhere, 2B-Plants Rare, Threatened, or Endangered in California, but more common elsewhere, 3- Plants about which more information is needed- a review list, 4- Plants of Limited Distribution- a watch list; CNPS Threat Ranks: 0.1- seriously threatened in California, 0.2- moderately threatened in California, 0.3- not very threatened in California
 Source: Appendix D

Special-Status Wildlife Species

Sensitive animal species include federal and state listed endangered and threatened species; candidate species for listing by the USFWS or CDFW; and/or are species of special concern (SSC) pursuant to the CDFW. Thirteen special-status wildlife species were identified as having a potential to occur in the vicinity of the Project site based on the literature review. Table 5.3-2 lists the special-status animal species which were identified through record searches as known to occur within the region. None of the listed species were observed during the field survey. In addition, the Project site was determined to contain unsuitable habitat for these species.

Table 5.3-2: Special-Status Animal Species Probability List

Species Name	Common Name	Status	Habitat, Ecology, and Life History	Potential to Occur
<i>Agelaius tricolor</i>	Tricolored blackbird	CA THR, SSC	Range is limited to the coastal areas of the Pacific coast of North America, from Northern California to upper Baja California. Can be found in a wide variety of habitat including annual grasslands, wet and dry vernal pools and other seasonal wetlands, agricultural fields, cattle feedlots, and dairies. Occasionally forage in riparian scrub habitats along marsh borders. Basic habitat requirements for breeding include open accessible water, protected nesting substrate (freshwater marsh dominated by cattails, willows, and bulrushes [<i>Schoenoplectus</i> sp.]), and either flooded or thorny or spiny vegetation and suitable foraging space providing adequate insect prey.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Athene cunicularia</i>	Burrowing owl	CA SSC	Occurs in open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Dependent upon fossorial mammals for burrows, most notable ground squirrels.	Presumed Absent. No burrowing owls or burrowing owl signs were found during the field survey. No suitable habitat is present within the Project site.
<i>Branchinecta lynchi</i>	Vernal pool fairy shrimp	FED THR	Found in seasonal pools of water in valley and foothill grasslands. This species is most typically found in small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Charadrius alexandrinus nivosus</i>	Western snowy plover	FED THR; CA SSC	Found in great basin standing waters, sand shore, and wetland. This species needs sandy, gravelly, or friable soils for nesting.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.

Species Name	Common Name	Status	Habitat, Ecology, and Life History	Potential to Occur
<i>Coccyzus americanus occidentalis</i>	Western yellow-billed cuckoo	FED THR; CA END	Found in riparian forest habitat. This species typically nests in riparian jungles of willows, often mixed with cottonwoods, with a lower story of blackberry, nettles, or wild grape.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Dipodomys merriami Parvus</i>	San Bernardino kangaroo rat	FED END; CA CEA, SSC	Primarily found in Riversidian alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. May occur at lower densities in Riversidian upland sage scrub, chaparral and grassland in uplands and tributaries in proximity to Riversidian alluvial fan sage scrub habitats. Tend to avoid rocky substrates and prefer sandy loam substrates for digging of shallow burrows.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Dipodomys stephensi</i>	Stephen's kangaroo rat	FED END; CA THR	Occur in arid and semi-arid habitats with some grass or brush. Prefer open habitats with less than 50% protective cover. Require soft, well-drained substrate for building burrows and are typically found in areas with sandy soil.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Empidonax traillii extimus</i>	Southwestern willow flycatcher	FED END; CA END	Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water, or are at least moist.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Euphydryas editha quino</i>	Quino checkerspot butterfly	FED END	Range is now limited to a few populations in Riverside and San Diego counties. Common in meadows and upland sage scrub/chaparral habitat.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Haliaeetus leucocephalus</i>	Bald eagle	FED DL; CA END, FP	Occur primarily at or near seacoasts, rivers, swamps, and large lakes. Need ample foraging opportunities, typically near a large water source.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Laterallus jamaicensis coturniculus</i>	California black rail	CA THR; FP	Found in freshwater marshes, wet meadows, and shallow margins of saltwater marshes bordering larger bays. This species needs water depths of about one inch that do not fluctuate throughout the year and dense vegetation for nesting habitat. Its habitat includes	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.

Species Name	Common Name	Status	Habitat, Ecology, and Life History	Potential to Occur
			brackish marsh, marsh and swamp, salt marsh, and wetland.	
<i>Polioptila californica californica</i>	Coastal California gnatcatcher	FED THR; CA SSC	Obligate resident of sage scrub habitats that are dominated by California sagebrush (<i>Artemisia californica</i>). This species generally occurs below 750 feet elevation in coastal regions and below 1,500 feet inland. Ranges from the Ventura County, south to San Diego County and northern Baja California and it is less common in sage scrub with a high percentage of tall shrubs. Prefers habitat with more low-growing vegetation.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Streptocephalus woottoni</i>	Riverside fairy shrimp	FED END	Freshwater crustacean that is found in vernal pools in the coastal California area.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.
<i>Vireo bellii pusillus</i>	Least Bell's vireo	FED END; CA END	Primarily occupy Riverine riparian habitat that typically feature dense cover within 1 -2 meters of the ground and a dense, stratified canopy. Typically it is associated with southern willow scrub, cottonwood-willow forest, mule fat scrub, sycamore alluvial woodlands, coast live oak riparian forest, arroyo willow riparian forest, or mesquite in desert localities. It uses habitat which is limited to the immediate vicinity of water courses, 2,000 feet elevation in the interior.	Presumed Absent. No suitable habitat is present within or adjacent to the Project site.

Notes: U.S. Fish and Wildlife Service (Fed)- Federal: END-Federal Endangered, THR- Federal threatened; California Department of Fish and Wildlife (CA)- California: END-California Endangered, THR-California Threatened, FP-California Fully Protected, SSC- Species of Special Concern
 Source: Appendix D

Jurisdictional Waters and Wetlands

The Project site consists of undeveloped, largely vacant land that is regularly disked for weed abatement and does not contain any waterbodies. The General Biological Assessment determined that no jurisdictional drainage or wetland features are located on the Project site; including vernal pools (Appendix D).

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

As concluded in the General Biological Assessment, the Project site has not been identified as occurring within a wildlife corridor or linkage. The Project site is surrounded by urban development, disturbed vacant lands, and roads. Furthermore, the Project site has been disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (Appendix D).

Critical Habitat

Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Project site is not located within federally designated Critical Habitat (Appendix D).

Western Riverside County MSHCP

The Project site is located within the Western Riverside County MSHCP Area. The MSHCP is intended to preserve native habitats for the use of multiple species. Within the Plan Area, approximately 500,000 acres of land is further dedicated as MSHCP Conservation Area for the protection of Covered Species, the species which the MSHCP has selected to conserve. The Project site is not within the Conservation Area. In addition, the Project site is not located within an MSHCP Criteria Cell or Cell Group. Further, the Project site is not located within plan-defined areas requiring additional surveys. As previously described, the Project area does not contain any riparian/riverine habitats, and no vernal pools were observed (Appendix D).

5.3.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- BIO-1 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 Game or U.S. Fish and Wildlife Service.
- BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- BIO-3 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, etc.) through direct removal, filling, hydrological interruption, or other means.
- BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.
- BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation.

5.3.5 METHODOLOGY

The analysis within this Draft EIR section is based on the General Biological Assessment completed for the Project site, included as Appendix D. The assessment is based on literature review of biological resources occurring within the Project site and surrounding vicinity. The literature review was based on the review of

the following: aerial photographs, topographic maps, and database searches of the California Natural Diversity Data Base (CNDDB), the USFWS Endangered Species Lists, and the CNPS rare plant lists. In addition, field surveys were conducted to document existing conditions within the Project site and surrounding lands. A general biological field survey, in-field habitat assessments, vegetation mapping, and investigation of jurisdictional waters and wetlands were conducted.

5.3.6 ENVIRONMENTAL IMPACTS

IMPACT BIO-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

No Impact. As described in the environmental setting, the Project site contains ruderal habitat, consisting of non-native plant species.

Special-Status Plants

As shown in Table 5.3-1, fifteen special-status plant species are associated with the Project region. None of the special-status plant species were observed during the general biological surveys conducted on November 3, 2022, and there is no potential for their occurrence at the Project site due to a lack of habitat (Appendix D). Therefore, development within the Project site would not impact any special status plant species.

Special-Status Animal Species

As shown in Table 5.3-2, a total of thirteen special status animal species have been identified with the potential to occur within the Project region. None of the select animal species were observed during the general biological surveys. Additionally, based on lack of suitable habitat for the specific species, these species are presumed to be absent (Appendix D). Therefore, the Project would not result in impacts to any special-status animal species.

IMPACT BIO-2: THE PROJECT WOULD NOT HAVE A SUBSTANTIALLY ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

No Impact. The General Biological Assessment determined that the Project site does not contain any drainage, riparian, or riverine features. There are no CDFW, United States Army Corps of Engineers, or Regional Water Quality Control Board (RWQCB) jurisdictional waters within the Project site boundaries. The Project site does not contain any wetlands or vernal pools. In addition, the Project site is comprised of ruderal habitat containing non-native vegetation, which is not classified as a sensitive natural community (Appendix D). Therefore, the Project would not result in impacts related to riparian habitat or other sensitive natural community.

IMPACT BIO-3: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.

No Impact. As previously described, the Project site does not include any wetlands or vernal pools. In addition, there are no CDFW, Army Corps of Engineers, or RWQCB jurisdictional waters within the Project site boundaries (Appendix D). Therefore, the Project would not impact federally protected wetlands.

IMPACT BIO-4: THE PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.

Less than Significant with Mitigation Incorporated.

Wildlife Movement

Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. Typically, mountain canyons or riparian corridors are used as corridors, and the Project site does not contain these features. The Project site is relatively flat and is within an urbanized setting. No wildlife movement corridors were found to be present within the Project site (Appendix D). Areas of industrial and vacant land are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to established native resident or migratory wildlife corridor.

Migratory Birds

The Project site contains and is bordered by trees that can be utilized by nesting birds and raptors during the nesting bird season that generally extends from February 1 through September 15 but may be extended due to weather and drought conditions. Nesting birds are protected under the federal MBTA and Section 3503 of the California Fish and Game Code. Any activities that occur during the nesting/breeding season of birds protected by the MBTA could result in a potentially significant impact if requirements of the MBTA are not followed.

The PVCCSP EIR contains mitigation measures that must be implemented, if applicable, for all development projects within the PVCC planning area. Due to the potential for impacts to migratory birds, PVCCSP EIR mitigation measure MM Bio 1 is applicable to the Project. However, mitigation measure BR-1 is included to replace PVCCSP mitigation measure MM BIO-1 per CDFW direction. Therefore, if vegetation is required to be removed during nesting bird season, mitigation measure BR-1 would require a nesting bird survey to be conducted prior to initiating vegetation clearing to ensure MBTA compliance. In the event that active nests are observed, construction activities would be required to remain outside a specified buffer of the nest. Project-specific mitigation measure BR-1 would mitigate the impact, at a minimum, to the same degree as PVCCSP EIR mitigation measure MM Bio 1. Therefore, with the implementation of mitigation measure BR-1, potential impacts related to nesting birds would be reduced to a less than significant level.

IMPACT BIO-5: THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE.

No Impact. The Project would not conflict with any local policies or ordinances protecting biological resources. See discussions under Impact BIO-6 regarding compliance with the MSHCP Fee Program Ordinance.

The City of Perris Municipal Code Chapter 19.71, Urban Forestry Establishment and Care, regulates the removal or severe trimming of any trees within a public right of way, city street, or city property. As determined by the General Biological Assessment, the Project site would not impact any trees within a public right of way or any city trees. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, and no impacts would occur.

IMPACT BIO-6: THE PROJECT WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL CONSERVATION COMMUNITY PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Less than Significant Impact. The Project site is located within the boundaries of the Western Riverside County MSHCP. As the lead agency, the City is required to document consistency with the Western Riverside County MSHCP in conjunction with any discretionary approvals for the Project.

Since the Project site is within the Western Riverside County MSHCP, the Project Applicant would be required to pay fees required pursuant to Riverside County Ordinance No. 810 (Western Riverside County MSHCP Fee Program Ordinance). This fee is required for all new development projects within the Plan Area to fund the implementation of the MSHCP (RCA, 2021).

As determined by the General Biological Assessment, the Project site is not located within or adjacent to an MSHCP Criteria Cell or Cell Group. In addition, the Project is not located within plan-defined areas requiring surveys for criteria area species, narrow endemic species, amphibian species, mammalian species, or burrowing owl (Appendix D).

Regarding MSHCP Section 6.1.2, the Project area does not contain any drainage, riparian, or riverine features. In addition, none of the riparian/riverine bird species listed in Section 6.1.2 of the MSHCP were found within the Project area. Due to the lack of suitable riparian habitat on the Project site, focused surveys for riparian/riverine bird species listed in Section 6.1.2 of the MSHCP are not warranted and were not conducted. None of the conditions associated with vernal pools (i.e., depressions, ponded water, hydric soils, etc.) were observed on site. No features are present that would support fairy shrimp. No standing water or other sign of areas that pond water (e.g., mud cracks, tire ruts, drainages) were recorded.

The requirements under MSHCP Section 6.1.3, Protection of Narrow Endemic Plant Species, are not applicable to the site because the Project site is not within an MSHCP-defined Narrow Endemic Plant Species survey area (NEPSSA) or Criteria Area Species survey area (CASSA).

The requirements under MSHCP Section 6.1.4, Guidelines Pertaining to the Urban/Wildlands Interface, are not applicable to the Project since the site is not located within or adjacent to a MSHCP Conservation Area.

Finally, regarding Section 6.3.2, *Additional Surveys and Procedures*, the Project site is not located within an area which requires additional surveys for amphibians, mammals, burrowing owl, or any special linkage areas. In addition, the Project site is not located within the Western Riverside County MSHCP Criteria Area Plant Species Survey Area (CAPSSA).

Therefore, the Project would not result in conflicts with the adopted habitat conservation plan, due to lack of suitable environment for the Western Riverside County MSHCP Covered Species. With payment of the required fees, the Project would not result in any conflicts with the MSHCP, and impacts would be less than significant.

5.3.7 CUMULATIVE IMPACTS

The cumulative study area for biological resources encompasses the Riverside County MSHCP area. This cumulative impact analysis for considers development of the Project in conjunction with other development projects in the vicinity of the Project site as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects List*. The Project would not have significant impacts related to jurisdictional waters, wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. In addition, although the Project could have potentially significant impacts to nesting birds, compliance with mitigation measure BR-1 would reduce potential impacts to less than significant levels. Two of the projects identified in Table 5-1 are proposed adjacent to the Project site. Similar to the Project, the cumulative projects within the general vicinity are surrounded by urban development and are not within any Criteria Cells.

The cumulative projects would be required to comply with applicable survey requirements pursuant to Riverside County and MSHCP requirements and mitigation for biological resources, such as the Migratory Bird Treaty Act (PVCCSP EIR mitigation measure MM Bio 1). Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources. Therefore, Project impacts would be less than cumulatively considerable and would be less than significant.

5.3.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

Local

- Municipal Code Chapter 19.70 Urban Forestry Establishment and Care

Plans, Programs, or Policies

None.

5.3.9 PROJECT DESIGN FEATURES

None.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact BIO-4: Impacts to wildlife movement or native wildlife nursery sites.

The following would result in **no impacts**:

- Impact BIO-1: Impacts to special status species in local or regional plans, policies, or regulations.
- Impact BIO-2: Impacts to riparian habitat or sensitive communities.
- Impact BIO-3: Impacts to state or federally protected wetlands.
- Impact BIO-5: Impacts related to conflict with local policies or ordinances.

5.3.11 PVCCSP EIR MITIGATION MEASURES

MM Bio 1. In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (removal of trees and vegetation) for all PVCC implementing development and infrastructure projects shall be avoided, to the greatest extent possible, during the nesting season (generally February 1 to August 31) of potentially occurring native and migratory bird species. If site-preparation activities for an implementing project are proposed during the nesting/breeding season (February 1 to August 31), a pre-activity field survey shall be conducted by a qualified biologist prior to the issuance of grading permits for such project, to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the implementing project 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, no grading or heavy equipment activity shall take place within at least 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected (under MBTA or California Fish and Game Code) bird nests (non-listed), or within 100 feet of sensitive or protected songbird nests until the nest is no longer active. [*Status: Replaced with Project-Specific Mitigation Measure BR-1 per CDFW direction.*]

5.3.12 PROJECT-SPECIFIC MITIGATION MEASURES

BR-1: Nesting Bird Survey. In order to avoid violation of the MBTA and the California Fish and Game Code, site preparation activities (ground disturbance, construction activities, and/or removal of trees and vegetation) shall be avoided during the nesting season (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions) of potentially occurring native and migratory bird species. If site-preparation activities for the Project 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 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 shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

5.3.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation measure BR-1 would ensure that potential impacts to nesting birds would be less than significant during Project construction. The mitigation measure listed above, and existing regulations would reduce potential impacts associated with biological resources for Impact BIO-4 to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to biological resources would occur.

5.3.14 REFERENCES

- Albert A. Webb Associates. (November 2011). *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris.
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- City of Perris. (July 2005). *General Plan Conservation Element*. Retrieved August 1, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/449/637203139693370000>
- County of Riverside. (December 2015). *Multipurpose Open Space Element*. Retrieved August 3, 2023, from <https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch05-MOSE-120815.pdf>
- Hernandez Environmental Services. (2023). *General Biological Assessment*. **(Appendix D)**
- RCA (Regional Conservation Authority). (September 2021). *MSHCP Mitigation Fee Implementation Manual*. Retrieved August 3, 2023, from <https://www.wrc-rca.org/wp-content/uploads/2021/09/MSHCP-Mitigation-Fee-Implementation-Manual-2021-Update.pdf>

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5.4 Cultural Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I Cultural Resources Survey for the Perris DC 11 Project*; BFS Environmental Services (Appendix E)
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*

In accordance with State CEQA Guidelines Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

Cultural Resources Terminology

- Archaeological resources include any material remains of human life or activities that are at least 100 years of age, and that are of scientific interest. A unique or significant archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it (1) contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; (2) has a special and particular quality, such as being the oldest of its type or the best available example of its type; and (3) is directly associated with a scientifically recognized important prehistoric or historic event or person.
- **Cultural resources** are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance, according to the California Environmental Quality Act (CEQA).
- **Historic building** or **site** is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.
- **Historic context** refers to the broad patterns of historical development in a community or its region that is represented by cultural resources. A historic context statement is organized by themes such as economic, residential, and commercial development.
- **Historic integrity** is defined as “the ability of a property to convey its significance.”
- **Historical resources** are defined as “a resource listed or eligible for listing on the California Register of Historical Resources” (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under State CEQA Guidelines Section 15064.5(a), the term “historical resources” includes the following:
 - (1) A resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).
 - (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
- (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - (B) Is associated with the lives of persons important in California's past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- a) Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- b) Properties that are associated with the lives of persons significant in our past;
- c) Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic "integrity," which is "the ability of a property to convey its significance." The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

5.4.2.2 State Regulations

California Register of Historical Resources

Eligibility for inclusion in the California Register is determined by applying the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. It is associated with the lives of persons important in California's past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
4. It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

Health and Safety Code Section 7050.5(b) and (c) provides that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 of the State CEQA Guidelines provides guidelines for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.4.2.3 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to cultural resources that are applicable to the Project:

- Policy IV.A.1** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earlier environmental document prepared for a project.
- Policy IV.A.2** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.
- Policy IV.A.3** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.

5.4.3 ENVIRONMENTAL SETTING

Historic

Euro-American development in San Bernardino County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18th century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing Southern California and gradually expanded their use to the Inland Empire, and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in Southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portion of San Bernardino County and San Diego County approved the formation of Riverside County.

In 1881, the California Southern Railroad laid tracks for the Santa Fe Railway transcontinental route through the plains west of Perris. Frederick Thomas Perris, for whom the City of Perris would be named, led the surveying and construction of the railroad route. The railroad was completed in 1882, which brought hundreds of settlers to the area looking to homestead, largely in Pinacate to the south. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886, the town site of Perris was established. In 1911, Perris became an incorporated city, relying heavily upon dry grain farming and citrus groves. In addition to agriculture, the area was also influenced by the development of March Field, which was established on March 1, 1918, as the Alessandro Flying Training Field after the United States entered World War I. Although Perris remained largely agricultural throughout the twentieth century, in recent years, the City has seen a growth in residential and industrial development.

Project Site

From 1985 to the present day, the Project site has been largely undeveloped. Currently, the Project site is vacant, except for the southeast portion of the site which contains storage containers and refuse from the adjacent properties. Based on historical aerials, the Project site did not historically contain any structures and appears to primarily have been utilized as an agricultural field. In the 1980s, portions of the Project site had been partially developed; however, all improvements had been removed.

Archaeological

The Phase I Cultural Resources Assessment details that the prehistoric setting begins with the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Project site is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla meet. The Phase I Cultural Resources Assessment identified three prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites and artifact scatters. None of the archaeological resources are within the Project site.

5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- CUL-3 Disturb any human remains, including those interred outside of formal cemeteries.

Historic Resources Thresholds

Historic resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (State CEQA Guidelines Section 15064.5[a][3]). Additionally, State CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a

historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.4.5 METHODOLOGY

The cultural resources analysis is based on the Phase I Cultural Resources Assessment and contains information that was compiled through field reconnaissance, record searches, and reference materials. This study is included as Appendix E.

Archaeological and Historic Records Search. An archaeological and historical records search was completed at the Eastern Information Center, located at University of California Riverside on July 1, 2022. This search included the Project site with an additional 1-mile buffer. The Eastern Information Center search also included a standard review of the National Register of Historic Places and the Office of Historic Preservation Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office website, County of Riverside Robert J. Fitch Archives records, Riverside County Assessor's data, and Riverside County Transportation and Land Management Agency records were also reviewed for pertinent Project information.

Archaeological and Historic Field Surveys. An intensive pedestrian reconnaissance survey was conducted that included a series of parallel survey transects spaced at 10-meter intervals. The survey of the Project site was conducted on August 1, 2022. The entire Project site was covered by the survey process and photographs were taken to document Project conditions during the survey.

5.4.6 ENVIRONMENTAL IMPACTS

IMPACT CUL-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO SECTION 15064.5.

No Impact. Historical resources are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (Public Resources Code, Section 5024.1; State CEQA Guidelines Section 15064.5). Under State CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources (Public Resources Code, Section 5024.1).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally

significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
 - (A) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - (B) Is associated with the lives of persons important in California's past;
 - (C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - (D) Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

As described by the Phase I Cultural Resources Assessment and Section 5.5.3, above, the Project site is undeveloped and largely vacant, except for storage containers at the southeast portion of the site. No historical aged structures exist onsite (Appendix E). Additionally, the Project site is adjacent to undeveloped, vacant land, light industrial uses, and commercial uses. The records search at the Eastern Information Center at the University of California, Riverside identified twenty-four historic resources within one mile of the Project site. However, there are no historic resources onsite (Appendix E). Additionally, no historic resources were identified during the field survey. Therefore, the Project would not result in substantial adverse changes to historic resources, and no impacts would occur.

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE, PURSUANT TO CALIFORNIA CODE OF REGULATIONS, SECTION 15064.5.

Less than Significant with Mitigation Incorporated. The Project site is an undeveloped, largely vacant site that was previously cleared and disked for weed abatement. The Phase I Cultural Resources Assessment prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center. The Eastern Information Center is the countywide clearinghouse/repository for all archaeological and cultural studies completed within the City of Perris and Riverside County. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project area and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, state, and local) for evaluated resources and reviewed historic maps. Three prehistoric resources were found within one mile of the Project area; however, none were found onsite. In addition, no prehistoric resources were found during the field survey. In addition, as part of preparation of the Cultural Resources Assessment, BFSA requested a Sacred Lands File search from the Native American Heritage Commission. The Native American Heritage Commission returned positive results for the one-mile search radius and recommended that BFSA contact the Pechanga Band of Indians, and provided a list of Native American Tribes who may also have knowledge of resources in the Project

vicinity. BfSA contacted the Pechanga Band of Indians and all other Tribes listed on the Native American Heritage Commission letter. As of February 2024, no responses have been received. In addition, the City of Perris conducted formal consultation under Assembly Bill 52, which is further described in Draft EIR Section 5.15, *Tribal Cultural Resources*. Due to the previous ground-disturbing activities onsite from previous agricultural activities, the Cultural Resources Assessment determined that the Project site has a low potential to contain archaeological resources.

According to the Geotechnical Investigation conducted for the Project, earthmoving activities, including grading and trenching activities, are expected to result in excavation to a depth of at least 6 feet below the existing grade or to a depth of at least 5 feet below the proposed building pad subgrade elevation, whichever is greater (Appendix G). The PVCCSP EIR contains mitigation measures that must be implemented, if applicable, for all development projects within the PVCC planning area. Although the Phase I Cultural Resources Assessment identified a low potential for unknown archaeological resources to be below the soil surface, there is still the potential for unknown archaeological resources to be unearthed and disturbed. Mitigation measure CR-1 is included, which would implement PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as revised by the City of Perris. Mitigation measure CR-1 would require the retention of an archaeologist for monitoring during ground disturbing activities on- and offsite. Project-specific mitigation measure CR-1 would mitigate the potential impact to the same degree as PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4. With implementation of mitigation measure CR-1, potential impacts to archaeological resources from development of the Project and offsite infrastructure would be less than significant.

IMPACT CUL-3: THE PROJECT WOULD NOT DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES.

Less than Significant with Mitigation Incorporated. The Project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, State CEQA Guidelines Section 15064.5, and Public Resources Code Section 5097.98, included as mitigation measure CR-2, mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission Compliance with existing law, as outlined in mitigation measure CR-2, would ensure that potentially significant impacts to unearthed human remains would not occur. Mitigation measure CR-2 replaces PVCCSP EIR mitigation measure MM Cultural 6, as revised by the City of Perris. Project-specific mitigation measure CR-2 would mitigate the impact to the same degree as PVCCSP EIR mitigation measure MM Cultural 6. Therefore, potential impacts from development of the Project on human remains would be less than significant.

5.4.7 CUMULATIVE IMPACTS

Historic Resources: The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in the City of Perris that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys indicate that the Project site and vicinity do not contain any historical resources. Since Project development would not result in any impacts to historical resources, cumulatively considerable impacts would not occur.

Archaeological Resources: The cumulative archaeological impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the Riverside County region, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resources that meet the State CEQA Guidelines Section 15064.5 definition. However, mitigation has been included to reduce the potential of the Project to impact any archeological resources and therefore would not contribute to a significant cumulative impact to archaeological resources. With compliance with existing regulations as listed above and project-specific mitigation, cumulatively considerable impacts related to archaeological resources would be less than significant.

Disturbance of Human Remains: Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5 would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices, thereby avoiding significant cumulative impacts.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

Plans, Programs, or Policies

None.

5.4.9 PROJECT DESIGN FEATURES

None.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact CUL-2: Earth-moving construction activities could impact archaeological resources.
- Impact CUL-3: Implementation of the Project may disturb human remains.

The following would result in **no impacts**:

- Impact CUL-1: Implementation of the Project would not impact a historical resource.

5.4.11 PVCCSP EIR MITIGATION MEASURES

MM Cultural 1. Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist¹ shall be submitted to the

City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following:

1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives.
2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.
3. Field survey of the implementing development or infrastructure project site.

The proponents of the subject implementing development projects and the professional archaeologists are also encouraged to contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for native American resources to occur at the project site.

Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for historic resources shall be considered in the following order of preference:

1. Avoidance.
2. Changes to the structure provided pursuant to the Secretary of Interior's Standards.
3. Relocation of the structure.
4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American
5. Engineering Record (HAER) standard if demolition is allowed.

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

The Phase I Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project. [*Status: Implemented through preparation of the Phase I Cultural Resources Survey (Appendix E)*]

MM Cultural 2. If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by a professional archaeologist is needed for the implementing development project; the project proponent shall retain a professional archaeologist prior to the issuance of grading permits. The task of the archaeologist shall be to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the initial ground-altering activities at the subject site for the unearthing of previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the archaeologist has been approved by the City.

The archaeological monitor shall be responsible for maintaining daily field notes, a photographic record, and reporting all finds in a timely manner. The archaeologist shall also be equipped to record and salvage

cultural resources that may be unearthed during initial ground-altering activities. The archaeologist shall be empowered to temporarily halt or divert construction equipment to allow recording and removal of the unearthed resources. In the event that cultural resources are discovered at the development site, the handling of the discovered resources will differ. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find shall stop, the project developer and project archaeologist shall notify the City of Perris Planning Division, the Pechanga Band of Luiseño Indians and the Soboba Band of Mission Indians, and a Native American observer of Luiseño descent shall be retained to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. 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 Luiseño tribes. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling (see MM Cultural 6, below). Native American artifacts that cannot be avoided or relocated at the project site will be prepared in a manner for curation and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Perris within a reasonable amount of time.

Non-Native American artifacts will be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation or returned to the property owner, as deemed appropriate.

Once ground-altering activities have ceased or the professional archaeologist determines that monitoring activities are no longer necessary, monitoring activities may be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources. A copy of the report shall also be filed with the Eastern Information Center (EIC). *[Status: Replaced by Project-specific mitigation measure MM CUL-1.]*

MM Cultural 3. If the Phase I Cultural Resources Study required under MM Cultural 1 determines that monitoring during construction by both a professional archaeologist and a Native American representative is needed for the implementing development project, the project proponent shall retain a professional archaeologist and a Native American representative of Luiseño descent prior to the issuance of grading permits. The professional archaeologist and Native American observer shall be required on site during all initial ground-altering activities. The Native American observer shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow the evaluation of cultural resources with the project archaeologist. The evaluation and treatment provisions of mitigation measure MM Cultural 2 shall apply to this measure. *[Status: Replaced by Project-specific mitigation measure MM CUL-1.]*

MM Cultural 4. In the event that cultural resources are discovered at a development site that is not monitored by a professional archaeologist, all activities in the immediate vicinity of the find shall stop, the project developer shall notify the City of Perris Planning Division, and the project developer shall retain a professional archaeologist to analyze the find for identification as prehistoric and historical archaeological resources. The evaluation and treatment provisions of mitigation measure MM Cultural 2 shall apply to this measure. *[Status: Replaced by Project-specific mitigation measure MM CUL-1.]*

MM Cultural 6. In the event that human remains (or remains that may be human) are discovered at the implementing development project site during grading or earthmoving, the construction contractors shall immediately stop all activities in the immediate area of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division and the coroner will be permitted to examine the remains.

If the coroner determines that the remains are of Native American origin, the coroner will notify the NAHC and the Commission will identify the “Most Likely Descendent” (MLD).³ Despite the affiliation of any Native American representatives at the site, the Commission’s 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 proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete their 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 with the City of Perris, the project proponent, and the MLD. The City of Perris will be responsible for the final decision, based upon input from the various stakeholders.

If the human remains are determined to be other than Native American in origin, but still of archaeological value, the remains will be recovered for analysis and subject to curation or reburial at the expense of the project proponent. If deemed appropriate, the remains will be recovered by the coroner and handled through the Coroner’s Office.

Coordination with the Coroner’s Office will be through the City of Perris and in consultation with the various stakeholders.

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC). *[Status: Replaced by Project-specific mitigation measure MM CUL-2.]*

5.4.12 PROJECT-SPECIFIC MITIGATION MEASURES

CR-1: Archaeological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior’s Professional Standards for Archaeology (U.S. Department of Interior, n.d.; 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.

The Project proponent/developer shall also enter into an agreement with either the Soboba Band of Luiseño Indians or the Pechanga Band of Indians for a Native American tribal representative (observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of

Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Native American tribal representative(s) should be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. 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 Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) *in situ* and the City Planning Division and Native American tribal representative(s) shall be notified. The designated Native American tribal representative will be given sufficient time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

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

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center and the Native American tribe(s) involved with the Project.

CR-2: Human Remains. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated Native American tribal representative shall immediately stop all activities within 100 feet of the find. Work outside of the 100-foot radius may continue. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Native American tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and mediation with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the Eastern Information Center.

5.4.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of mitigation measures CR-1 and CR-2, and compliance with regulatory requirements, potential Project impacts to cultural resources would be less than significant.

5.4.14 REFERENCES

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5.5 Energy

5.5.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.7, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.17, *Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following City documents and technical studies prepared for the proposed Project that are included in appendix to this Draft EIR:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*
- *Perris Valley Commerce Center Specific Plan Amendment 12*, Adopted February 2022
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*, Certified November 2011
- *Perris DC 11 Energy Tables, Urban Crossroads, 2024*, Appendix F.

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.5.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- Idling when queuing,
- Idling to verify that the vehicle is in safe operating condition,
- Idling for testing, servicing, repairing or diagnostic purposes,
- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- Idling required to bring the machine system to operating temperature, and
- Idling necessary to ensure safe operation of the vehicle.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated on a regular basis to allow consideration and possible incorporation of new energy efficient technologies and methods.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 Energy Code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

CCR, Title 24, Part 11: California Green Building Standards (CALGreen) Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

The 2022 California Energy Code and the 2022 CALGreen Code mandatory measures for nonresidential uses that reduce energy demand and are applicable to the proposed Project include, but are not limited to, the following:

- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor- mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).

- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWEL0), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).

The 2022 CALGreen Building Standards Code has been adopted by the City of Perris Municipal Code Section 16.08.050.

5.5.2.3 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 Conservation Element contains the following policies related to energy that are applicable to the Project:

- Policy VIII.B.** Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City's current recycling program.
- Policy VIII.C** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).
- Measure VIII.C.3** Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
- Measure VIII.C.4** Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.

- Measure IX.A.1** Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.
- Measure IX.A.2** Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
- Measure IX.A.5** The City shall require all new public and private development to include bike and walking paths wherever feasible.
- Measure X.C.1** Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade and topography during the site plan process.
- Measure X.C.2** When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.
- Policy HC 6.1** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to energy use that are applicable to the Project:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.1** Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- Policy 2.1** Minimize the air quality impacts of trucks on sensitive receptors by:
- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
 - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
 - c) Providing ingress and egress for trucks away from sensitive receptors.
 - d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 - e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
 - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.

g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.

h) Encouraging replacement of diesel fleets with new model vehicles.

i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.

j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.

Policy 2.6 On site motorized operational equipment shall be ZE (Zero Emissions).

Policy 2.7 Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.

Policy 2.8 Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.

Policy 2.12 Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).

Policy 2.13 Post signs requiring to turn off truck engines when not in use.

Goal 7 Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies

Policy 7.5 Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

5.5.3 ENVIRONMENTAL SETTING

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Perris. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2022 approximately 48 percent of power that SCE delivered to customers came from carbon-free resources (SCE 2022).

The Project site is adjacent to the electricity distribution system that exists within the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Perris and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 1.5 percent from 2022 to 2035 due to modest economic growth, mandated energy efficiency standards and programs, renewable electricity goals, and fuel substitution (CGEU 2022). The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada (CGEU 2022). SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2035 (CGEU 2022).

The Project site is adjacent to the natural gas distribution system that exists within the roadways that are adjacent to the site.

5.5.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project could have a significant adverse effect on energy resources if it were to:

- E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of on-site renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the State CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the State CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.5.6 ENVIRONMENTAL IMPACTS

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.

Construction

Less than Significant Impact. During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Also, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, as set forth by PVCCSP EIR mitigation measure MM Air 4, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. The energy analysis modeling for construction of the Project (included as Appendix F) details that the total construction would utilize 295,841 kWh of electricity as detailed in Table 5.5-1.

Table 5.5-1: Estimated Construction Electricity Usage

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
TUMF Fulfillment Center	\$0.13	96,779
Cold Storage	\$0.13	32,260
Landscape	\$0.13	38,507
Parking	\$0.13	42,703
Other Asphalt Surfaces	\$0.13	85,592
Total Construction Electricity Usage		295,841

Source: Energy Tables, 2024 (Appendix F).

Also, as shown in Table 5.5-2, construction of the Project is estimated to result in the need for 46,924 gallons of diesel fuel.

Table 5.5-2: Estimated Construction Fuel Consumption

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	20	Rubber Tired Dozers	367	3	8	0.40	3,523	3,809
		Crawler Tractors	87	4	8	0.43	1,197	1,294
Grading	45	Excavators	36	2	8	0.38	219	532
		Graders	148	1	8	0.41	485	1,181
		Rubber Tired Dozers	367	1	8	0.40	1,174	2,857
		Scrapers	423	2	8	0.48	3,249	7,902
		Crawler Tractors	87	2	8	0.43	599	1,456
Trenching	10	Dumpers/Tenders	16	2	8	0.38	97	53
		Excavators	36	4	8	0.38	438	237
		Plate Compactors	8	4	8	0.43	110	60
		Skid Steer Loaders	71	1	8	0.37	210	114
		Tractors/Loaders/Backhoes	84	2	8	0.37	497	269
Building Construction	200	Cranes	367	1	8	0.29	851	9,205
		Forklifts	82	3	8	0.20	394	4,255
		Generator Sets	14	1	8	0.74	83	896
		Tractors/Loaders/Backhoes	84	3	8	0.37	746	8,064
		Welders	46	1	8	0.45	166	1,790
Paving	35	Pavers	81	2	8	0.42	544	1,030
		Paving Equipment	89	2	8	0.36	513	970
		Rollers	36	2	8	0.38	219	414
Architectural Coating	70	Air Compressors	37	1	8	0.48	142	538
Total Construction Fuel Demand (Gallons Diesel Fuel)								46,924

Source: Energy Tables, 2024 (Appendix F)

Table 5.5-3 shows that construction workers would use approximately 33,514 gallons of fuel in automobiles during construction of the Project.

Table 5.5-3: Estimated Construction Worker Fuel Consumption (Automobiles)

Year	Construction Activity	Duration (Days)	Worker Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2025	LDA						
	Site Preparation	20	9	18.5	3,330	32.49	102
	Grading	45	10	18.5	8,325	32.49	256
	Trenching	10	17	18.5	3,145	32.49	97
	Building Construction	142	116	18.5	304,732	32.49	9,379
	LDT1						
	Site Preparation	20	5	18.5	1,850	25.14	74
	Grading	45	5	18.5	4,163	25.14	166
	Trenching	10	9	18.5	1,665	25.14	66
	Building Construction	142	58	18.5	152,366	25.14	6,061
	LDT2						
	Site Preparation	20	5	18.5	1,850	25.29	73
	Grading	45	5	18.5	4,163	25.29	165
	Trenching	10	9	18.5	1,665	25.29	66
	Building Construction	142	58	18.5	152,366	25.29	6,025
	2026	LDA					
Building Construction		58	116	18.5	124,468	33.43	3,723
Paving		35	8	18.5	5,180	33.43	155
Architectural Coating		70	23	18.5	29,785	33.43	891
LDT1							
Building Construction		58	58	18.5	62,234	25.70	2,421
Paving		35	4	18.5	2,590	25.70	101
Architectural Coating		70	12	18.5	15,540	25.70	605
LDT2							
Building Construction		58	58	18.5	62,234	26.01	2,393
Paving		35	4	18.5	2,590	26.01	100
Architectural Coating		70	12	18.5	15,540	26.01	597
Total Construction Worker Fuel Consumption							33,514

Source: Energy Tables, 2024 (Appendix F)

Table 5.5-4 shows that approximately 56,799 gallons of fuel would be used by vendor and hauling trucks for construction of the Project.

Table 5.5-4: Estimated Construction Vendor/Hauling Fuel Consumption

Year	Construction Activity	Duration (Days)	Vendor Trips/Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
2023	MHD						
	Site Preparation	20	4	10.2	816	8.58	95
	Grading	45	8	10.2	3,672	8.58	428
	Trenching	10	2	10.2	204	8.58	24
	Building Construction	142	33	10.2	47,797	8.58	5,570
	HHD (Vendor)						
	Site Preparation	20	4	10.2	816	6.22	131
	Grading	45	8	10.2	3,672	6.22	591
	Trenching	10	2	10.2	204	6.22	33
	Building Construction	142	33	10.2	47,797	6.22	7,687
	HHD (Hauling)						
	Grading	45	255	20	229,500	6.22	36,911
2024	MHD						
	Building Construction	58	33	10.2	19,523	8.71	2,243
	HHD (Vendor)						
Building Construction	58	33	10.2	19,523	6.33	3,086	
Total Construction Vendor/Hauling Fuel Consumption							56,799

Source: Energy Tables, 2024 (Appendix F)

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption.

Overall, construction activities would require limited energy consumption, would comply with all existing regulations, and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the proposed Project would generate demand for electricity, natural gas, as well as gasoline or diesel for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the building, water heating, operation of electrical systems and plug-in appliances within the building, parking lot and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and no operational activities or land uses would occur that would result in extraordinary energy consumption.

As detailed in Table 5.5-5, operation of the Project is estimated to annually use approximately 294,370 gallons of fuel. CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, as set forth by PVCCSP EIR mitigation

measure MM Air 11, limits idling times of construction vehicles to no more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks.

Table 5.5-5: Estimated Annual Operational Vehicle Fuel Consumption

Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	33.43	1,467,630	43,896
LDT1	25.70	112,455	4,375
LDT2	26.01	606,112	23,304
MDV	16.01	468,335	29,258
MCY	16.01	68,344	4,270
LHD1	16.89	378,736	22,419
LHD2	16.01	107,970	6,745
MHD	8.71	152,072	17,468
HHD	6.33	760,663	120,245
TRUs			22,390
Total (All Vehicles)		4,122,316	294,370

Source: Energy Tables, 2024 (Appendix F)

LDA=Light Duty Auto; LDT=Light Duty Truck; MDV=Medium Duty Trucks; LHD1=Light Duty Trucks (vehicles under the DHD1 category have a GVWR of 8,501 to 10,000 pounds); LHD2=Light Duty Trucks (Vehicles under the LHD2 category have a GVWR of 10,001 to 14,000 pounds); MHD= Medium Heavy Duty Trucks; HHD=Heavy Heavy Duty Trucks; MCY= Motorcycle; TRU=Transport Refrigeration Units

The proposed Project would not include any natural gas connections. Table 5.5-6 details that operation of the Project would use approximately 5,082,541 kilowatts (kWh) per year of electricity. In addition, the Project would require one 150 hp diesel-fueled fire pump and a 350 hp diesel-fueled emergency generator. Potential incidental use of the fire pump and emergency generator would require approximately 3,608 gallons of diesel fuel per year, as shown on Table 5.5-7.

Table 5.5-6: Estimated Annual Natural Gas Demand (kBTU/year)

Land Use	Electricity Demand (kWh/year)
TUMF Fulfillment Center	1,905,091
Cold Storage	3,017,566
Landscape	0
Parking	159,884
Other Asphalt Surfaces	0
Total Project Energy Demand	5,082,541

Source: Energy Tables, 2024 (Appendix F)

Table 5.5-7: Estimated Onsite Stationary Equipment Fuel Usage

Equipment	HP Rating	Quantity	Usage Hours	Annual Hourly	Load Factor	HP-hrs/day	Total Fuel
Fire Pump	150	1	0.5	50	0.73	55	1,080
Emergency Generator	350	1	0.5	50	0.73	128	2,527
STATIONARY SOURCE FUEL DEMAND (GALLONS DIESEL FUEL)							3,608

Source: Energy Tables, 2024 (Appendix F)

In addition, the Project would be designed to achieve LEED Silver Certification and would provide solar panels so that 100% of the power is supplied to the office area of the facility, which would further reduce energy use. Because this use of energy is typical for urban development, no operational activities or land uses would occur that would result in extraordinary energy consumption, and through City permitting assurance would be provided that existing regulations related to energy efficiency and consumption, such as Title 24 regulations and CCR Title 13, Motor Vehicles, section 2449(d)(3) related to idling, would be implemented. Therefore, impacts related to operational energy consumption would be less than significant.

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Less than Significant Impact. As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project. PVCCSP EIR mitigation measure MM Air 20 encourages, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24; the Title 24 in effect at the time of the PVCCSP EIR was the 2010 version. The current Title 24 standards are much more stringent than the Title 24 standards at the time of PVCCSP EIR certification and require many of the measures for energy efficiency that were voluntary under previous iterations of Title 24. The proposed Project would be subject to the even more efficient 2022 Title 24 requirements, which became effective on January 1, 2023. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In line with standard City conditions of approval, Project plans and specifications shall require signs at loading dock facilities that identify the anti-idling regulations. Thus, the Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling. In addition, the proposed Project would be designed to attain LEED Silver Certified, at a minimum. Furthermore, the Project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. The proposed buildings would be solar-ready. Although the Project's future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels pursuant to the City's Good Neighbor Guidelines that require solar panels to provide 100 percent of the power to the office area and utilize that onsite power for electric plus ins at loading docks and onsite motorized equipment. Thus, the proposed Project would not obstruct use of renewable energy or energy efficiency. Overall, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by use of solar panels, sky lights, or other LEED type energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed Project would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources. For these reasons, the consumption of petroleum would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.5.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CALGreen Building Standards Code

Plans, Programs, or Policies

City of Perris Good Neighbor Guidelines

- Policy 1.1: LEED Silver Certification
- Policy 2.1: air quality impact minimization
- Policy 2.6: zero emissions equipment
- Policy 2.7: solar panels
- Policy 2.8: electric plug-ins for TRUs
- Policy 2.12: CALGreen Code compliance
- Policy 2.13: turn off truck engines
- Policy 7.5: Transportation Demand Management

5.5.9 PROJECT DESIGN FEATURES

None.

5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.5.11 PVCCSP EIR MITIGATION MEASURES

PVCCSP EIR mitigation measures MM Air 19 and MM Air 20 are applicable to the Project, as listed in Section 5.2, *Air Quality*

5.5.12 PROJECT-SPECIFIC MITIGATION MEASURES

Potential impacts related to energy would be less than significant and no mitigation measures are required.

5.5.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Potential impacts related to energy would be less than significant.

5.5.14 REFERENCES

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5.6 Geology and Soils

5.6.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to paleontological resources. Impacts related to geologic hazards such as earthquakes, liquefaction, expansive soils and impacts on the environment related to soil erosion and sedimentation have been evaluated in the Initial Study, which have been determined to result in less than significant impacts. The analysis in this section is based, in part, on the following documents and resources:

- *Geotechnical Investigation Proposed Perris Valley Commerce Center*; Southern California Geotechnical (Appendix G)
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*
- *Paleontological Assessment for the Perris DC 11 Project*, BFS Environmental Services. (Appendix H)

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

There are no federal regulations pertaining to paleontological resources that would be applicable to the Project.

5.6.2.2 State Regulations

Public Resources Code (PRC) Section 5097.5

Requirements for paleontological resource management are included in the PRC Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. PRC Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (state, county, city, and district) lands.

5.6.2.3 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to paleontological resources that are applicable to the Project:

Policy IV.A.1 For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earlier environmental document prepared for a project.

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

5.6.3 ENVIRONMENTAL SETTING

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

According to Exhibit CN-7: *Paleontological Sensitivity* from the City of Perris General Plan Conservation Element, the Project site and the offsite recycled water and drainage infrastructure improvements are mapped within Area 1 for paleontological resources, indicating a high sensitivity for paleontological resources. The surficial geology of the Project site is primarily early Pleistocene aged, very old alluvial fan deposits (Qvof_a) approximately 280 feet thick.

A paleontological literature review and records search was previously conducted for the Ramona Gateway Project, which is directly adjacent to the Project. The records search did not reveal any previously recorded fossil localities within the Project site or within the immediate vicinity. However, similar sediments throughout Riverside County have been reported to yield significant fossils. In addition, fossils vertebrates from Pleistocene older alluvium were recovered from the Lakeview Hot Springs area, between five to six miles east of the Project site (Appendix H).

Unique Geologic Feature

The Project site and surrounding areas are flat and have been previously disturbed by agricultural and development activities and do not include any unique geologic features. Unique geologic features refer to unique physical features or structures on the earth's crust. The Project site and offsite infrastructure improvements within Webster Avenue and Ramona Expressway are underlain by very old alluvial fan deposits (Qvof_a). The geologic processes that occurred on the Project site and in the vicinity are generally the same as those in other parts of Riverside County and state.

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

GEO-1i Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on

other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 4),

- GEO-1ii Strong seismic ground shaking,
- GEO-1iii Seismic-related ground failure, including liquefaction;
- GEO-1iv Landslides;
- GEO-2 Result in substantial soil erosion or the loss of topsoil;
- GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
- GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The Initial Study, included in Appendix A, established that the Project would not result in impacts related to Thresholds GEO-1i, GEO-1iv, and GEO-5; and less than significant impacts related to Thresholds GEO-1ii, GEO-1iii, and GEO-2 through GEO-4. No comments were provided regarding geology and soils in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of these potential impacts is required in this Draft EIR.

5.6.5 METHODOLOGY

A Paleontological Assessment (Appendix H) was prepared to determine the Project's potential impacts to paleontological resources. The analysis included record searches of past identified resources, consideration of the types of soils that exist, the paleontological sensitivity of those soils, the past disturbance on the site and offsite infrastructure areas, and the proposed excavation. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment, a resource records search had been conducted at the Western Science Center for the Project and adjacent sites to identify any previously discovered fossil localities in or near the Project site.

5.6.6 ENVIRONMENTAL IMPACTS

IMPACT GEO-6: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Less than Significant with Mitigation Incorporated. The Project consists of development of a high-cube warehouse facility and associated onsite and offsite improvements on previously disturbed vacant land. Offsite improvements, inclusive of drainage and recycled water improvements, would only occur within the existing developed rights-of-way along Ramona Expressway and Webster Avenue. According to the Geotechnical Investigation conducted for the Project, earthmoving activities, including grading and trenching activities, are expected to result in excavation to a depth of at least 6 feet below the existing grade or to a depth of at least 5 feet below the proposed building pad subgrade elevation, whichever is greater (Appendix G). While no paleontological resources were identified during the field survey, there is a potential

to disturb previously unknown paleontological resources. The Paleontological Assessment describes that the Project site is underlain by Pleistocene very old alluvial fan deposits that are considered to be of high paleontological sensitivity. A paleontological locality search was conducted for the Ramona Gateway Project by the Western Science Center in Hemet. The Ramona Gateway Project is immediately adjacent to the Project, to the west across Webster Avenue. No known fossil localities were within the Project site or in the Project vicinity. The closest fossil localities were found in Pleistocene older alluvium near the Lakeview Hot Springs area, approximately five to six miles east of the Project. These fossils included mammoths, extinct horses, and extinct bison.

The PVCCSP EIR contains mitigation measures that must be implemented, if applicable, for all development projects within the PVCC planning area. PVCCSP EIR mitigation measure MM Cultural 5 requires monitoring for ground disturbing activities that exceed 5 feet below the pre-grade surface. However, the Paleontological Sensitivity Map in the City of Perris General Plan Conservation Element shows that the Project site is located within Paleontological Sensitivity Area 1, which is assigned a high paleontological sensitivity based on the presence of the Pleistocene older valley deposits mapped at the surface. The Conservation Element requires that developments within Area 1 require paleontological monitoring once any excavation begins. Project-specific mitigation measure GS-1 replaces PVCCSP EIR mitigation measure MM Cultural 5 for the proposed Project, as revised by the City of Perris. Mitigation measure GS-1 requires the preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and that any Project-related excavations be monitored by a qualified professional paleontologist to identify and recover any potentially significant fossil remains identified during earthmoving activities. Mitigation measure GS-1 would mitigate the potential impact to a greater degree than PVCCSP EIR mitigation measure MM Cultural 5. With implementation of mitigation measure GS-1, potential impacts to paleontological resources would be less than significant.

5.6.7 CUMULATIVE IMPACTS

Paleontological Resources: The cumulative archaeological impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the Riverside County region, which is identified as sensitive for paleontological resources. The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Perris Valley area of Riverside County, including the Project site, is underlain by deep sediments that are sensitive to paleontological resources. However, with incorporation of mitigation measure GS-1, ground excavation that could impact paleontological resources would be monitored to reduce potential significant impacts that could become cumulatively considerable. Thus, with incorporation of mitigation measures the potential for cumulatively considerable impacts would be less than significant.

5.6.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

Public Resources Code (PRC) Section 5097.5

Plans, Programs, or Policies

None.

5.6.9 PROJECT DESIGN FEATURES

None.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impact would be **potentially significant**:

- Impact GEO-6: Project implementation could uncover subsurface paleontological resources.

5.6.11 PVCCSP EIR MITIGATION MEASURES

MM Geo 1. Concurrent with the City of Perris' review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., overexcavated, backfilled, compaction) being used to implement the project's design. [*Status: Implemented through preparation of the Geotechnical Investigation (Appendix G)*]

MM Cultural 5. Prior to grading for projects requiring subsurface excavation that exceeds five (5) feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed five (5) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the Program to mitigate impacts to paleontological resources. [*Status: Replaced by Project-specific mitigation measure MM GS-1.*]

5.6.12 PROJECT-SPECIFIC MITIGATION MEASURES

GS-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any Project-related excavations, including offsite excavations. Selection of the paleontologist shall be subject to the approval of the City of

Perris Planning Manager and no grading activities shall occur at the Project site or within the off-site Project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. Monitoring of Mesozoic quartzite and any artificial fill or disturbed soils is not warranted. The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

5.6.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with mitigation measure GS-1 would reduce potential impacts associated with unique paleontological resource impacts to a level that is less than significant. Therefore, no significant unavoidable adverse impacts related to geology and soils and paleontological resources would occur.

5.6.14 REFERENCES

- Albert A. Webb Associates. (November 2011). *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report*. City of Perris.
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5.7 Greenhouse Gases

5.7.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contribute to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following City documents and technical reports:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *Perris Valley Commerce Center Specific Plan Amendment 12, Adopted February 2022*
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, Certified November 2011*
- *Perris DC 11 Greenhouse Gas Analysis, City of Perris, Urban Crossroads, 2024, Appendix I*

5.7.2 REGULATORY SETTING

5.7.2.1 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted Assembly Bill (AB) 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the California Air Resources Board (CARB) approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG emissions from 2009 to 2016. CARB, the U.S. Environmental Protection Agency (EPA), and the U.S. Department of Transportation's National Highway Traffic and Safety Administration have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the California Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in

2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans has included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the GHG reduction goals. On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the previous Scoping Plans as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the California Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, Senate Bill (SB) 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy within their Regional Transportation Plan. The goal of the Sustainable Communities Strategy is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If a Sustainable Communities Strategy is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the Sustainable Communities Strategy or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state’s 2050 target and attain a level of emissions necessary to avoid dangerous climate change.

According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016, by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017, and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the State CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, State CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The State CEQA Guidelines Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were State CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated on a regular basis to allow consideration and possible incorporation of new energy efficient technologies and methods.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 Energy Code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

CCR, Title 24, Part 11: California Green Building Standards (CALGreen) Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

The 2022 California Energy Code and the CALGreen Code mandatory measures for nonresidential uses that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for

wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).

- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).

The 2022 CalGreen Building Standards Code has been adopted by the City of Perris Municipal Code Section 16.08.050.

5.7.2.2 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to GHG emissions that are applicable to the Project:

Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities:

- Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.
- All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
- Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The Perris CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Governments (WRCOG) Subregional CAP. The Perris CAP utilized WRCOG's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost-benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15% below 2010 levels, and the 2035 reduction target is 47.5% below 2010 levels. The City of Perris is expected to meet these reduction targets through implementation of statewide

and local measures. Beyond 2020, Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80% below 1990 levels by 2050.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to air quality that are applicable to the Project and that would also reduce GHG emissions:

Policy 1.1 Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.

Policy 1.19 Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.

Policy 2.1 Minimize the air quality impacts of trucks on sensitive receptors by:

- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
- b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
- c) Providing ingress and egress for trucks away from sensitive receptors.
- d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- e) On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
- g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
- h) Encouraging replacement of diesel fleets with new model vehicles.
- i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.

Policy 2.6 On site motorized operational equipment shall be ZE (Zero Emissions).

Policy 2.7 Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.

- Policy 2.8** Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Policy 2.9** Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
- Policy 2.10** Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- Policy 2.11** Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
- Policy 2.12** Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
- Policy 2.13** Post signs requiring to turn off truck engines when not in use.
- Policy 5.1** Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Policy 5.8** Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- Goal 6** Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction
- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- Policy 6.2** All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.
- Policy 6.7** Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.

- Policy 6.11** Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- Policy 6.12** Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- Goal 7** Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies
- Policy 7.1** In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
- Policy 7.2** Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Policy 7.6** Require signage about CARB regulations.
- Policy 7.7** All building roofs shall be solar-ready.

5.7.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and carbon dioxide is the most common reference gas for climate change, GHG emissions are often quantified and reported as carbon dioxide equivalents (CO₂e). For example, sulfur hexafluoride is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. Sulfur hexafluoride, while comprising a small fraction of the total GHGs emitted annually worldwide, is a much more potent GHG, with 22,800 times the global warming potential as carbon dioxide. Therefore, an emission of one metric ton (MT) of sulfur hexafluoride could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

The Project site is vacant, except for the southeast portion of the site, which is currently used as an unpaved storage yard for the existing warehouse building located along Brennan Avenue to the south of the Project site. Air quality emissions are currently generated by occasional disking and weed control activities onsite.

The Project site is located within the City of Perris. The primary GHG emissions within the City of Perris are from on-road transportation, building energy, and waste.

5.7.4 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the State CEQA Guidelines, a project could have a significant adverse effect on air quality resources if it would:

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

State CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, State CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The South Coast Air Quality Management District (AQMD) is the agency responsible for air quality planning and regulation in the South Coast Air Basin, in which the City of Perris is located. The South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 MTCO_{2e} per year for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The South Coast AQMD has continued to consider the adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether the project is consistent with a locally adopted greenhouse gas reduction plan. If a project is consistent with a qualifying locally adopted greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening thresholds, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Industrial land uses: 10,000 MTCO_{2e} per year
 - Option 1: Based on non-industrial land use type:
 - Residential: 3,500 MTCO_{2e} per year
 - Commercial: 1,400 MTCO_{2e} per year
 - Mixed use: 3,000 MTCO_{2e} per year
 - Option 2: All non-industrial land use types: 3,000 MTCO_{2e} per year
- Tier 4 has the following options:
 - Option 1: Percent emission reduction target; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations, including residents and employees, 4.8 MTCO_{2e} per service population per year for projects and 6.6 MTCO_{2e} per service population per year for plans.
 - Option 3, 2035 Target: 3.0 MTCO_{2e} per service population per year for projects and 4.1 MTCO_{2e} per service population per year for plans.

The South Coast AQMD's draft thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 MTCO_{2e} per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MTCO_{2e} per year threshold for industrial warehousing projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. The City's evaluation of impacts under the 10,000 MTCO_{2e} per year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the South Coast AQMD's 10,000 MTCO_{2e} per year threshold applies only to the new stationary sources generated at industrial facilities.

Thus, for purposes of analysis in this analysis, if Project-related GHG emissions do not exceed the 10,000 MTCO_{2e} per year threshold, then Project-related GHG emissions would clearly have a less-than-significant

impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 10,000 MTCO_{2e} per year, the Project would be considered a substantial source of GHG emissions.

5.7.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per South Coast AQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency to consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant to the City of Perris and the proposed Project.

5.7.6 ENVIRONMENTAL IMPACTS

IMPACT GHG-1: THE PROJECT WOULD NOT GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, IN A WAY THAT WOULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Less than Significant Impact. Implementation of the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the South Coast AQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.7-1 provides the estimated construction emissions from Project buildout.

Table 5.7-1: Project Construction Greenhouse Emissions

Year	Emissions (MT per year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO _{2e} ¹
2025	1,070.37	0.03	0.09	0.85	1,098.44
2026	248.49	0.01	0.01	0.21	252.63
Total GHG Emissions	1,318.86	0.04	0.10	1.07	1,351.07
Amortized Construction Emissions	43.96	1.36E-03	3.37E-03	0.04	45.04

Source: Urban Crossroads, 2024 (Appendix I).

¹ CalEEMod reports the most common GHGs emitted which include CO₂, CH₄, N₂O and R. These GHGs are then converted into the CO_{2e} by multiplying the individual GHG by the GWP.

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits carbon dioxide and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis (Appendix O) were utilized to quantify the GHGs from operation of the Project. To determine emissions from trucks for the proposed warehouse, the analysis incorporated the South Coast AQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2), 14.2 miles for 3-axle (MHDT) trucks, and 39.9 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages. The trip length function for industrial use has been revised to 28.60 miles and an assumption of 100% primary trips.
- **Transport Refrigeration Unit (TRU) Emissions.** In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 24 truck trips have the potential to include TRUs.
- **Onsite Cargo Handling Equipment Emissions.** It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. For purposes of analysis, it is assumed that the proposed industrial warehousing use would require two 175 horsepower, natural gas-powered cargo handling equipment – port tractor operating at 4 hours a day for 365 days of the year.
- **Stationary Source Emissions.** It is anticipated that the warehouse would require one 150 horsepower diesel-fueled fire pump and one 350 horsepower emergency generator for speculative cold storage uses. For analytical purposes, it is assumed that the fire pump and emergency generator would result in a maximum operating time of 0.5 hour per day and 50 hours per year.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.
- **Refrigerants.** Air conditioning and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA (Appendix I). CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a global warming potential of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed

at the cold storage portion of the Project would utilize refrigerants with a global warming potential of 150.

The annual GHG emissions associated with the proposed Project are summarized in Table 5.7-2. As shown, construction and operation of the Project would generate a net total of approximately 4,407.17 MTCO_{2e} per year, which would not exceed the screening threshold of 10,000 MTCO_{2e} per year. Therefore, construction and operation of the proposed Project would not generate significant GHG emissions that would have a significant effect on the environment. As such, potential impacts would be less than significant.

Table 5.7-2: Project Generated Greenhouse Gas Emissions

Emission Source	Emissions (MT per year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO _{2e}
Annual construction-related emissions amortized over 30 years	43.96	1.36E-03	3.37E-03	0.04	45.04
Mobile Source	2428.64	0.06	0.25	3.61	2509.71
Area Source	11.19	0.00	0.00	0.00	11.23
Energy Source	798.12	0.08	0.01	0.00	802.77
Water Usage	179.10	4.17	0.10	0.00	313.11
Waste	46.29	4.63	0.00	0.00	161.96
Refrigerants	0.00	0.00	0.00	23.28	23.28
Stationary	9.52	0.00	0.00	0.00	9.55
On-Site Equipment Source					94.75
TRU Source					435.76
Total CO_{2e} (All Sources)	4,407.17				

Source: Urban Crossroads, 2024 (Appendix I).

IMPACT GHG-2: THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Less than Significant Impact. As described previously, the City of Perris CAP was designed to reinforce the City’s commitment to reducing GHG emissions and demonstrate compliance with the State’s GHG emissions reduction standards. The measures identified in the CAP represent the City’s actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

- Energy measure that directs the City to create an energy action plan to reduce energy consumption citywide;
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use); and
- Solid waste measures that reduce landfilled solid waste in the City.

Further, the Project is subject to California Building Code requirements. New buildings must meet the applicable building code requirements and standards in place at the time building permit documentation submittals are made. The CALGreen Code is updated on a regular basis, with the most recently approved 2022 CALGreen Code standards having taken effect on January 1, 2023. As construction of the Project is

anticipated to be started in 2025, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. The Project includes sidewalks, bike racks, pedestrian walkways, a bus stop, and TDM measure, in compliance with the City of Perris Good Neighbor Guidelines, to encourage the use of alternative modes of transportation (walking, biking, and transit). Furthermore, the Project would be designed to achieve LEED Silver certification. Therefore, the Project would be consistent with the policies and goals of the Perris CAP and would not conflict with the CAP.

The Project would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would not interfere with the state's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050; or AB 1279's target of achieving carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB's 2022 Scoping Plan. CARB's Updated Scoping Plan reflects the 2045 target of carbon neutrality as codified by AB 1279.

The development resulting from the Project would include sustainable design features related to reduction of GHG emissions that would meet existing regulatory requirements and be consistent with the 2022 CARB Scoping Plan that provides measures to reduce GHG emissions, which the Project is consistent with as discussed below. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan. Thus, the Project would not conflict with the CARB Scoping Plan and related regulations.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Project would be consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.
- Medium/Heavy-Duty Vehicle Regulations: Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- Tractor-Trailer Greenhouse Gas Regulation: Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The Project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- Energy Efficiency – Title 24, Part 6: The proposed Project subject to the Title 24, Part 6 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.7.2, *Regulatory Setting* that reduce energy consumption. Compliance with the Title 24, Part 6 standards would be verified by the City during building permitting process.
- Renewable Portfolio Standard. As a customer of Southern California Edison, the future tenants of the Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- Million Solar Roofs Program: The Project is consistent with this scoping plan measure as the Project would provide solar-ready roofs.

- Water Efficiency and Waste Diversion: Development and operation of the Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State.

Further, the Project is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. Thus, the Project would be consistent with the State’s requirements for GHG reductions.

In addition, as detailed in Table 5.7-3 below, the Project would not conflict with the relevant General Plan policies related to GHG emissions.

Table 5.7-3: Project Consistency with the City General Plan Policies Related to GHGs

General Plan Policy	Consistency
<p>Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities.</p> <ul style="list-style-type: none"> • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations. • All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD. • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	<p>Consistent. The proposed Project would follow all applicable South Coast AQMD policies for construction and would implement best management practices during construction of the Project.</p>

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of sustainable design features. The Project would not interfere with the state’s implementation of Executive Order B-30-15 and SB 32’s target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; Executive Order S-3-05’s target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050; or AB 1279’s goal of statewide carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the state. In addition, the Project would be consistent with the relevant Perris General Plan goal and policies and the City of Perris CAP. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and potential impacts would be less than significant.

5.7.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in

combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project's contribution to the cumulative impact of GHG emissions. As described previously, the City's evaluation of impacts from industrial warehousing projects using the South Coast AQMD's 10,000 MTCO_{2e}/year threshold is conservative since it is being applied to all of the GHG emissions generated by the Project. As detailed in Table 5.7-2, the estimated GHG emissions from development and operation of the Project would be less than half of the South Coast AQMD's threshold. Therefore, no thresholds would be exceeded and the contribution of the Project to significant cumulative GHG impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

5.7.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)
- Assembly Bill 1279

Plans, Programs, or Policies

City of Perris General Plan Healthy Community Element

- Policy HC 6.3: reducing emissions from construction activities

City of Perris Climate Action Plan

City of Perris Good Neighbor Guidelines

- Policy 1.1: LEED Silver Certification
- Policy 1.19: on-site circulation signs
- Policy 2.1: air quality impact minimization

- Policy 2.6: zero emissions equipment
- Policy 2.7: solar panels
- Policy 2.8: electric plug-ins for TRUs
- Policy 2.9: CARB regulation records
- Policy 2.10: coordination with CARB and the South Coast AQMD
- Policy 2.11: TRU operations
- Policy 2.12: CALGreen Code compliance
- Policy 2.13: turn off truck engines
- Policy 5.2: truck delivery scheduling
- Policy 5.4: South Coast AQMD Rule 2202
- Policy 6.1: monthly construction reports
- Policy 6.2: CARB Tier 4 construction equipment
- Policy 6.7: construction equipment maintenance records
- Policy 6.11: CARB readily available technology
- Policy 6.12: charging of electric construction equipment
- Policy 7.5: Transportation Demand Management
- Policy 7.6: CARB regulation signage
- Policy 7.7: solar ready roofs

5.7.9 PROJECT DESIGN FEATURES

None.

5.7.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 and GHG-2 would be less than significant.

5.7.11 PVCCSP EIR MITIGATION MEASURES

None.

5.7.12 PROJECT-SPECIFIC MITIGATION MEASURES

None.

5.7.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements, potential impacts related to GHG emissions would be less than significant. No significant and unavoidable impacts associated with GHG emissions would occur.

5.7.14 REFERENCES

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5.8 Hazards and Hazardous Materials

5.8.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials, airport hazards, and physical hazards and impacts that would result from implementation of the Project. It identifies the ways that hazardous materials, airport hazards, and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. This analysis also addresses ways in which the Project may result in safety hazards for the public or future employees onsite. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*
- *Phase I Environmental Site Assessment*, Prepared by Roux Associates, Inc. (Appendix J)
- *Phase II Subsurface Investigation Letter Report*, Prepared by Roux Associates, Inc. (Appendix K)

Hazardous Waste & Airport Terminology

According to the American Society for Testing Materials (ASTM) International:

- A **recognized environmental condition** is defined as "...the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property..."
- A **historical recognized environmental condition** is defined as "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."
- A **controlled recognized environmental condition** is defined as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)"
- A **de minimis condition** is defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis conditions are not recognized environmental conditions nor controlled recognized environmental conditions."

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to the RCRA, the U.S. Environmental Protection Agency (EPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. The RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The EPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

The RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, the RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

The RCRA allows the EPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the EPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (RWQCB).

The RCRA also allows the EPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets, which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the CFR governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act, which is administered by the Research and Special Programs Administration of the US Department of Transportation (USDOT). The Hazardous Materials Transportation Act provides the USDOT with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The USDOT has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. The USDOT regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, the USDOT is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49, Code of Federal Regulations, Chapter I

Under CFR Title 49, Chapter I, the USDOT's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act authorized the Emergency Planning and Community Right-to-Know Act (42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement the Emergency Planning and Community Right-to-Know Act, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal Emergency Planning and Community Right-to-Know Act program is implemented and administered in California Governor's Office of Emergency Services, a state commission, 6 local committees, and 81 Certified Unified Program agencies. the Office of Emergency Services coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under the Emergency Planning and Community Right-to-Know Act.

5.8.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary state agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency administers the California Accidental Release Prevention program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of state and local agencies. The California Integrated Waste Management Board and the RWQCB specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency, with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the Riverside County Department of Environmental Health Hazardous Materials Branch. The Unified Program is the consolidation of six state environmental regulatory programs into one program under the authority of a Certified Unified Program Agency. A Certified Unified Program Agency is a local agency that has been certified by Cal-EPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program and Hazardous Material Identification System

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5

The DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the RCRA and the California Hazardous Waste Control Law. Both laws impose “cradle-to-grave” regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

CCR, Title 23, Chapter 16 – Underground Storage Tanks

Title 23, Chapter 16 of the CCR establishes construction requirements for new underground storage tanks; establishes separate monitoring requirements for new and existing underground storage tanks; establishes uniform requirements for unauthorized release reporting and for repair, upgrade, and closure of underground storage tanks; and specifies variance request procedures.

CCR, Title 27 – Solid Waste

Title 27 of the CCR contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

CCR, Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional state requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program (IIPP), which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, the California Highway Patrol, the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the South Coast Air Quality Management District, the Riverside County Fire Department, and the Riverside County Department of Environmental Health.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

AB 617, Community Air Protection Program

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), the California Air Resources Board (CARB) has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations have been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB was required to prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB was also required to prepare a statewide strategy to reduce toxic air contaminants and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology, adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California Ambient Air Quality Standards, and provide uniform state-wide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

5.8.2.3 Local Regulations

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster ordinances, estimate the probability of future occurrences and set goals to minimize potential risks and to reduce or eliminate long-term risk to people and property from man-made and natural hazards. The plan was prepared according to the provisions of the Disaster Mitigation Act of 2000. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Perris Local Hazard Mitigation Plan

The City of Perris has also developed and adopted a Local Hazard Mitigation Plan, which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Perris Emergency Operations Plan

The Perris Emergency Operations Plan describes emergency services training and exercises undertaken by the City. The Perris Emergency Operations Plan also outlines the mutual aid agreements (further discussed in the wildfire section) that apply to the City and other jurisdictions supporting mutual aid efforts. To better understand preparedness issues surrounding evacuation, the City has identified the potential evacuation routes within the City that connect to other parts of Western Riverside County.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to hazards and hazardous materials that are applicable to the Project:

Safety Element

- Policy S-2.1** Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.
- Policy S-2.2** Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.
- Policy S-2.3** Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.
- Policy S-2.4** Provide adequate emergency facilities to serve existing and future residents, ensuring that all new essential facilities are located outside of hazard prone areas.
- Policy S-2.5** Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
- Policy S-3.2** Develop and maintain a disaster response and evacuation program and share the relevant information with City residents and businesses.
- Policy S-3.3** Ensure businesses in Perris are prepared for emergency and disaster situations.
- Policy S-5.6** All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.
- Policy S-5.8** Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.
- Policy S-5.10** Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

- Policy S-6.2** Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.
- Policy S-6.2b** Continue to notify March Air Reserve Base, and March Inland Port Airport Authority of new development project applications and consider their input before making land-use decisions.
- Policy S-6.3** Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.
- Policy S-8.1** Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.
- Policy S-8.2** Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.
- Policy S-8.3** Facilitate coordinated, effective responses to hazardous materials emergencies in the City to minimize health and environmental risks.
- Policy S-8.4** Educate residents and businesses about proper disposal methods of household hazardous waste and the availability of less toxic materials that can be used in place of more toxic household materials.

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

The March Air Reserve Base/Inland Port Airport (MARB/IPA) Airport Land Use Compatibility Plan (ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the Riverside County Airport Land Use Commission has the responsibility of airport land use compatibility planning for public use and military airports in Riverside County. Land use compatibility for each MARB/IPA influence zone is determined through consistency with the Basic Compatibility Criteria table (Table MA-2 of the MARB/IPA ALUCP), in order to minimize the potential hazards associated with airport operations. The standards regulated by compatibility criteria are maximum density, required open space, prohibited uses, and other development conditions.

City of Perris Municipal Code

Chapter 19.51; March ARB/IP Airport Overlay Zone (MAOZ). This chapter codifies the compatibility criteria table from the MARB/IPA ALUCP (§19.51.060 – Basic compatibility criteria and notes). This chapter also prohibits certain developments or uses that may result in hazards to flight operations. All ministerial and discretionary actions within the MAOZ must be reviewed for consistency to these criteria.

Title 20; Fire Protection Regulations. The Perris Municipal Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council. The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

5.8.3 ENVIRONMENTAL SETTING

Environmental Site Conditions

The Project site is currently undeveloped and disturbed from previous agricultural activities. The site is vacant, except for the southeast portion of the site which is used as an unpaved storage yard for the adjacent warehouse building. The Project site contains ruderal habitat, consisting of non-native grasses. In addition, the site is disked on a regular basis for weed abatement. The site is relatively flat with a gentle slope from southeast to northwest. The offsite improvement alignments consist of paved roads.

The Project site was historically used for agricultural purposes as early as 1938 through approximately 1978. As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used on site and exist in site soils.

Uses surrounding the Project site are mixed urban uses that are similar to those within the southern portion of the City of Perris.

- **North:** Ramona Expressway, followed by commercial uses.
- **South:** Commercial uses.
- **East:** Three non-conforming residential houses that operate industrial-type businesses on property and Brennan Avenue, followed by industrial uses.
- **West:** Webster Avenue followed by undeveloped land and Val Verde Regional Learning Center.

The Phase I Environmental Site Assessment (Phase I ESA), as included as Appendix J, did not identify any off-site hazardous material sources of environmental concern surrounding the Project site. An adjacent warehouse building, located at 3660 Brennan Avenue, was occupied by Starcrest Products. This property was listed in several hazardous waste databases compiled pursuant to Government Code Section 65962.5. In addition, Starcrest Products was issued a Waste Discharge Requirement permit and was recorded to generate unspecified oil-containing waste, off-specification, aged or surplus organics, waste oil and mixed oil, and unspecified alkaline solution. However, the site was determined to not pose any environmental concerns for the Project site (Appendix J).

Wildland Fire

According to the City of Perris General Plan Safety Element and the Riverside County GIS system, the Project site is not within a high or very high fire hazard severity zone.

Schools

The Val Verde Regional Learning Center, Val Verde High School, and Val Verde Academy are within 0.25 mile of the Project, located at 3710 Webster Avenue and 972 Morgan Street, respectively.

Evacuation Routes

According to the City of Perris General Plan Safety Element, Figure S-1: *Potential Evacuation Routes*, Ramona Expressway, which abuts the Project site to the north, is designated as a City evacuation route.

Airports

March Air Reserve Base

The Project site is located approximately 1.5 miles southeast of MARB/IPA. The Project site is located in MARB/IPA ALUCP Compatibility Zone C1, defined as the Primary Approach/Departure Zone. The risk level associated with Compatibility Zone C1 is considered moderate due to the proximity to low altitude overflight

corridors (RCALUC, 2014). In addition, portions of the parcels along Brennan Avenue are within the Approach-Departure Surface and 7:1 Transitional Surface. In addition, the Project site is within the 60 dBA CNEL noise contour, which is considered a moderate noise impact per MARB/IPA ALUCP standards.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- HAZ-2 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;
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- HAZ-4 Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- HAZ-5 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, result in a safety hazard or excessive noise for people residing or working in the project area;
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

The Initial Study established that the Project would result in less than significant impacts related to Threshold HAZ-7. No comments were provided regarding wildland fires in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of this impact is required in this Draft EIR.

5.8.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, state, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA (Appendix J) and Phase II ESA (Appendix K) prepared for Project. The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources (EDR) database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Project site. The Phase II ESA is based on the results of shallow soil sampling conducted at the Project site.

The evaluation of significance of potential impacts related to airport safety considers both direct safety effects related to aircraft operations and indirect effects related to development within the vicinity of an airport, per compliance with the MARB/IPA ALUCP. The airport hazards analysis presented in this section is based on Project consistency with the MARB/IPA ALUCP and Perris Municipal Code Chapter 19.51 - MARCH ARB/IP Airport Overlay Zone (MAOZ).

5.8.6 ENVIRONMENTAL IMPACTS

IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

Less than Significant Impact. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

Construction contractors would be required to comply with federal, state, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the USDOT, CalOSHA, CalEPA, DTSC, and the Riverside County Department of Environmental Health. Additionally, construction activities would require implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit and enforced by the Santa Ana RWQCB and the City during the construction permitting and inspection process. The SWPPP is required to include strict onsite handling rules and best management practices to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Project site would be ensured during Project permitting procedures to limit potentially significant hazards to construction workers, the public, and the environment, which would reduce potential impacts to a less than significant level.

Operation

The Project site would be developed with a high-cube warehouse with cold storage. Depending on the type of business that would occupy the proposed warehouse building, operations may involve the storage and use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR,

Title 40, Part 263) that are enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of Riverside Department of Environmental Health.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with a managing local agency, known as the Certified Unified Program Agency. In Riverside County, including the City of Perris, the County Department of Environmental Health is the Certified Unified Program Agency. If the operations of future tenants of the proposed warehouse facility exceed established thresholds, Certified Unified Program Agency permits would be required. The City requires businesses subject to any of the Certified Unified Program Agency permits to file a Business Emergency/Contingency Plan. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. In addition, the Project would be restricted from allowing bulk storage of hazardous materials on site due to the development conditions of the Riverside County ALUC Intensity Standards for Zone C1. Compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related to the routine transport, use, and disposal of the hazardous materials to a less than significant level.

IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Less than Significant Impact. As described previously, the Project site was historically used for agricultural purposes as early as 1938 through approximately 1978, and there is a potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers, were used on site. Thus, a Phase II ESA was conducted (included in Appendix K), to sample the soil for arsenic, lead, and organochlorine pesticides. The Phase II ESA concluded that concentrations of each substance were below regulatory thresholds and/or regional background concentrations, and no mitigation or further investigations were needed. Therefore, the Project would not create a significant hazard to the public or environment through accidental release of hazardous materials related to previous agricultural uses. Potential impacts would be less than significant.

Construction

As described previously, construction of the Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction best management practices (through implementation of a required SWPPP implemented by City conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the Project's potential construction-related impacts would be less than significant.

Operation

As discussed in Impact HAZ-1, the future tenants within the Project site may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; Riverside County regulations;

and Perris regulations enforced by the USEPA, USDOT, CalEPA, CalOSHA, DTSC, and County of Riverside Department of Environmental Health. The Riverside County Department of Environmental Health, as the Certified Unified Program Agency would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, state, and federal government authorities. Moreover, the proposed development Project would include a Water Quality Management Plan (WQMP). Best management practices would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. Therefore, operations within the Project site would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Potential impacts related to hazardous materials from operation would be less than significant.

IMPACT HAZ-3: THE PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL.

Less than Significant Impact. The closest school sites are Val Verde Regional Learning Center, Val Verde High School, and Val Verde Academy, located at 972 Morgan Street, Perris, CA 92571, approximately 240 feet southwest of the Project site.

Construction

Heavy construction equipment (e.g., dozers, excavators, tractors) would be used for construction at the Project site. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact HAZ-1, use of the hazardous materials would be regulated by the DTSC, EPA, CalOSHA, and the Riverside County Department of Environmental Health. Additionally, as discussed in Draft EIR Section 5.2, *Air Quality*, construction-related emissions would be regulated by South Coast AQMD Rules 401 and 403. In addition, total construction emissions were also determined to not exceed South Coast AQMD localized significance criteria pollutant thresholds. Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

Though the future occupants at the Project are unknown, as discussed in Impact HAZ-1, hazardous materials typically used at high-cube warehousing may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the businesses would also be required to comply with Certified Unified Program Agency permitting requirements and create a Business Emergency/Contingency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. The businesses would be required to install and maintain equipment and supplies for containing and cleaning up spills of hazardous materials. Workers would be trained to contain and cleanup spills and notify the Riverside County Department of Environmental Health and/or other appropriate emergency response agencies, as needed. Additionally, the proposed building would be designed to allow all operations to be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, and the loading and unloading of trailers at the loading bays. Therefore, potential hazards would be contained within the proposed building.

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, operational emissions of pollutant emissions or diesel particulate matter from the Project would not exceed established localized significance thresholds. Therefore, the use of hazardous materials and the generation of hazardous emissions within the Project site would not pose a significant hazard at nearby schools, and operational impacts would be less than significant.

IMPACT HAZ-4: THE PROJECT WOULD NOT 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 CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

No Impact. The Phase I ESA prepared for the Project site included searches of federal, state, and local databases to determine whether hazardous materials sites were within and/or surrounding the Project. The Project site is not listed on any hazardous materials site databases. Table 5.8-1 summarizes the properties surrounding the Project site that are listed on hazardous materials databases. As described in Table 5.8-1, two sites are located adjacent to the Project site, and three sites are classified as “orphan sites” which have incomplete geographic location data. As determined in the Phase I ESA, none of these sites are considered a recognized environmental condition for the Project site. Therefore, the site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, no impact would occur.

Table 5.8-1: Hazardous Materials Sites Near Project Site

Property	Address	Listed Database	Status	Significant?
Adjoining and Nearby Properties				
1. Starcrest Products	3660 Brennan Avenue	CIWQS, HWTS, HAZNET, CERS, FINDS, ECHO, RCRA NONGEN	This site was issued a Waste Discharge Requirement permit, which has a historical status. Hazardous waste generated by this facility include unspecified oil-containing waste, off-specification, aged or surplus organics, waste oil and mixed oil, and unspecified alkaline solution. There was no information pertaining to a hazardous release or contamination.	No
2. March Air Force Base – OU-4 Site 21 Condure’s Effluent Pond	Webster Avenue and Morgan Street	DOD	This site was used as an off-site wastewater holding pond for the March Air Force Base. Sanitary and industrial wastewater underwent primary and secondary treatment prior to discharge into the pond. The contaminants of concern were metals, VOCs, and pesticides; however, only iron and thallium were identified above applicable screening criteria. In September 2005, the site was determined to be “no action” in the Final Operable Unit 4 Record of	No

Property	Address	Listed Database	Status	Significant?
			Decision. The site has been redeveloped as part of a large distribution facility.	
Orphan Sites¹ Potentially Nearby				
3. Perris Valley Industrial Corridor Infrastructure Project	Webster Avenue at Ramona Expressway	CIWQS	This site was associated with a stormwater construction permit that has been terminated. This listing is not considered a recognized environmental condition for the Project site due to the lack of hazardous substance or petroleum product use associated with the listing.	No
4. Perris Valley Industrial Infrastructure	Brennan Avenue, Webster Avenue, Morgan Street	CIWQS	This site was associated with a stormwater construction permit that has been terminated. This listing is not considered a recognized environmental condition for the Project site due to the lack of hazardous substance or petroleum product use associated with the listing.	No
5. Perris 25 Offsite Public Improvements	Webster Avenue	CIWQS	This site was associated with a stormwater construction permit that has been terminated. This listing is not considered a recognized environmental condition for the Project site due to the lack of hazardous substance or petroleum product use associated with the listing.	No

¹ Orphan sites refer to sites that cannot be properly located due to incomplete/incorrect geographic location data or address information.

CERS database is maintained by the California Environmental Protection Agency

CIWQS (California Integrated Water Quality System) is maintained by the State and Regional Water Quality Control Boards

ECHO database is maintained by Environmental Protection Agency

FINDS database is maintained by the Environmental Protection Agency

HAZNET database is extracted from the copies of hazardous waste manifests received annually year by the DTSC.

HWTS (Hazardous Waste Tracking System) is maintained by the DTSC and is a repository for hazardous waste identification numbering and manifest information.

RCRA NonGen/NLR database is maintained by the Environmental Protection Agency

Source: (Appendix J)

IMPACT HAZ-5: THE PROJECT WOULD NOT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, BE WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT.

Less than Significant Impact. The Project site is located approximately 1.5 miles southeast of MARB/IPA. The Project site is located within MARB/IPA ALUCP Compatibility Zone C1 (RCALUC 2014). Safety hazards within Zone C1 are primarily related to the proximity to the overflight corridor. The risk level associated with Compatibility Zone C1 is considered moderate and the noise impact is considered moderate. The Project site is located within the 60 dBA CNEL noise level contour boundaries from MARB/IPA. Consistent with Municipal Code Section 19.51.040, the Project is not required to go through ALUC review and consistency determination because: 1) the City created an Airport Overlay Zone component to the City’s land use planning to accommodate development within the City consistent with the land use designations of the MARB/IPA ALUCP; and 2) there is no legislative action (i.e., general plan amendment, specific plan amendment, or change of zone) required or proposed.

Municipal Code Section 19.51.060 lists the compatibility criteria for each zone. Industrial land uses in the C1 Zone are prohibited from having a maximum single-acre intensity of 250 people per acre. Based on the County of Riverside General Plan employee generation factor of 1 employee per 1,030 square feet of Light Industrial space, the Project would result in approximately 536 employees. These employees would work within a warehouse with a building footprint of 546,922 square feet, which would cover approximately 12.56 acres and equate to an average of 43 people per acre. The Project is not classified as a prohibited use¹ nor would it construct any hazards to flight².

Therefore, the Project would be a consistent use, as outlined in the MARB Basic Compatibility Criteria, and the Project would not pose a safety hazard to the people working in the area.

In addition, the PVCCSP EIR contains mitigation measures that must be implemented, if applicable, for all development projects within the PVCC planning area. As discussed in the PVCCSP EIR, the Airport Land Use Commission found the PVCCSP land uses to be compatible with applicable land use compatibility plans with the incorporation of PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6. Therefore, the Project would implement these PVCCSP mitigation measures related to MARB/IPA compatibility, as listed in Section 5.8.10 below. With implementation of the PVCCSP EIR mitigation measures, potential impacts from the Project would be less than significant.

IMPACT HAZ-6: THE PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF, OR PHYSICALLY INTERFERE WITH, AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Less than Significant Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (July 2018), which the City of Perris participates in, that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. In addition, the City maintains their own Perris Local Hazard Mitigation Plan and City of Perris Emergency Operations Plan. The Project would operate a high-cube warehouse building that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and California Fire Code (adopted as Perris Municipal Code Sections 16.08.050 and 16.08.058, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan, the Perris Local Hazard Mitigation Plan, or the Perris Emergency Operations Plan.

Construction

According to the City of Perris General Plan Safety Element (Figure S-1, *Potential Evacuation Routes*), Ramona Expressway is designated as a general evacuation route. The proposed construction activities, including equipment and supply staging and storage, would occur within the Project site and would not restrict access of emergency vehicles to the Project site or adjacent areas. During construction of driveways to Webster Avenue, Ramona Expressway, and Brennan Avenue, as well as connections to existing infrastructure along Webster Avenue, the roadways would remain open to ensure adequate emergency access to the Project area and vicinity. Construction activities within the Project site that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. In accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), prior to any activity that would encroach into a right-of-

¹ Children's schools, day care centers, libraries, hospitals, congregate care facilities, places of assembly, noise-sensitive outdoor nonresidential uses such as: major spectator-oriented sports stadiums, amphitheatres, concert halls and drive-in theaters. (RCALUC, 2014)

² Tall objects; visual and electronic forms of interference with the safety of aircraft operations; development that may cause the attraction of birds (certain crops, farming activities, confined livestock operations, fish production). (RCALUC, 2014)

way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the City's Building and Safety Division during the construction permitting process. Therefore, the Project would not block any evacuation routes along Ramona Expressway or conflict with an emergency response plan, and potential impacts related to interference with an adopted emergency response or evacuation plan during construction activities would be less than significant.

Operation

Vehicular access to the Project site would be provided from Ramona Expressway and Webster Avenue. The Project site would include one 26-foot-wide driveway along Webster Avenue, one 30-foot-wide driveway along Ramona Expressway, and two 50-foot-wide driveways along Brennan Avenue. Truck access would be provided through the inbound and outbound driveways along Brennan Avenue. Additionally, there would be a designated 26-foot-wide emergency vehicle access driveway along Ramona Expressway. Internal circulation would be provided by 26-foot to 75-foot-wide drive aisles. Therefore, the Project would provide adequate and safe circulation to, from, and through the Project site and would provide a variety of routes for emergency responders to access the site and surrounding areas. The development would comply with Municipal Code standards, which require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. Therefore, operation of the Project would not impair implementation or interfere with adopted emergency response or evacuation plans. Potential impacts would be less than significant.

5.8.7 CUMULATIVE IMPACTS

Hazardous Materials

The cumulative hazardous materials impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR. Cumulative development within the City would have the potential to expose residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may contain hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on future project sites, appropriate remediation activities would be required pursuant to standard federal, state, and regional regulations. Compliance with the relevant federal, state, and local regulations, as listed above in Section 5.8.2, during operation and construction throughout the Project site, as well as during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

Airport Hazards

The cumulative archaeological impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the MARB/IPA ALUCP area. Cumulative development within the vicinity of the MARB would have the potential to expose future residents and workers to safety and/or noise hazards from operation of aircraft. Compliance with the Basic Compatibility Criteria table from the MARB/IPA ALUCP and the MAOZ, as outlined in the Perris Municipal Code Chapter 19.51.060, would ensure that the Project and future development within the vicinity would not represent a hazard to people as a result of airport operations. As previously described, the Project does not propose the development of highly noise-sensitive outdoor nonresidential uses or hazards to flight, such

as tall objects, visual or electronic forms of interference, or development that may attract birds. In addition, land uses and developments that would result in potential hazards to flight operations (listed in Section 19.51.060 of the Municipal Code) would be prohibited. Therefore, the Project would not result in cumulatively considerable impacts related to MARB/IPA hazards, and cumulative impacts would be less than significant.

5.8.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- United States Code of Federal Regulations Title 49, Chapter I: Pipeline and Hazardous Materials Safety Administration, Department of Transportation
- United States Code of Federal Regulations Title 29, Section 1926.62: Engineering and work practice controls to reduce employee exposure to lead
- United States Code of Federal Regulations Title 40, Part 761: Polychlorinated Biphenyls (PCBs) Manufacturing, Processing, Distribution in Commerce, and Use Prohibitions
- United States Code of Federal Regulations Title 29, Section 1910.120: Hazardous waste operations and emergency response

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Health and Safety Code Section 39650 et seq.: Toxic Air Contaminants

Local

- City of Perris Municipal Code Chapter 19.51: March ARB/IP Airport Overlay Zone (MAOZ)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

Plans, Programs, or Policies

None.

5.8.9 PROJECT DESIGN FEATURES

None.

5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts HAZ-1 through HAZ-4 and HAZ-6 would be less than significant.

As required under the PVCCSP, upon implementation of the PVCCSP EIR mitigation measures, Impact HAZ-5 would be less than significant.

5.8.11 PVCCSP EIR MITIGATION MEASURES

MM Haz 1. Any proposed industrial uses located within one-quarter mile of Val Verde High School (located at 972 Morgan Street, between Nevada Road and Webster Avenue, Perris, CA) or any other existing or proposed school shall perform project-level CEQA review to determine the potential for project-specific impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste. *[Status: Applicable to the Project and implemented through the impact discussions under thresholds AQ-3 and HAZ-3.]*

MM Haz 2. Prior to the recordation of a final map, issuance of a building permit, or conveyance to an entity exempt from the Subdivision Map Act, whichever occurs first, the landowner shall convey an avigation easement to the MARB/March Inland Port Airport Authority. *[Status: Applicable to the Project and will be incorporated in its MMRP.]*

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. *[Status: Applicable to the Project and will be incorporated in its MMRP.]*

MM Haz 4. The following notice shall be provided to all potential purchasers and tenants: "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)" *[Status: Applicable to the Project and will be incorporated in its MMRP.]*

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. [Status: Applicable to the Project and will be incorporated in its MMRP.]

MM Haz 6. A minimum of 45 days prior to submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with FAA to resolve any adverse effects on aeronautical operations. [Status: Applicable to the Project and will be incorporated in its MMRP.]

MM Haz 7. Prior to any excavation or soil removal action on a known contaminated site, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to Land Disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any implementing development projects require imported soils, proper sampling shall be conducted to make sure that the imported soil is free of contamination. [Status: Not applicable to the Project site as demonstrated in Phase I Environmental Site Assessment (Appendix F).]

5.8.12 PROJECT-SPECIFIC MITIGATION MEASURES

None.

5.8.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hazards and hazardous materials have been identified and potential impacts would be less than significant.

5.8.14 REFERENCES

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5.9 Hydrology and Water Quality

5.9.1 INTRODUCTION

This section describes the environmental and regulatory settings and identifies potential impacts for hydrology and water quality resources. This section includes data from:

- *City of Perris General Plan 2030*, adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*
- *Preliminary Hydrology Report*, prepared by Adkan Engineers (Appendix L)
- *Project Specific Water Quality Management Plan*, prepared by Adkan Engineers (Appendix M)

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Clean Water Act

The Clean Water Act established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the Project are:

- Sections 303 and 304, which provide water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop a Total Maximum Daily Loads for each of the listed pollutants. The Total Maximum Daily Load is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the Total Maximum Daily Load, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (RWQCBs).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the local RWQCBs. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System

The NPDES Permit program under the Clean Water Act controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved state NPDES program. The U.S. Environmental Protection Agency (EPA) has delegated authority for NPDES permitting to the SWRCB, which has nine regional boards. The Santa Ana RWQCB regulates water quality in the City of Perris. Discharge of stormwater runoff from construction areas of one acre or more requires either an

individual permit issued by the RWQCB or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

5.9.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the SWRCB to provide comprehensive protection for California's waters through water allocation and water quality protection. The SWRCB implements the requirements of the Clean Water Act and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine RWQCBs, including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements. Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The City of Perris is within the Santa Ana River Basin, Region 8, in the San Jacinto sub-watershed. The Water Quality Control Plan for this region was adopted in 1995. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California's water quality program is the State's Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (SWRCB Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The state of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ). The latest Construction General Permit amendment will become effective September 1, 2023. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Construction General Permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater

effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The Construction General Permit requires project applicants to file a Notice of Intent with the SWRCB to discharge stormwater, and to prepare and implement a SWPPP for projects that disturb one or more acres of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association (CASQA) BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The SWRCB adopted the Low Impact Development Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The SWRCB has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. The Low Impact Development Policy is a proven approach to manage stormwater. The RWQCBs are advancing Low Impact Development in California in various ways, including provisions for Low Impact Development requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

5.9.2.3 Regional/Local Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the Riverside County area of the Santa Ana River Basin, management and control of the MS4 is shared by a number of agencies, including the Riverside County Flood Control and Water Conservation District, Riverside County, and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet,

Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Norco, Perris, Riverside and San Jacinto. The City of Perris Department of Public Works is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana RWQCB issued an area wide MS4 permit to the County of Riverside and multiple municipalities in Riverside County, including the City of Perris. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8-2002-0011, NPDES No. CAS 618033. On June 7, 2013, the Santa Ana RWQCB amended the permit (Order No. R8-2013-0024) to include the Cities of Eastvale and Jurupa Valley. On January 29, 2015, the Permittees received an administrative extension of the Riverside County Municipal Stormwater Permit (NPDES No. CAS618033) from the Santa Ana RWQCB.

Riverside County Stormwater Compliance Program

The Riverside County Drainage Area Management Plan is the guidance document for the Project's stormwater design compliance with Santa Ana RWQCB requirements. The MS4 permit requires that a preliminary project-specific WQMP be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development principles.
- Evaluate feasibility of on-site Low Impact Development BMPs.
- Maximum hydrologic source control, infiltration, and biotreatment BMPs.
- Select applicable source control BMPs.
- Address post-construction BMP maintenance requirements.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to hydrology and water quality that are applicable to the Project:

Safety Element

Goal S-4 A community where the potential impacts associated with flood-related hazards are minimized.

Policy S-4.1 Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.

Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.

Conservation Element

Goal VI **Water Quality.** Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.

Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).

Goal VIII **Sustainable Future.** Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.

Policy VIII.A Adopt and maintain development regulations that encourage water and resource conservation.

City of Perris Municipal Code

Chapter 14.22 (Storm Water/Urban Runoff Management and Discharge Control). This chapter sets forth the requirements for preparation of project-specific Water Quality Management Plans (WQMP). A site specific WQMP shall identify best management practices (BMPs) to ensure that water quality of receiving waters is not degrading following a development project. New projects are required to submit a project-specific WQMP prior to the first discretionary project approval or permit.

Chapter 15.05; Standards for Flood Hazard Reduction. Chapter 15.05 of the Perris Municipal Code sets forth provisions and standards for development within flood hazard zones in the city. In AE flood zones, nonresidential construction is required to be floodproofed or elevated above the base elevation. Chapter 15.05 also includes regulations and prohibitions for development in floodways, which require developments to demonstrate that the development would not increase flood elevation levels.

5.9.3 ENVIRONMENTAL SETTING

Regional Hydrology

The City of Perris is in the in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The San Jacinto watershed in western Riverside County consists mainly of snowmelt and storm runoff from the Santa Rosa and San Jacinto mountains.

Watershed

The Project site is located in the San Jacinto River watershed. The San Jacinto River is a 42-mile-long river in Riverside County. The watershed covers approximately 780 square miles in western Riverside County. The river's headwaters are in Santa Rosa and San Jacinto Mountains National Monument. Water flows downstream and eventually ends in Lake Elsinore. The natural flow of water through the San Jacinto Watershed carries nutrient-rich sediment into our Canyon Lake and Lake Elsinore (LESJWA, 2023).

The San Jacinto River watershed is regulated by the Santa Ana RWQCB. The Santa Ana RWQCB manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana RWQCB's jurisdiction encompasses 2,800 square miles.

Groundwater Basin

The Project site is located within the West San Jacinto Groundwater Basin and is managed through the West San Jacinto Groundwater Management Plan. Within the West San Jacinto Groundwater Basin, the Project site is located within the Perris North groundwater management zone. The Eastern Municipal Water District (EMWD) oversees groundwater monitoring programs within the plan area. Native potable groundwater production in the Hemet/San Jacinto Basin is limited according to Hemet/San Jacinto Management Plan provisions to prevent continued overdraft.

Water Quality

Surface

The nearest surface water is the Perris Valley Storm Drain Channel, located approximately 1.5 miles to the east of the Project site. The Perris Valley Storm Drain Channel is the main receiving water for the Project site and is not classified as an impaired water body. Other receiving waters include the San Jacinto River (Reach 1 through 3), which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are

classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients and pathogens (Canyon Lake) and polychlorinated biphenyls and sediment toxicity (Lake Elsinore). Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site is a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

The City of Perris has adopted the EPA's NPDES regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana RWQCB issued the City a MS4 Permit (Order No. R8-2002-0011), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Groundwater

As identified by the EMWD 2020 Urban Water Management Plan, potable groundwater is produced from the West San Jacinto Basin and the Hemet/San Jacinto Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use.

Existing Drainage

Topographically, the Project site is relatively flat with an elevation of 1,486 feet above mean sea-level in the southwest corner to 1,471 feet above mean sea-level in the northeast corner. Existing onsite runoff follows the topography, which slopes approximately 0.9 percent in a southwest to northeast direction.

Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C1430H), the Project site is primarily located in Zone X, which is an area of minimal flood hazard. Per Figure S-4, *Dam Inundation Zones*, from the City of Perris General Plan Safety Element, the Project site is not located within a dam inundation hazard zone.

5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin;
- HYD-3 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 a substantial erosion or siltation on- or off-site;
- HYD-4 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;
- HYD-5 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;

- HYD-6 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;
- HYD-7 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or
- HYD-8 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

The Initial Study determined that the Project would not result in impacts related to Thresholds HYD-6 and HYD-7. No comments were provided regarding these issues in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of these impacts is required in the Draft EIR.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the Project would be required to comply with relevant federal, state, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in the Regulatory Setting Section above), and are implemented to specific waterbodies, such as 303(d) requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the Project to a less than significant impact.

5.9.6 ENVIRONMENTAL IMPACTS

IMPACTS HYD-1: THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY.

Less than Significant Impact.

Construction

The nearest receiving water is the Perris Valley Storm Channel, located approximately 1.5 miles east of the Project site. Other receiving waters include the San Jacinto River, Canyon Lake, and Lake Elsinore. The San Jacinto River (Reach 1 through 3) is not classified as an impaired water body. However, Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients and pathogens (Canyon Lake) and polychlorinated biphenyls and toxicity (Lake Elsinore). Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site could be a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

Implementation of the Project would include site preparation, construction of new buildings, and infrastructure improvements on the Project site. Grading, stockpiling of materials, excavation and the import/export of soil

and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and consequently, degradation of water quality. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction would be implemented as part of a SWPPP as required by the City of Perris and the MS4 permit, and verified during Project permitting, to reduce the potential of Project construction activities resulting in a degradation of water quality to a less than significant level.

Pursuant to Perris Municipal Code Chapter 14.22, the Project would be required to implement an erosion control plan to minimize potential erosion and subsequent degradation of water quality, which is also required as part of the SWPPP. An erosion control plan would be prepared by a qualified SWPPP developer, as further described below in threshold HYD-3.

Mandatory compliance with the SWPPP would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works and Engineering Administration Department prior to issuance of grading permits to ensure that the required BMPs are implemented during construction of the Project. Therefore, compliance with the Perris Municipal Code, MS4 permit, and other applicable requirements, which would be verified during the City's construction permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

Post construction, the Project site would support operation of a new 551,922-square-foot high-cube warehouse building with associated surface parking and landscaping. Project operation would introduce the potential for pollutants such as chemicals from cleaners, pesticides and sediment from landscaping, trash and debris, and oil and grease from vehicles. These pollutants could potentially discharge into surface waters and result in degradation of water quality. However, in accordance with State Water Resources Board Order No. R8-2002-0011, NPDES No. CAS618033, the Project would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development site design, source control, and treatment control BMPs. Source control BMPs would minimize the introduction of pollutants that may result in water quality impacts, as listed in Table 5.9-1.

Table 5.9-1: Permanent and Operational Source Control Measures

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
On-site storm drain inlets	<ul style="list-style-type: none"> • Mark all inlets with the words “Only Rain Down the Storm Drain” or similar. Catch basin markers may be available from the Riverside County Flood Control and Water Conservation District. • On-site drainage structures, including all storm drain clean outs, area drains, inlets, catch basins, inlet & outlet structures, lift stations, forebays, & water treatment control basins shall be inspected and maintained on a regular basis to ensure their operational adequacy. • Inspect and maintain before each rainy season and after the first heavy rain. 	<ul style="list-style-type: none"> • Maintain and periodically repaint or replace inlet markings as needed; at least every 5 years. Inspect annually every summer. • Provide stormwater pollution prevention information to new site owners, lessees, or operators. • See applicable operations BMPs in Fact Sheet SC-44, “Drainage System Maintenance,” in Appendix 10 (CASQA Stormwater Quality Handbook at www.cabmphandbooks.com) • Include the following in lease agreements: “Tenants shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains.” • Maintenance should include removal of trash, debris, & sediment and the repair of any deficiencies or damage that may impact water quality. • Maintain at least once in September prior to the rainy season and after each storm as needed.
Interior floor drains and elevator shaft sump	The interior floor drains and elevator shaft sump pumps will be plumbed to sanitary sewer.	Inspect and maintain drains at least once annually to prevent blockages and overflow.
Landscape/Outdoor Pesticide Use	<p>The final landscape shall be designed to accomplish all of the following:</p> <ul style="list-style-type: none"> • Preserve existing native trees, shrubs, and ground cover to the maximum extent possible. • Design landscape to minimize irrigation and runoff, to promote surface infiltration where appropriate and to minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. • Where landscaped areas are used to retain or detain stormwater, specify plants that are tolerant of saturated soil conditions. 	<ul style="list-style-type: none"> • Maintain landscaping using minimum or no pesticides. • See applicable operational BMPs in “What you should know for “Landscape and Gardening” at http://rcflood.org/stormwater and Appendix 10. • Provide IPM information to new owners, lessees and operators. • Landscape maintenance should include mowing, weeding, trimming, removal of trash & debris, repair of erosion, revegetation, and removal of cut & dead vegetation. It should be completed before rainy season and as needed.

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
	<ul style="list-style-type: none"> • Consider using pest-resistant plants, especially adjacent to hardscape. • To ensure successful establishments, select plants appropriate to site, soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions. • Pesticide usage should be at a necessary minimum and be consistent with the instructions contained on product labels and with the regulations administered by the State Department of Pesticide Regulation. Pesticides should be used at an absolute minimum or not at all in the retention/infiltration basin. If used, it should not be applied in close proximity to the rainy season. 	<ul style="list-style-type: none"> • Irrigation maintenance should include the repair of leaky or broken sprinkler heads, the maintaining of timing apparatus accuracy, and the maintaining of shut off valves in good working order.
<p>Refuse Trash Storage areas</p>	<p>Trash container storage areas shall be paved with an impervious surface, designed not to allow run-on from adjoining areas, designed to divert drainage from adjoining roofs and pavements from the surrounding area, and screened or walled to prevent off-site transport of trash.</p> <p>Trash dumpsters (containers) shall be leak proof and have attached covers or lids.</p> <p>Trash enclosures shall be roofed per City standards and the details on the FWQMP Exhibit in Appendix 1.</p> <p>Trash compactors shall be roofed and set on a concrete pad per City standards. The pad shall be a minimum of one foot larger all around than the trash compactor and sloped to drain to a sanitary sewer line. Connection of trash area drains to the MS4 is prohibited.</p> <p>Signs shall be posted on or near dumpsters with the words “Do not dump hazardous materials here” or similar.</p>	<ul style="list-style-type: none"> • Adequate number of receptacles shall be provided. Inspect receptacles monthly; repair or replace leaky receptacles as needed. Keep receptacles covered. • Prohibit/prevent dumping of liquid or hazardous wastes. Post “no hazardous materials” signs. • Inspect and pick up litter daily and clean up spills immediately. • Keep spill control materials available on-site. • See Fact Sheet SC-34, in Appendix 10, “Waste Handling and Disposal” in the CASQA Stormwater Quality Handbook at www.cabmphandbooks.com

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
<p style="text-align: center;">Loading Docks</p>	<p>Loading docks will not be covered and are 4 feet above finished pavement surface.</p> <p>Spill kits are to be kept on-site at all times.</p>	<ul style="list-style-type: none"> • Move loaded and unloaded items indoors as soon as possible. • Inspect for accumulated trash and debris. Implement good housekeeping procedures on a regular basis. Sweep areas clean instead of using wash water. • Loading docks will be kept in a clean and orderly condition, through a regular program of sweeping and litter control, and immediate cleanup of any spills or broken containers. Property owner will ensure that loading docks will be swept as needed. Cleanup procedures will not include the use of wash-down water. Property owner will be responsible for implementation of loading dock housekeeping procedures. • See the Fact Sheet SC-30, in Appendix 10, "Outdoor Loading and Unloading" in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com
<p style="text-align: center;">Fire Sprinkler Test Water</p>	<p>Provide a means to drain fire sprinkler test water to the sanitary sewer</p>	<ul style="list-style-type: none"> • See the note in the Fact Sheet SC-41, in Appendix 10, "Building and Grounds Maintenance", in the CASQA Stormwater Quality Handbooks at www.cabmphandbooks.com
<p>Miscellaneous Drain or Wash Water or Other Sources</p> <p style="padding-left: 40px;">Boiler Drain Lines</p> <p style="padding-left: 40px;">Condensate Drain Lines</p> <p style="padding-left: 40px;">Rooftop Equipment</p> <p style="padding-left: 40px;">Drainage Sumps</p> <p style="padding-left: 40px;">Roofing, Gutters, and Trim</p> <p style="padding-left: 40px;">Other sources</p>	<p>Boiler drain lines shall be directly or indirectly connected to the sanitary sewer system and may not discharge to the storm drain system.</p> <p>Condensate drain lines may discharge to landscaped areas if the flow is small enough that runoff will not occur.</p> <p>Condensate drain lines may not discharge to the storm drain system.</p> <p>Rooftop equipment with potential to produce pollutants shall be roofed and/or have secondary containment.</p> <p>Any drainage sumps on-site shall feature a sediment sump to reduce</p>	<ul style="list-style-type: none"> • n/a

Potential Sources of Runoff Pollutants	Permanent Structural Source Control BMPs	Operational Source Control BMPs
	the quantity of sediment in pumped water. Avoid roofing, gutters and trim made of copper or other unprotected metals that may leach into runoff. Include controls for other sources as specified by local reviewer.	
Plazas, sidewalks, and parking lots	Spill kits are to be kept on-site at all times.	<ul style="list-style-type: none"> ● Sweep plazas, sidewalks, and parking lots weekly and before the rainy season to prevent accumulation of litter and debris. ● Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

In addition, Low Impact Development BMPs would be implemented to treat stormwater runoff. The Project would construct two underground stormwater chambers with bioscape filtering systems for treatment of runoff. The Project would also construct two bioretention basins with underground drains. Runoff would be treated within the bioretention basins before being discharged.

With implementation of the operational source and treatment control BMPs that is outlined in the WQMP that would be reviewed and approved by the City during the development review and permitting process, potential pollutants would be reduced to the maximum extent feasible, and implementation of the Project would not substantially degrade water quality. Therefore, potential impacts would be less than significant.

IMPACT HYD-2: THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Less than Significant Impact. The Project would not deplete groundwater supplies. The EMWD, which receives a large portion of water from imported sources (UWMP 2020), would provide water services to the Project site. The Project area overlies the Perris North Groundwater management zone, which is located within the West San Jacinto Basin, and is managed through the West San Jacinto Groundwater Management Plan. The plan manages groundwater extraction, supply, and quality. Because the groundwater basin is managed through this plan, which limits the allowable withdrawal of water from the basin by water purveyors, and the Project would not pump water from the Project area (as water supplies would be provided by the EMWD), Project operation would not result in a substantial depletion of groundwater supplies. As detailed in Section 5.17, *Utilities and Service Systems*, the EMWD would be able to provide water services to the Project without effecting water supplies.

The EMWD primarily uses imported water to recharge the groundwater basin. Although the site would result in large areas of impervious surfaces, the site soils do not function to recharge the basin. The infiltration study conducted for the Project identified that the existing site has infiltration rates ranging from 0.1 to 1.2 inches/hour, which does not allow for substantial groundwater recharge; and thus, development of the site would not substantially impact groundwater recharge. With the Project limited amounts of infiltration would

continue to occur within landscaped areas. Overall, the Project would not substantially decrease groundwater supplies or groundwater recharge and potential impacts would be less than significant.

IMPACT HYD-3: THE PROJECT WOULD NOT 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.

Less than Significant Impact.

Construction

Construction of the proposed Project would require excavation, grading, and other site preparation activities that would loosen soils, which has the potential to result in erosion and the loss of topsoil. The Project site is generally flat and does not contain substantial slopes that could induce significant erosion or siltation.

The existing NPDES Construction General Permit, as included in Perris Municipal Code Chapter 14.22 requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for construction activities that disturb 1-acre or more of soils. The SWPPP is required to address site specific conditions related to potential sources for sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alternation of drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags
- Street sweeping and vacuuming
- Storm drain inlet protection
- Stabilized construction entrance/exit
- Vehicle and equipment maintenance, cleaning, and fueling
- Hydroseeding
- Material delivery and storage
- Stockpile management
- Spill prevention and control
- Solid waste management
- Concrete waste management

In addition, a Qualified SWPPP Practitioner is required to ensure compliance with the SWPPP through regular monitoring and visual inspection during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

During Project operation, the pervious areas would be landscaped with groundcover, which would limit substantial erosion during storm events. There would be no substantial areas of bare or disturbed soil onsite subject to erosion. In addition, stormwater runoff from the addition of impervious surfaces onsite from development of the Project would be conveyed to detention basins at the southwest, southeast, and eastern portions of the site. The basins and underground chambers have been sized to capture and treat peak flow rates resulting from 10-year and 100-year storm events (Appendix L). As part of the permitting approval process, the proposed drainage, water quality design, and engineering plans would be reviewed by the City's Public Works and Engineering Administration Department to ensure it meets the City's NPDES Permit

requirements for implementation of a project specific WQMP that includes BMPs to limit the potential for erosion and siltation. Overall, adherence to the existing regulation would ensure that Project impacts related to erosion and siltation from operational impacts would be less than significant.

IMPACT HYD-4: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH 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-SITE OR OFF-SITE.

Less than Significant Impact.

Construction

According to the FEMA Map 06065C1430H, the Project site is within Flood Zone X, an area with minimal flood hazard. With the existing condition, the drainage path on-site is characterized as sheet flow in a southwest to northeast direction, following the existing topography. Construction of the Project would include activities that could temporarily alter the existing drainage pattern of the site and could result in flooding on- or off-site if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential for flooding or alteration of the drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities by a Qualified SWPPP Practitioner. Compliance with the City's NPDES Permit and a SWPPP, as verified by the City through the construction permitting process, would prevent construction-related impacts related to potential increase in runoff or flooding on or off-site from development activities. Therefore, potential impacts would be less than significant.

Operation

Development of the Project would result in a large increase in area of impervious surface (1,115,667 square feet). As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including underground storage chambers, pervious landscaped areas, and bioretention basins would be installed by the Project. Runoff from the central portion of the site would be routed into the underground storage chambers, then pumped through bioscape filtering systems. Bioretention basins at the southwest corner of the site and the northern entrance of Brennan Avenue would provide additional storage capacity. The basin and trenches have been sized to capture and treat 10-year and 100-year storm events while providing peak storm mitigation (Appendix L). The drainage facilities proposed for the Project have been sized to be consistent with the MS4 permit requirements, the Perris Municipal Code, and the Riverside County Drainage Area Management Plan, and would be verified during the City's development permitting process to ensure the proposed development would not substantially increase the rate or volume of runoff to result in flooding. Thus, implementation of the Project would not substantially increase the rate or amount of surface runoff such that flooding would occur, and potential impacts would be less than significant.

IMPACT HYD-5: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH 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.

Less than Significant Impact. As described previously, the runoff generated by the Project would be conveyed to either a bioretention basin or an underground chamber for treatment before it is discharged into public storm laterals. The basins and underground chambers have been sized to capture and treat peak flow rates resulting from 10-year and 100-year storm events (Appendix L). The proposed bioscape filtering systems, underground chambers, and bioretention basins would control drainage such that runoff would not exceed the capacity of the stormwater drainage system. The storage capacities of the Low Impact Development BMPs are summarized in Table 5.9-2.

Table 5.9-2: Required and Proposed BMP Sizing

Low Impact Development BMP	Design Capture Volume (cubic feet)	Proposed Volume (cubic feet)
Underground Detention Chamber A	13,503	14,112
Underground Detention Chamber B	36,270	36,292
Bioretention Basin C	985	1,047
Bioretention Basin D	176	652
Total	50,934	52,103

Source: Appendix M

The Preliminary WQMP determined that the storm drain facilities would provide a greater volume of storage than the required design capture volume, which is the minimum required volume of runoff to be retained to meet pollutant control requirements. Therefore, the Low Impact Development BMPs are sized adequately for the storage and treatment of runoff from 10-year and 100-year storm events. Therefore, the Project would result in a less than significant impact on the capacity of existing or planned stormwater drainage systems and/or additional sources of polluted runoff.

IMPACT HYD-8 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Less than Significant Impact. Pursuant to the Sustainable Groundwater Management Act, each high and medium priority basin, as identified by the California Department of Water Resources, is required to have a Groundwater Sustainability Agency that is responsible for groundwater management and development of a Groundwater Sustainability Plan. The EMWD Board of Directors is the Groundwater Sustainability Agency for the West San Jacinto Groundwater Basin that underlies the Project site and is responsible for development and implementation of a Groundwater Sustainability Plan. Based on the EMWD 2020 Urban Water Management Plan (UWMP), it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the forecast demand for the EMWD's entire service area.

The Project would construct a high-cube warehouse building resulting in a floor area ratio of 0.43, which is less than the 0.45 floor area ratio assumed in the PVCCSP for the LI zoning designation. Therefore, the Project's water demand has been accounted for within the 2020 UWMP and is anticipated to result in a less

than significant impact related to conflict with a water quality control plan or sustainable groundwater management plan.

5.9.7 CUMULATIVE IMPACTS

Water Quality: The cumulative water quality impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the Santa Ana River watershed. The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed because cumulative projects and developments could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. However, related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a Low Impact Development plan (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the SWRCB and implemented by the Santa Ana RWQCB to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified by the City during the development permitting process. Therefore, cumulative impacts related to water quality would be less than significant.

Drainage: The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above, with implementation of the Project the onsite pervious surfaces would increase, and stormwater runoff would be accommodated by the proposed stormwater drainage basin infrastructure. Additionally, existing drainage flow patterns would be maintained. As a result, the Project would not generate runoff that could combine with additional runoff from cumulative Projects that could cumulatively combine to impact drainage. Thus, cumulative impacts related to drainage would be less than significant.

5.9.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ
- California Water Resources Control Board Low Impact Development (LID) Policy
- Regional MS4 permit (Order No. Order No. R8- 2002-0011, NPDES No. CAS 618033)
- Riverside County Drainage Area Management Plan (DAMP)
- City of Perris Municipal Code Title 15

Plans, Programs, or Policies

None.

5.9.9 PROJECT DESIGN FEATURES

None.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts HYD-1 through HYD-8 would be less than significant.

5.9.11 PVCCSP EIR MITIGATION MEASURES

None.

5.9.12 PROJECT-SPECIFIC MITIGATION MEASURES

No mitigation measures are required.

5.9.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and potential impacts would be less than significant.

5.9.14 REFERENCES

- Adkan Engineers. (March 2023). *Project Specific Water Quality Management Plan. (Appendix M)*
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5.10 Land Use and Planning

5.10.1 INTRODUCTION

This section provides an analysis of the consistency of the Project with applicable land use plans, policies, and regulations that guide development of the Project site and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, September 2020*
- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *Perris Valley Commerce Center Specific Plan*

5.10.2 REGULATORY SETTING

5.10.2.1 Regional Regulations

Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On September 3, 2020, SCAG's Regional Council adopted *Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020)*, which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

Air Quality Management Plan

The South Coast Air Quality Management District (AQMD) and SCAG are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality in the South Coast Air Basin, which includes the City of Perris.

The 2022 AQMP was adopted by the South Coast AQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low nitrogen oxides technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 federal 8-hour ozone standard. The South Coast AQMD proposes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO_x technologies through a combination of regulatory approaches and incentives.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB). The RWQCB sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

5.10.2.2 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 consists of eight elements that serve as a guide for City decision-making and planning.

1. **Circulation Element.** The purpose of the Circulation Element is to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region.
2. **Conservation Element.** The Conservation Element strives for a balance between the urban and the natural environments. In recognizing that the natural environment will be affected as development occurs, the Conservation Element provides goals and policies as a framework for the management, preservation, and use of the City's resources.
3. **Housing Element.** The purpose of the Housing Element of the Perris General Plan is to ensure the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. It institutes policies that will guide City decision-making and establishes an action program to implement housing goals through 2029.
4. **Noise Element.** The Noise Element sets forth the steps to be taken by the City of Perris to assure that land use decisions include consideration of noise impacts and are consistent with the objectives of the Noise Element
5. **Safety Element.** The purpose of the Safety Element is to identify potential risks that could endanger the community's public health, safety, and welfare. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs.
6. **Open Space Element.** The Open Space Element sets forth the steps to be taken by the City of Perris to promote open space land acquisition and improvement for recreational uses. Changes to the Zoning Ordinance, the Subdivision Ordinance, and Redevelopment Plans, and future decisions on capital improvement plans, annual municipal budgets, and municipal department work programs are the primary means available to the City in achieving the open space goals set forth in the Open Space Element and reflected in the Park Plan.
7. **Healthy Community Element.** The purpose of the Healthy Community Element is to promote the health, safety, and general welfare of the Perris's residents, workers, and visitors. The Healthy

Community Element provides a framework to implement the General Plan's vision for a healthier sustainable Perris.

8. **Environmental Justice Element.** The purpose of the Environmental Justice Element is to promote the health of Perris residents, improve the urban environment, and support a high quality of life. Land use strategies aimed at reducing dependency on cars, minimizing energy consumption, improving community air quality, and increasing access to health food are all examples of how the City can promote cleaner air, physical activity, and a healthier lifestyle for all.

Perris Valley Commerce Center Specific Plan

The PVCC planning area covers approximately 5.23 square miles in the northern part of the City and provides for light and general industrial uses, commercial, business parks, professional offices, residential, public facilities, and open space. The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Draft EIR was prepared, has been subsequently amended 12 times through January 2022. The PVCCSP serves as a guide for development in the PVCCSP area and provides for a transition toward an economic area with industrial, commercial, and office uses. The PVCCSP contains Design Standards and Guidelines within Chapter 4.0 of the PVCCSP for circulation, lighting, parking, and screening. Chapter 8.0 of the PVCCSP includes provisions for industrial development.

City of Perris Municipal Code

Title 19: Zoning. Title 19 of the City's Municipal Code establishes zone districts and development regulations within the boundaries of the city. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the general plan and this code. The enactment of these regulations shall implement the growth and development of the community in a proper and orderly manner as provided by the city's general plan for the maximum benefit of the community.

City of Perris Good Neighbor Guidelines

In September 2022, the City of Perris City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Good Neighbor Guidelines is to protect sensitive receptors and limit potential impacts primarily related to air quality and noise, while allowing for the planned development of new or modified industrial facilities. The Good Neighbor Guidelines provides recommended policies to supplement the City's Zoning Code and Specific Plans for industrial development. Projects that deviate from the Good Neighbor Guidelines may be approved upon the discretion of the approving authority (City of Perris, 2022).

5.10.3 ENVIRONMENTAL SETTING

The Project site and offsite improvement areas encompass approximately 29.79 acres located south of Ramona Expressway, east of Webster Avenue, west of Brennan Avenue, and north of Morgan Street. The Project site is currently undeveloped and vacant, except for the southeast portion of the site, which is used as an unpaved storage yard for an existing warehouse building located to the south of the site. The Project site has a General Plan land use designation of PVCCSP - Perris Valley Commerce Center Specific Plan and a corresponding zoning designation of PVCCSP. Within the PVCCSP, the site has a designated land use of Light Industrial (LI).

Uses surrounding the Project site are mixed, similar to those within the northern portion of the City of Perris.

- **North:** Ramona Expressway, followed by commercial uses.
- **South:** Commercial and industrial uses.

- **East:** Three non-conforming residential houses that operate industrial-type businesses on their properties and Brennan Avenue, followed by industrial uses.
- **West:** Webster Avenue followed by undeveloped land and Val Verde High School.

5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The Initial Study established that the proposed Project would result in no significant impact related to Threshold LU-1. No comments were provided regarding this topic in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of this impact is required in this Draft EIR.

5.10.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.6 ENVIRONMENTAL IMPACTS

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Less than Significant Impact.

Connect SoCal Policies. SCAG’s Connect SoCal policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. As an individual development, the policies are not directly applicable to the Project. As shown in Table 5.10-1, the Project would not conflict with the adopted Connect SoCal 2020. Therefore, impacts would be less than significant.

Table 5.10-1: Connect SoCal 2020 Consistency Analysis

Connect SoCal Goal Statements	Project Consistency Discussion
1. Encourage regional economic prosperity and global competitiveness.	Consistent. The Project would increase employment opportunities within the City of Perris and enhance the region’s overall economic development and competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As an individual development, the Project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. As discussed in Section 5.14, <i>Transportation</i> , the Project would not create

Connect SoCal Goal Statements	Project Consistency Discussion
	substantial traffic impediments that would hinder the accessibility of goods in the region.
3. Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. As an individual development, the Project is limited in its ability to ensure security and resilience of the regional transportation system. As discussed in Section 5.14, <i>Transportation</i> , there are no components of the Project that would result in the deterioration of the regional transportation system. However, as a measure to safeguard security and resilience, the Project would comply with applicable policies included in the Hazards Element, including development outside 100-year flood zones, dam inundation areas, Alquist-Piolo earthquake fault zones, and very high fire severity zones.
4. Increase person and goods movement and travel choices within the transportation system.	Consistent. As an individual development, the Project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. As discussed in Section 5.14, <i>Transportation</i> , the Project would not create substantial traffic impediments and would improve the accessibility of goods to the surrounding area.
5. Reduce greenhouse gas emissions and improve air quality.	Consistent. While the Project would not improve air quality, it would not prevent SCAG and the South Coast AQMD from implementing actions that would improve air quality within the region. As discussed in Sections 5.2 and 5.7, impacts related to air quality and greenhouse gas emissions would be less than significant. In addition, the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to the Title 24 CALGreen Code and Building Energy Efficiency Standards. Furthermore, the Project would be designed to achieve LEED Silver certification.
6. Support healthy and equitable communities.	Consistent. The Project will comply with applicable City of Perris Environmental Justice Element goals and policies and the City's Good Neighbor Guidelines to support healthy and equitable communities, as discussed below. Additionally, the Project would provide frontage improvements, including sidewalks, which would encourage walking in the Project area.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would not conflict with this goal.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options	Not applicable. The Project would implement a warehouse development on a site designated for light industrial uses under the PVCCSP. The Project does not include the construction of housing, nor would it conflict with this goal.

Connect SoCal Goal Statements	Project Consistency Discussion
10. Promote conservation of natural and agricultural lands and restoration of habitats	Consistent. The Project site contains ruderal habitat, primarily comprised of non-native vegetation. The Project site is not utilized for agricultural purposes. The Project would be consistent with goals and policies of the General Plan land use designation and zoning, and would not cause significant environmental impacts to agricultural lands or biological resources. In addition, mitigation measure BR-1 would reduce potential impacts associated with biological resources. The Project would not conflict with this goal.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines policies focus on minimizing potential impacts to air quality and noise, especially to sensitive receptors. Within the context of the Good Neighbor Guidelines, sensitive receptors are defined as residential communities, schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and other public places where residents are most likely to spend time (City of Perris, 2022). Thus, the nearest sensitive receptors would be the Val Verde Regional Learning Center athletic field, approximately 240 feet to the southwest, and the residential zoned community, approximately 492 feet to the north. Below are the Good Neighbor Guidelines policies that are applicable to the Project. Compliance with these policies would be conditioned upon approval. Therefore, impacts related to consistency with the Good Neighbor Guidelines would be less than significant.

Table 5.10-2: Good Neighbor Guidelines Consistency Analysis

Good Neighbor Guidelines Policy	Project Consistency
Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.	
Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.	Consistent. The Project would be designed to obtain a minimum of LEED Silver Certification.
Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.	Consistent. As detailed in Section 5.1, <i>Aesthetics</i> (Table 5.1-1), the Project would comply with all development standards set by the PVCCSP.
When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.	Consistent. As shown in Figure 5.2-4, trucks traveling to and from the site would follow City designated truck routes, avoiding the residential community north of Ramona Expressway.
Truck loading bays and drive aisles shall be designed to minimize truck noise.	Consistent. As discussed in Section 5.11, <i>Noise</i> , operational noise impacts would be less than significant with inclusion of the 14-foot-high wall surrounding the truck court.
All lighting used in conjunction with a warehouse/distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.	Consistent. As discussed in Section 5.1, <i>Aesthetics</i> , all outdoor lighting would be installed pursuant to Perris Municipal Code Section 19.02.110 to limit glare and spill over to adjacent properties.
If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.	Consistent. The Project would provide a PA system oriented towards the truck trailer loading docks, away from the sensitive receptors to the north.

Good Neighbor Guidelines Policy	Project Consistency
<p>It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city</p>	<p>Consistent. The Project would include 254 trailer stalls such that adequate parking for heavy-duty trucks would be provided on-site in order to limit off-site parking of trucks.</p>
<p>It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.</p>	
<p>It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.</p>	
<p>It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.</p>	
<p>It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.</p>	
<p>Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.</p>	<p>Consistent. The Project would provide 207 automobile parking stalls which exceeds the 132-parking stall requirement. In addition, the Project would include 254 truck trailer stalls. Thus, the Project would provide adequate parking onsite and would not require street parking. In addition, as further described in Section 5.14, <i>Transportation</i>, no queuing impacts would occur.</p>
<p>No parking shall be permitted in the landscape setback area.</p>	<p>Consistent. As described in Section 5.1, <i>Aesthetics</i> (Table 5.1-1), the Project would provide setbacks greater than what is required of the PVCCSP development standards. Therefore, parking stalls would not encroach on the landscape setback area.</p>
<p>Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.</p>	<p>Consistent. Signage will be included as a design feature, which would be reviewed and approved by the Building Division during plan check.</p>
<p>Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.</p>	
<p>Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.</p>	
<p>Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.</p>	

Good Neighbor Guidelines Policy	Project Consistency
<p>Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.</p>	
<p>Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.</p>	
<p>The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.</p>	<p>Consistent. The Project would provide equivalent funding for tree planting to the City as a condition of approval. In addition, the Project would include nine 36-inch boxes of Blue Palo Verde, forty 24-inch boxes of Chitalpa, thirty-four 24-inch boxes of Desert Willow, nine 24-inch boxes of London Plane, thirty-four 24-inch boxes of Afphan pine, and twenty 36-inch boxes of Chinese elm.</p>

Goal #2: Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.

<p>Minimize the air quality impacts of trucks on sensitive receptors by:</p> <ul style="list-style-type: none"> a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination. b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets. c) Providing ingress and egress for trucks away from sensitive receptors. d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors. e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology. f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access. g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles. h) Encouraging replacement of diesel fleets with new model vehicles. i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor. j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during 	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, the Project would comply with the regulations set forth by the South Coast AQMD for idling, would provide adequate onsite queuing space, and alternatively fueled onsite equipment. Further, the Project would only provide truck access off of Brennan Avenue, oriented away from existing residential zones, and would provide separate access points and parking areas for trucks and passenger vehicles. Additionally, there would be 26 parking stalls dedicated for electric vehicle (EV) charging at the time of Project opening and 78 EV Capable stalls to accommodate future demand and the Project would provide conduit for future EV trucks and conduit for Transportation Refrigeration Unit (TRU) plug-ins.</p>
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Good Neighbor Guidelines Policy	Project Consistency
loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.	
No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , operation of the proposed high cube warehouse would not involve the types of uses (wastewater treatment, paint/coating operations, chemical manufacturing, etc.) that would emit odorous gases.
Avoid locating exits and entries near sensitive receptors.	Consistent. Site driveways would be located consistent with the City designated truck route to avoid the sensitive residential community to the north, as shown in Figure 5.2-4.
On-site speed bumps shall not be allowed, except at security/entry gates.	Consistent. The Project would not provide speed bumps on-site.
Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).	Consistent. The Project would be required to comply with South Coast AQMD Rule 2305, related to regulating and reporting truck trips in compliance with the WAIRE program.
Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone	Consistent. Solar panels would be installed to supply 100% of the power demand of the office area.
Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.	Consistent. The Project is a speculative high-cube warehouse. Electric hook-ups would be installed prior to certificate of occupancy at loading docks for use by TRUs should the Project include refrigerated storage.
Pursuant to CARB’s Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.	Consistent. Facility operators would be required to implement equipment reporting and would ensure appropriate engine ratings as required by CARB’s Truck and Bus Regulation.
Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.	Consistent. Facility operators would be required to operate the Project consistent with applicable CARB and South Coast AQMD regulations.
Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.	Consistent. Project loading docks would be oriented away from the adjacent Val Verde High School campus and would be over 750 feet from the campus.
Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).	Consistent. The Project would provide these features in compliance with Title 24, which would be verified by the Building Division during plan check.

Good Neighbor Guidelines Policy	Project Consistency
Post signs requiring to turn off truck engines when not in use.	Consistent. Signage would be provided within the Project site prior to certificate of occupancy, which would be reviewed and approved by the Building Division during plan check.
Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.	
The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.	Consistent. The Project would utilize City designated truck routes to and from the Project site, as shown in Figure 5.2-4. Truck movement to and from the Project site would directly access the PVCCSP truck route utilizing the southernly Brennan Avenue and Morgan Street intersection. In order to ensure trucks would not access Ramona Expressway, truck channelizers would be constructed along Brennan Avenue at the median north of each driveway to limit the potential for trucks turning left out of driveways. The driveways along Brennan Avenue would prohibit left turns out and right turns in with a five-foot turn radius on one side of the curb return.
Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.	Consistent. The Project would provide 50-foot-wide driveways for trucks, which would be reviewed and approved by the Engineering Department during plan check.
Truck traffic shall be routed to impact the least number of sensitive receptors.	Consistent. The Project would utilize City designated truck routes to and from the Project site, which would limit exposure of emissions from Project trucks on sensitive receptors. Truck movement to and from the Project site would directly access the PVCCSP truck route utilizing the southernly Brennan Avenue and Morgan Street intersection. In order to ensure trucks would not access Ramona Expressway, truck channelizers would be constructed along Brennan Avenue at the median north of each driveway to limit the potential for trucks turning left out of driveways.
To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.	Consistent. Passenger vehicle driveways would be provided along Webster Avenue and Ramona Expressway. Truck driveways would be provided along Brennan Avenue.
Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.	Consistent. The check in gates for truck driveways would be set back 301.8 feet from the property line, and two lanes would be provided for ingress. Trailers would not be required to be parked on the public right of way as 254 trailer stalls would be provided within the Project site.
Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.	Consistent. Parking spaces would be screened from the public right-of-way by an 8-foot-high fence along the property line as well as 14-foot-high concrete tilt-up screen walls at the eastern property line.

Good Neighbor Guidelines Policy	Project Consistency
Goal #4: Provide buffers between warehouses and sensitive receptors.	
A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.	Consistent. Project loading docks would be oriented away from the adjacent Val Verde High School campus and would be over 750 feet from the campus. Project dock doors would be over 800 feet from the nearest residence north of Ramona Expressway.
A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.	Not applicable. While the Project is adjacent to non-conforming residences, the Project is not directly adjacent to any sensitive receptors pursuant to the definition for sensitive receptors set forth in the City’s Good Neighbor Guidelines. In addition, these non-conforming residences operate industrial-type businesses out of their properties and, as such, are not considered to be sensitive receptors.
Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.	Consistent. Parking spaces would be screened from the public right-of-way by an 8-foot-high fence along the property line as well as 14-foot-high concrete tilt-up screen walls at the eastern property line.
The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.	Consistent. The warehouse building would feature brick-faced and formliner accent panels and aluminum sun shades. Roof lines would be varied, as shown in Figure 3-5.
All landscaping shall be irrigated for the life of the facility.	Consistent. Water lines for landscaping irrigation would be provided by the Project.
An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.	Not applicable. The Project site is not directly adjacent to any residential communities or other sensitive receptors as defined in the Good Neighbor Guidelines. However, with implementation of wing walls as included in the Project design, as described in Section 5.11, Noise, operational noise and vibration impacts from truck activities would be less than significant. In addition, the Project would be screened by landscaping as shown in Figure 3-6.
Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.	Consistent. The Project would install 14-foot-high concrete tilt-up screenwalls along the eastern property line. In addition, landscaping would be planted along the boundaries of the Project site.
Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.	Consistent. The Project would include on-site truck signage, which would be verified and approved by the Building Division during plan check.
Goal #5: Establish an education program to inform trucks of health effects of diesel particulate and conduct community outreach to address residents’ concerns.	
Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project’s entitlement.	Consistent. The Project Applicant would provide public notice of the Project and preparation of the EIR pursuant to Section 15087 of the State CEQA Guidelines.

Good Neighbor Guidelines Policy	Project Consistency
<p>Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p>	<p>Consistent. Project operational activities would be required to be conducted in line with CARB and South Coast AQMD requirements, which limit unnecessary truck idling. In addition, as described in Section 5.14, Transportation, the Project would not result in queuing during peak operational hours.</p>
<p>Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.</p>	<p>Consistent. The Project would include 254 trailer stalls such that adequate parking for maintenance would be provided on-site.</p>
<p>Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.</p>	<p>Consistent. The Project facility operators would be required to establish a rideshare program as required by South Coast AQMD Rule 2202.</p>
<p>Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.</p>	<p>Consistent. Information related to the health effects of diesel emissions would be provided to truck drivers and Project vicinity in line with the Good Neighbor Guidelines. In addition, Project occupants would be provided with information from CARB and the South Coast AQMD regarding resources.</p>
<p>Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.</p>	
<p>Encourage facility owners/management to coordinate an outreach program that will educate the public.</p>	
<p>Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.</p>	
<p>Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.</p>	<p>Consistent. The Draft EIR and Final EIR would include and address all public comments received during the Notice of Preparation comment period and Draft EIR comment period.</p>
<p>Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.</p>	<p>Consistent. The Project would provide roadway improvements along Ramona Expressway which would include the construction of a Class 1 Multi-Use Path and road widening. In addition, improvements along Webster Avenue would include the construction of a sidewalk and bikeway, as well as road widening.</p>
<p>Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.</p>	<p>Not applicable. As described in Section 5.2, <i>Air Quality</i>, the Project would not result in significant impacts related to air quality.</p>
<p>Goal #6: Implement construction practice requirements in accordance with State requirements to limit emissions and noise impacts from building demolition, renovation, and new construction.</p>	
<p>In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.</p>	<p>Consistent. The Project Applicant would be required to provide construction inspection reports to the City.</p>

Good Neighbor Guidelines Policy	Project Consistency
All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.	Consistent. The Project would be required to utilize CARB Tier 4 construction equipment.
Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.	Consistent. As described in Section 5.11, Noise, the Project would implement PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 to reduce potential noise impacts from construction equipment and keep them away from sensitive receptors.
Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.	
The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.	Consistent. The Project would implement dust control measures as required by South Coast AQMD Rule 403 and PVCCSP EIR mitigation measure MM Air 3. Control measures on paved roads include the sweeping of excess dust within the street.
Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.	
Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.	Consistent. Project construction would adhere to CARB and South Coast AQMD requirements during construction and would provide maintenance records at the request of the City of Perris.
Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.	Consistent. Consistent with standard City conditions and PVCCSP EIR mitigation measure MM Air 2, the Project Applicant would prepare and implement a construction traffic control plan.
Minimize noise from construction activities.	Consistent. As discussed in Section 5.11, Noise, the Project would implement mitigation measure NOI-1, which requires the construction of noise barriers, and PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4, as described above, which would mitigate potential construction noise impacts to a less than significant level.
The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.	Consistent. The maximum daily disturbance area was determined in the Air Quality Impact Analysis (included as Appendix B). This maximum daily disturbance area will be specified as a condition of approval.
Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).	Consistent. The Project would be required to utilize CARB Tier 4 construction equipment.
Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.	Consistent. Where necessary and feasible, the Project would provide charging for electric-powered construction equipment.
During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.	Consistent. Signage containing a contact regarding excessive dust, fumes, or odors complaints would be posted on-site during construction.

Good Neighbor Guidelines Policy	Project Consistency
Goal #7: Ensure compliance with the California Environmental Quality Act (CEQA) and State environmental agencies	
In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , CalEEMod was used to model construction and operational emissions. The potential air quality impacts of the Project have been evaluated pursuant to South Coast AQMD guidance.
Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.	
Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.	Consistent. As discussed in Section 5.2, <i>Air Quality</i> , A Health Risk Assessment was prepared for the Project and is included as Appendix C.
A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and offsite increases to ambient noise levels.	Consistent. A Noise Impact Analysis was conducted for the Project (included as Appendix N). The results of the analysis are discussed in Section 5.11.
Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.	Consistent. The facility operators would establish a rideshare program as required by South Coast AQMD Rule 2202. In addition, the Project would include bicycle parking for Project employees.
Require signage about CARB regulations.	Consistent. Signage will be included as a design feature, which would be reviewed and approved by the Building Division during plan check.
All building roofs shall be solar-ready.	Consistent. The building would be constructed to support the installation of solar panels. Solar panels would be installed to supply 100% of the power demand of the office area.
Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).	Consistent. The Project would use low VOC paints and coatings as required by South Coast AQMD Rule 1113.
All signs shall be legible, durable, and weather-proof.	Consistent. Specifications on signage would be reviewed and approved by the Building Division during plan check.

City of Perris General Plan Policies, Goals, and Implementation Measures

The Project site has a Perris General Plan Land Use of PVCCSP. The PVCCSP establishes the zoning for the properties within the PVCCSP planning area. The PVCCSP zoning designation for the site is Light Industrial (LI). The PVCCSP states that the LI land use designation is intended for manufacturing, research, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing. Operation of the proposed high-cube warehouse would be consistent with the LI designation for the site. The Project would be built to a FAR of 0.43, which is within the allowed maximum FAR of 0.75. Furthermore, as shown below in Table 5.10-3, the proposed Project would be consistent with the applicable City General Plan Policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Table 5.10-3: General Plan Consistency

General Plan Policy	Project Consistency
Land Use Element	
Policy II.A Require new development to pay its full, fair-share of infrastructure costs	Consistent. The Project would be required to pay development impact fees that would contribute to infrastructure improvements pursuant to City Ordinance No. 1182.
Policy II.B Require new development to include school facilities or pay school impact fees, where appropriate Implementation Measures II.B.1 Circulate all development plans to local school districts to assess need to include potential future school sites	Consistent. Pursuant to City Ordinance No. 1182, the Project would be required to pay development impact fees to mitigate the cost of public facilities including schools needed to offset the impact of new development.
Policy V.A. Restrict development in areas at risk of damage due to disasters.	Consistent. As further described in Section 5.8, <i>Hazards and Hazardous Materials</i> , according to the City of Perris General Plan Safety Element and the Riverside County GIS system, the Project site is not within a high or very high fire hazard severity zone. As discussed in Section 5.9, <i>Hydrology and Water Quality</i> , the Project site is in an area of minimal flood hazard.
Policy V.B. Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).	Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i> , the Project is consistent with the Basic Compatibility Criteria table as outlined in Municipal Code Section 19.51.060. The Project does not propose any potentially hazardous activities or the bulk storage of hazardous materials which would impact aircraft safety. Therefore, the Project would not pose any hazards to MARB/IPA.
Circulation Element	
Policy I.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Not applicable. The Project would not be considered a major employment or activity center. However, the Project would the following improvements to encourage alternative modes of transportation: construction of a Class 1 Multi-Use Path and road widening along Ramona Expressway; the construction of a sidewalk and bikeway, as well as road widening.
Policy II.B Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	Consistent. The Project would connect to the existing roadway system adjacent to the Project site. The Project would install roadway improvements along Ramona Expressway which would include the construction of a Class 1 Multi-Use Path and road widening. In addition, improvements along Webster Avenue would include the construction of a sidewalk and bikeway, as well as road widening.
Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.	Consistent. The Project would connect to the existing roadway system adjacent to the Project site. The Project would also pay its due transportation mitigation impact fees as required by City Ordinance No. 1352, which would contribute to transportation improvements.
Policy IV.A Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.	Consistent. As discussed above, the Project would include the construction of bikeways and a Multi-Use Path for pedestrian use.

General Plan Policy	Project Consistency
<p>Policy V.A Provide for safe movement of goods along the street and highway system.</p>	<p>Consistent. Project trucks would utilize City designated truck routes to and from the Project site. Truck movement to and from the Project site would directly access the PVCCSP truck route utilizing the southerly Brennan Avenue and Morgan Street intersection. In order to ensure trucks would not access Ramona Expressway, truck channelizers would be constructed along Brennan Avenue at the median north of each driveway to limit the potential for trucks turning left out of driveways. The driveways along Brennan Avenue would prohibit left turns out and right turns in with a five-foot turn radius on one side of the curb return.</p>
<p>Policy VIII.A Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.</p>	<p>Consistent. The facility operators would establish a rideshare program as required by South Coast AQMD Rule 2202. In addition, the Project would include bicycle parking for Project employees.</p>
<p>Conservation Element</p>	
<p>Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</p>	<p>Consistent. As discussed in Section 5.3, <i>Biological Resources</i>, the Project would not result in any significant impacts to biological resources, nor would it conflict with any state and federal regulations.</p>
<p>Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.</p>	<p>Consistent. A General Biological Assessment (included as Appendix D) was conducted for the Project, which reviewed Project consistency to the MSHCP. The Project site was found to be in compliance with regulations of the MSHCP, as the site does not contain any sensitive species or habitats.</p>
<p>Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.</p>	<p>Consistent. As discussed in Section 5.4, <i>Cultural Resources</i>, a Phase I Cultural Resources Assessment was prepared for the Project (included as Appendix E). No historical resources were found onsite. Implementation of mitigation measures CR-1 and CR-2 would ensure impacts related to archaeological resources would be less than significant, in the event that unknown resources were discovered during ground-disturbing activities. In addition, a Paleontological Resources Assessment was prepared (included as Appendix H), and mitigation measure GS-1 is included to ensure impacts would remain less than significant, in the event that unknown resources were discovered.</p>
<p>Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hydrology and Water Quality</i>, stormwater detention facilities would be sized to meet the required design capture volume to meet pollutant control requirements.</p>
<p>Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.</p>	<p>Consistent. As discussed above, the Project would include EV van accessible, clean air van carpool, and bicycle parking.</p>
<p>Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.</p>	<p>Consistent. The Project would provide new trees along the perimeter of the site, which would shade the windows along the building faces.</p>
<p>Policy X.C Encourage strategic shape and placement of new structures within new commercial and industrial projects.</p>	<p>Consistent. The Project is designed to orient the loading docks to the east, away from the residential community to the north. Placement of parking on the east side reduces heat buildup.</p>

General Plan Policy	Project Consistency
Noise Element	
<p>Policy II.A Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.</p>	<p>Consistent. As discussed in Section 5.11, <i>Noise</i>, the Project analyzed construction noise and vibration impacts which includes roadway widening activities. With implementation of PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 and staging of construction equipment away from noise-sensitive uses, construction noise impacts associated with Project roadway improvements would be less than significant.</p>
<p>Policy V.A New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.</p>	<p>Consistent. A Noise and Vibration Analysis was prepared for the potential Project-specific operational impacts to nearby noise-sensitive land uses (included as Appendix N). The analysis determined that the Project would not generate noise levels in excess of 60 dBA CNEL at noise sensitive land uses.</p>
Safety Element	
<p>Policy S-2.1 Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.</p>	<p>Consistent. The Project includes a 26-foot-wide to 75-foot-wide drive aisle that provides access throughout the site. Ramona Expressway would be widened by 12 feet, and the existing right of way dedication on Webster Avenue would be widened by 3 feet.</p>
<p>Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</p>	<p>Consistent. The Project would provide recycled water infrastructure in Webster Avenue and Ramona Expressway, consistent with City and EMWD infrastructure plans. The Project would also provide underground storm drain lines in Ramona Expressway consistent with City and Riverside County Flood Control plans.</p>
<p>Policy S-2.3 Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.</p>	<p>Consistent. Primary access driveways would be reviewed by the City through the Plan Check process.</p>
<p>Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.</p>	<p>Consistent. The Project includes a 26-foot-wide to 75-foot-wide drive aisle that provides access throughout the site. In addition, the Project includes 2 driveways to Brennan Avenue, one driveway to Webster Avenue, and one designated emergency vehicle access point from Webster Avenue.</p>
<p>Policy S-3.3 Ensure businesses in Perris are prepared for emergency and disaster situations.</p>	<p>Consistent. The Project would be built in compliance with the California Building Code and would include signage for emergency situations.</p>
<p>Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hydrology and Water Quality</i>, stormwater drainage facilities at site would be adequately sized to meet minimum retention volume requirements of the MS4 Permit.</p>
<p>Policy S-4.4 Require flood mitigation plans for all proposed projects in the 100- year floodplain (Flood Zone A and Flood Zone AE).</p>	<p>Not Applicable. As discussed in Section 5.9, <i>Hydrology and Water Quality</i>, the Project site is located in an area of minimal flood hazard.</p>
<p>Policy S-4.5 Ensure areas downstream of dams within the City are aware of the hazard potential and educated on the necessary steps to prepare and respond to these risks.</p>	<p>Not Applicable. As discussed in Section 5.9, <i>Hydrology and Water Quality</i>, the Project site is located in an area of minimal flood hazard. The Project site is not located within a dam inundation zone.</p>
<p>Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.</p>	<p>Consistent. The Project includes a 26-foot-wide to 75-foot-wide drive aisle that provides access throughout the site. In addition, the Project includes two driveways along Brennan Avenue, one driveway along Webster Avenue, and one designated emergency vehicle access point along Webster Avenue.</p>

General Plan Policy	Project Consistency
<p>Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>Consistent. As discussed in Section 5.16, <i>Utilities and Service Systems</i>, a Water Supply Assessment was prepared for the Project (included as Appendix P) and determined that the Project would require less water than what was estimated by the Eastern Municipal Water District’s 2020 Urban Water Management Plan for the site. Thus, the Project would not require additional water supplies.</p>
<p>Policy S-6.1 Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p>	<p>Consistent. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, the Project is consistent with the Basic Compatibility Criteria table as outlined in Municipal Code Section 19.51.060. Therefore, the Project would not pose any hazards to MARB/IPA.</p>
<p>Policy S-6.2 Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</p>	
<p>Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</p>	
<p>Policy S-7.1 Require all development to provide adequate protection from damage associated with seismic incidents.</p>	<p>Consistent. The Project would be built in compliance with the California Building Code which would ensure the building could provide adequate protection from damage associated with seismic incidents.</p>
<p>Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, a Preliminary Geotechnical Evaluation was prepared for the Project and is included as Appendix G.</p>
<p>Policy S-7.3 Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, the Project site and the adjacent parcels are relatively flat, with a slight slope in the southeasterly direction, and do not contain any hills or steep slopes.</p>
<p>Policy S-8.2 Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.</p>	<p>Consistent. As discussed in Impact HAZ-1 in Section 5.8, <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p>Healthy Community Element</p>	
<p>Policy HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space</p>	<p>Consistent. The Project would provide lighting around the Project site consistent with Section 19.02.110 of the City’s Municipal Code.</p>
<p>Policy HC 3.5 Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today</p>	<p>Consistent. The Project would create approximately 536 new jobs within the City, as discussed in Section 5.12, <i>Population and Housing</i>.</p>
<p>Policy HC 6.1 Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning</p>	<p>Consistent. The Project would be built to achieve LEED Silver certification and would be required to comply with Title 24 building efficiency requirements. In addition, the Project would provide EV charging stations.</p>
<p>Policy HC 6.2 Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management</p>	<p>Consistent. The Project would install a recycled water line for landscape irrigation. In addition, landscape irrigation would be required to designed consistent with Municipal Code Section 19.70.030, which outlines water conservation requirements for new developments.</p>

General Plan Policy	Project Consistency
<p>Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities</p> <ul style="list-style-type: none"> • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board’s vehicle standards. For Projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	<p>Consistent. As discussed in Section 5.2, <i>Air Quality</i>, the Project would be required to comply with applicable SCAQMD rules and PVCCSP EIR mitigation measures to reduce construction-related air quality emissions.</p>
Environmental Justice Element	
<p>Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound barriers, traffic diversion.</p>	<p>Consistent. As required by mitigation measure NOI-1, the Project would implement noise barriers during construction to mitigate potential construction noise impacts, as discussed in Section 5.11. Other potential impacts related to traffic noise and air quality were found to be less than significant.</p>
<p>Support identification, clean-up and remediation of local toxic sites through the development review process.</p>	<p>Not Applicable. As discussed in Section 5.8, <i>Hazards and Hazardous Materials</i>, the Project site is not listed on a clean-up or remediation site.</p>
<p>As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."</p>	<p>Consistent. As discussed in Table 5.10-2 above, the Project would be conditioned to comply with the applicable Good Neighbor Guidelines policies upon approval.</p>
<p>A community that actively works to reduce the impacts of poor air quality.</p> <ul style="list-style-type: none"> • Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process. • Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks. 	<p>Consistent. As described in Section 5.2, <i>Air Quality</i>, the Project would not result in significant impacts related to air quality. In addition, the Project would provide signage regarding the limitation of truck idling.</p>

General Plan Policy	Project Consistency
Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	Consistent. The Project includes construction of a 13-foot-wide Class 1 Multi-Use Path along the Project frontage with Ramona Expressway. A 6-foot-wide sidewalk and a 4 to 5-foot-wide bikeway would be constructed along the Project frontage with Webster Avenue.

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

The Project would comply with the following plans which would further reduce potential impacts.

Air Quality Management Plan

The South Coast AQMD’s CEQA Air Quality Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed General Plan land use and zoning designation changes) would be consistent or in conflict with the AQMP:

1. The Project would not generate population and employment growth that would be inconsistent with SCAG’s growth forecasts.
2. The Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Regarding Consistency Criterion No. 1, the Project would be developed to a FAR of 0.43 which is within the allowed maximum development intensity of 0.75, pursuant to the PVCCSP designation of Light Industrial. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Perris General Plan and PVCCSP is considered to be consistent with the AQMP. Therefore, the Project is consistent with the 2022 AQMP and would not result in an impact related to Criterion No.1.

Regarding Consistency Criterion No. 2, the Project would result in regional operational-source emissions that would not exceed the South Coast AQMD’s regional thresholds of significance, as further described in Section 5.2, *Air Quality*. Therefore, the Project would not result in an increase in the frequency or severity of existing air quality violations and would not contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Therefore, the Project would not result in an impact related to Consistency Criterion No. 2.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

As described in Section 5.9, Hydrology and Water Quality, the Project would be required to obtain the Regional MS4 permit, which requires compliance to NPDES standards for stormwater management and pollution prevention measures. Based on the foregoing analysis, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

5.10.7 CUMULATIVE IMPACTS

Cumulative impacts associated with land use and planning are analyzed in relation to projected growth in the City of Perris. Cumulative projects in the City of Perris would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Perris

would utilize regional planning documents such as Connect SoCal 2020 during planning, and the City's General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment.

While cumulative projects could include General Plan amendments and/or zone changes, the proposed Project would be consistent with the general plan land use and zoning designation. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.10.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.10.9 PROJECT DESIGN FEATURES

None.

5.10.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact LU-2 would be less than significant.

5.10.11 PVCCSP EIR MITIGATION MEASURES

None.

5.10.12 PROJECT-SPECIFIC MITIGATION MEASURES

None.

5.10.13 LEVELS OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to land use and planning have been identified and potential impacts would be less than significant.

5.10.14 REFERENCES

BFSA Environmental Services. (2023). *Phase I Cultural Resources Survey for the Perris DC 11 Project*. **(Appendix E)**

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Eastern Municipal Water District. April 2023. *Water Supply Assessment Report*. **(Appendix P)**

Environmental Protection Agency (EPA). (January 2022). *Fugitive Dust Control Measures and Best Practices*. [online]: <https://www.epa.gov/system/files/documents/2022-02/fugitive-dust-control-best-practices.pdf>. Accessed November 8, 2023.

Hernandez Environmental Services. (2023). *General Biological Assessment*. **(Appendix D)**

Urban Crossroads. (2023). *Perris DC 11 Air Quality Analysis*. **(Appendix B)**

Urban Crossroads. (2023). *Perris DC 11 Noise and Vibration Analysis*. **(Appendix N)**

5.11 Noise

5.11.1 INTRODUCTION

This Draft EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during construction and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following City documents and reports prepared by Urban Crossroads:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *Perris DC 11 Noise and Vibration Analysis, Urban Crossroads, 6 March 2024 (Urban, 2024e), Appendix N*

Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

CNEL: The Community Noise Equivalent Level is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration

include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.11.2 REGULATORY SETTING

5.11.2.1 Federal Regulations

There are no federal regulations concerning noise impacts that are applicable to the Project.

5.11.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.11.2.3 Local Regulations

City of Perris General Plan 2030

The City of Perris has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise polices and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The noise standards identified in the City of Perris General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research and are used to assess the long-term traffic noise impacts on land uses. According to the City's Land Use Compatibility for Community Noise Exposure (Exhibit N-1), noise-sensitive land uses such as single-family residences are *normally acceptable* with exterior noise levels below 60 dBA CNEL and *conditionally acceptable* with noise levels below 65 dBA CNEL. Commercial uses are *normally acceptable* with exterior noise levels below 65 dBA CNEL and *conditionally acceptable* with noise levels below 75 dBA CNEL.

Industrial uses are considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, and *conditionally acceptable* with exterior noise levels between 70 to 80 dBA CNEL.

The City of Perris General Plan Noise Element contains the following policies related to noise that are applicable to the Project:

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

Measure I.A.1 All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the “Normally Unacceptable” range and prohibited within areas exposed to “Clearly Unacceptable” noise ranges.

Policy IV.A Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.

Measure IV.A.2 All new development proposals in the noise contour areas of 60 dBA and above will be evaluated with respect to the State Noise/Land Use Compatibility Criteria.

Policy V.A New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Measure V.A.1 An acoustical impact analysis shall be prepared for new industrial and large scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise.

The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use.

No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City Staff.

City of Perris Municipal Code

Section 7.34.050. The City of Perris Municipal Code, Chapter 7.34 *Noise Control*, Section 7.34.050, establishes the permissible noise level at any point on the property line of the affected residential receivers. Therefore, for residential properties and other noise sensitive land use, the exterior noise level shall not exceed a maximum noise level of 80 dBA L_{max} during daytime hours (7:01 a.m. to 10:00 p.m.) and shall not exceed a maximum noise level of 60 dBA L_{max} during the nighttime hours (10:01 p.m. to 7:00 a.m.), as shown on Table 5.11-1.

Table 5.11-1: City of Perris Noise Ordinance General Prohibitions

Land Use	Time Period	Maximum Noise Level
Residential ¹	Daytime (7:01 a.m. - 10:00 p.m.)	80 dBA L _{max}
	Nighttime (10:01 p.m. - 7:00 a.m.)	60 dBA L _{max}
Within 160 Feet of PL ²	24-Hours	60 dBA CNEL

¹ City of Perris Municipal Code, Sections 7.34.040 & 7.34.050.

Section 7.34.060. The City of Perris Municipal Code, Section 7.34.060, identifies the City’s construction noise standards and permitted hours of construction activity (refer to Table 5.11-2). Further, the City of Perris Municipal Code, Section 7.34.060, states that a noise level standard of 80 dBA L_{max} at residential properties shall apply to the noise-sensitive receiver locations located in the City of Perris.

Table 5.11-2: City of Perris Construction Noise Standards

Permitted Hours of Construction Activity	Maximum Noise Level
7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington’s birthday).	80 dBA L _{max}

¹ City of Perris Municipal Code, Section 7.34.060.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to noise that are applicable to the Project:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.4** Truck loading bays and drive aisles shall be designed to minimize truck noise.
- Policy 1.6** If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
- Goal 4** Provide buffers between warehouses and sensitive receptors.
- Policy 4.8** An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
- Goal 6** Implement construction practice requirements in accordance with state requirements to limit emissions and noise impacts from building demolition, renovation, and new construction.

- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- Policy 6.3** Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with the manufacturer's standards.
- Policy 6.4** Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 6.9** Minimize noise from construction activities.
- Goal 7** Ensure compliance with the California Environmental Quality Act (CEQA) and state environmental agencies.
- Policy 7.4** A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and offsite increases to ambient noise levels.

5.11.3 ENVIRONMENTAL SETTING

To assess the existing noise level environment, 24-hour noise level measurements were taken at various locations, which are shown in Figure 5.11-1. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets in addition to background aircraft activities. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.11-3.

Table 5.11-3: Summary of 24-Hour Ambient Noise Level Measurements

Location ¹	Description	Energy Average Noise Level (dBA L _{eq}) ²	
		Daytime	Nighttime
L1	Located north of the site near the residence at 4063 Webster Ave.	68.9	64.4
L2	Located north of the site near the commercial building at 764 Ramona Expy.	63.8	59.5
L3	Located north of the site near the retail building at 736 Ramona Expy.	64.1	59.1
L4	Located southwest of the site near the educational facility at 3710 Webster Ave.	62.8	62.1
L5	Located southwest of the site near the Val Verde High School at 972 Morgan St.	69.3	63.2

Source: Urban, 2024e (Appendix N)

¹ See Exhibit 5-A for the noise level measurement locations.

² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix N.

"Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

Existing Vibration

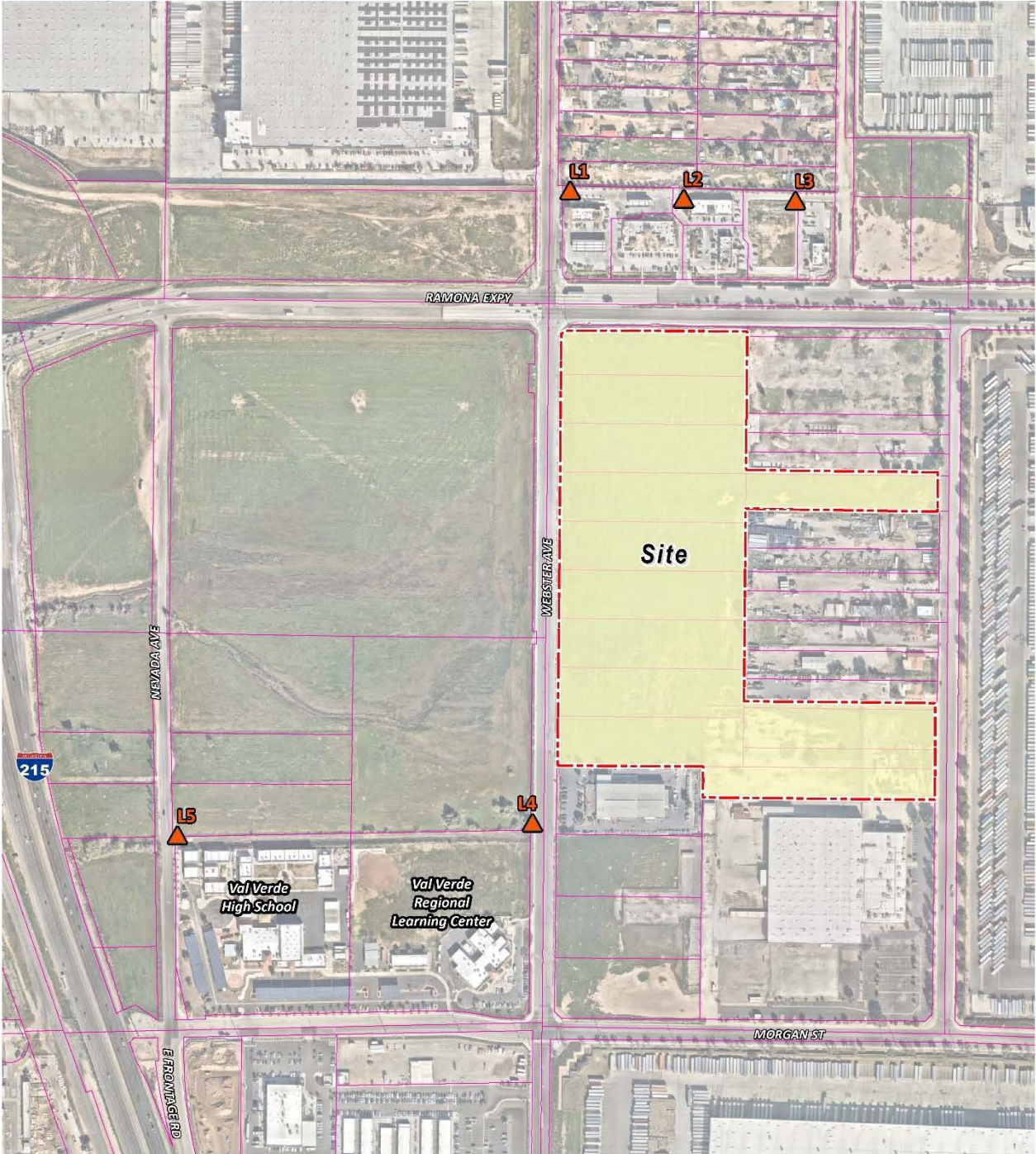
Aside from periodic construction work that may occur in the vicinity of the Project area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 inch per second PPV) and could reach 72 VdB (approximately 0.016 inch per second PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

The noise contour boundaries used to determine the potential aircraft-related noise impacts from March Air Reserve Base/Inland Port Airport (MARB/IPA) at the Project site are found on Figure 6-9 of the *March Air Reserve Base 2018 Final Air Installations Compatible Uses Zones Study*. Based on the 2018 noise level contours for MARB/IPA, as shown in Figure 5.11-2, the Project development area is located outside the 65 dBA CNEL noise level contour boundaries.

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Noise Measurement Locations

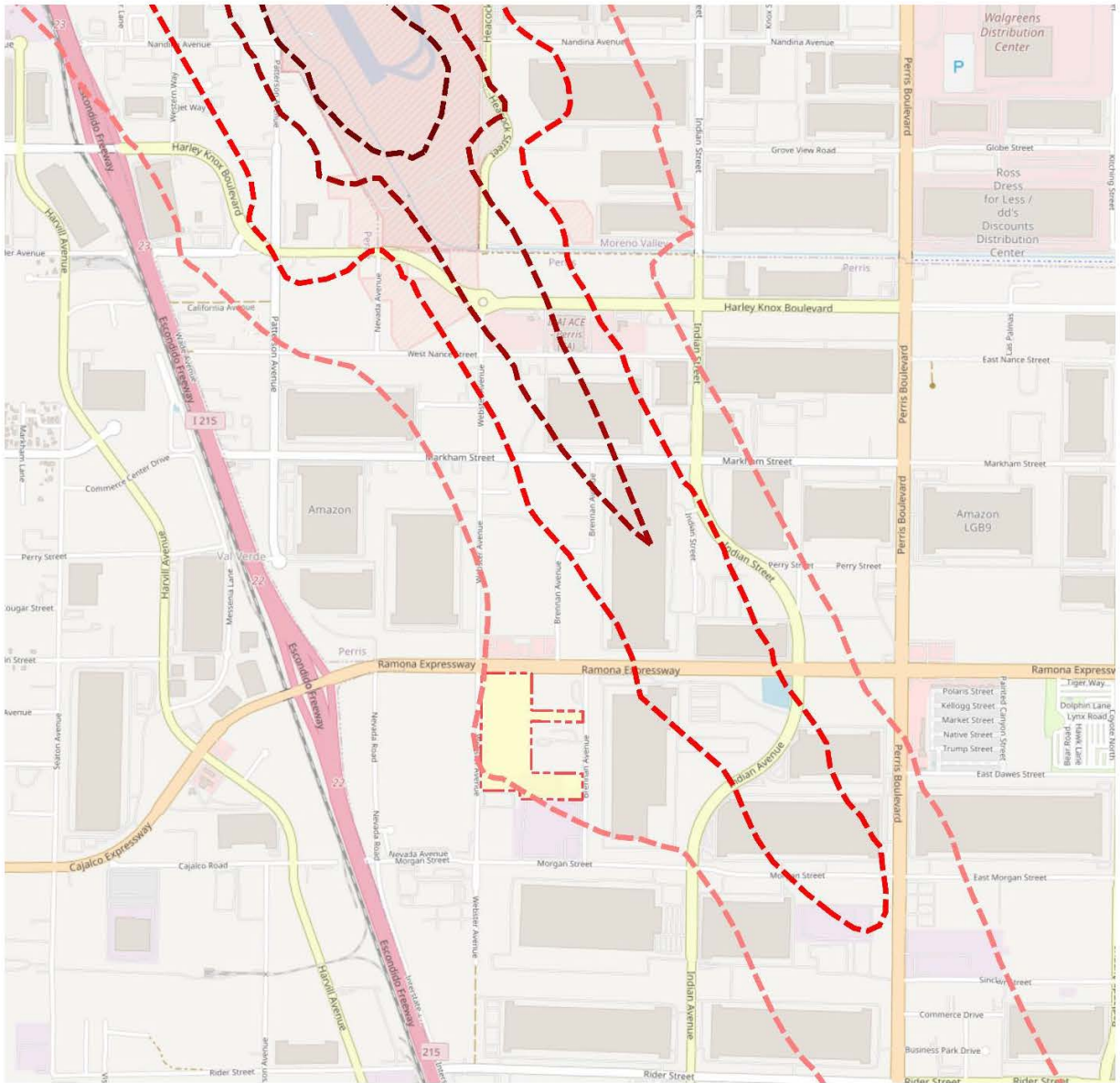


LEGEND:

- N
- Site Boundary
- Measurement Locations
- Parcel Boundary

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MARB/IPA Future Airport Noise Contours



Source: Figure 6-9 of the March Air Reserve Base 2018 Final Air Installations Compatible Uses Zones Study.

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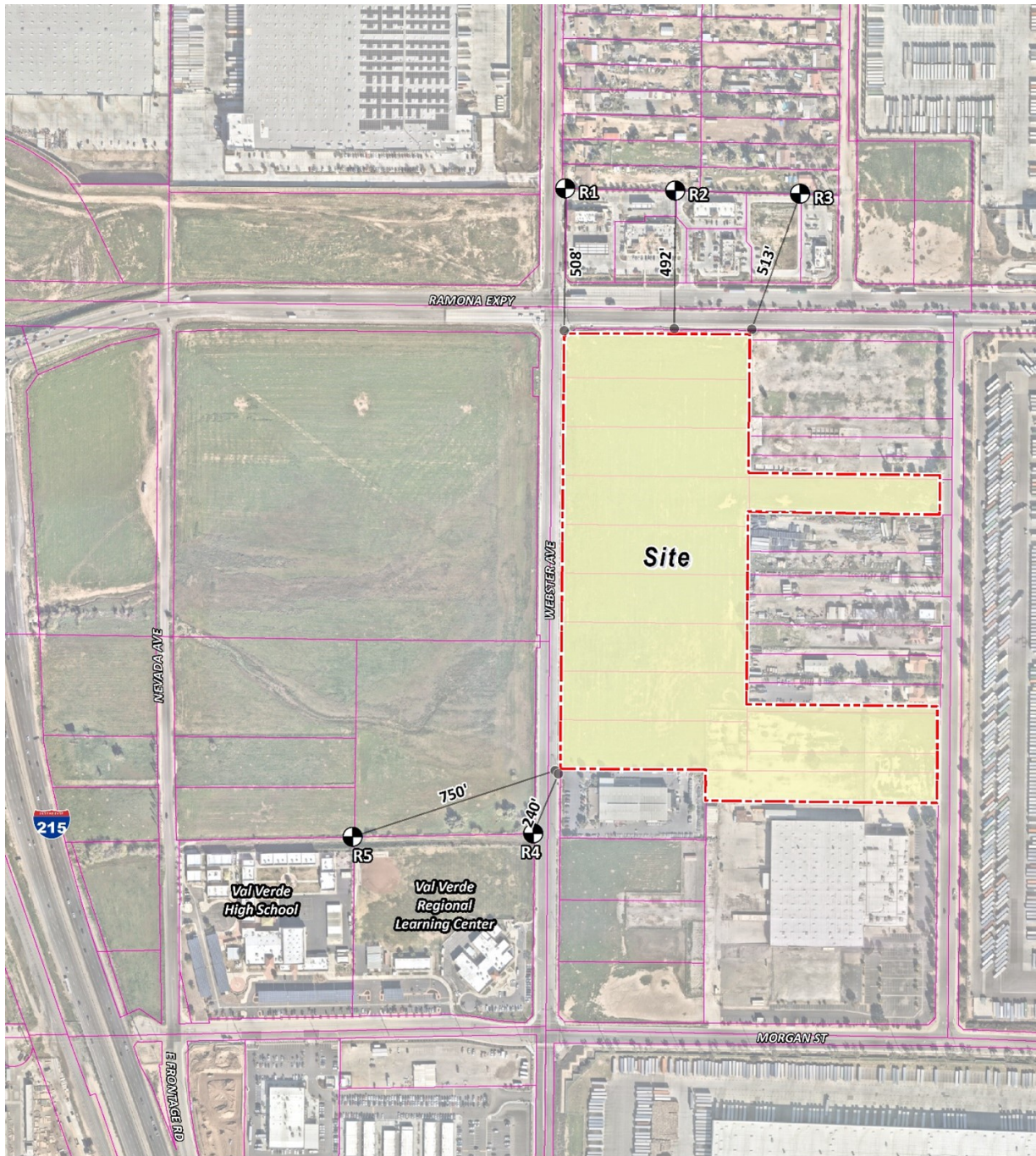
Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Project site are described below and shown in Figure 5.11-3. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1 Location R1 represents the property line of the existing residence at 4063 N Webster Avenue, approximately 508 feet north of the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2 Location R2 represents the property line of the existing residence at 4063 N Webster, approximately 492 feet north of the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3 Location R3 represents the property line of the existing residence at 4062 Brennan Avenue, approximately 513 feet north of the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4 Location R4 represents the property line of the Val Verde Regional Learning Center athletic field at 3710 Webster Avenue, approximately 240 feet southwest of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5 Location R5 represents the property line of the existing noise sensitive Val Verde High School at 972 Morgan Street, approximately 750 feet southwest of the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

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Sensitive Receiver Locations



- LEGEND:**
- Site Boundary
 - Parcel Boundary
 - Receiver Locations
 - Distance from receiver to Project site boundary (in feet)

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5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 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.

Construction Noise and Vibration

If Project related construction activities:

- Occur between the hours of 7:00 p.m. and 7:00 a.m. of the next day, or on Sundays or federal holidays (with the exception of Columbus Day or Washington's birthday) (Perris Municipal Code Section 7.34.060); or
- Create noise levels which exceed the 80 dBA L_{max} acceptable noise level threshold at the nearby sensitive receiver locations (Perris Municipal Code Section 7.34.060);

The City of Perris has not adopted any specific vibration level standards. For the purpose of this analysis, impacts would be potentially significant if Project-related construction activities generate vibration levels which exceed The United States Department of Transportation Federal Transit Administration (FTA) vibration threshold of 0.5 PPV inch per second at receiver locations.

Operational Noise

According to the PVCCSP EIR, there is no official "industry standard" of determining significance of noise impacts. However, typically, a jurisdiction will identify either 3 dBA or 5 dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The PVCCSP EIR indicates that a 5 dBA noise level increase is considered discernable to most people in an exterior environment when the resulting noise levels are below 60 dBA. Further, it identifies a 3 dBA increase threshold when the noise levels already exceed 60 dBA. In addition, according to the PVCCSP EIR, an increase of 5 dBA or more without Project noise levels is considered a significant impact at all other sensitive land uses. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

Even though Section 7.34.060 of the Municipal Code limits the use of the 80 dBA L_{max} standard to residential properties, the same 80 dBA L_{max} exterior noise level standard has been used to assess the potential noise level impacts at the nearby Val Verde Regional Learning Center and Val Verde High School facilities. Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 5.11-4 shows the significance criteria summary matrix.

Table 5.11-4: Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive ¹	if resulting noise level is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		if resulting noise level is > 60 dBA CNEL	≥ 3 dBA CNEL Project increase	
Operational	Noise-Sensitive ³	At residential land use ²	80 dBA L _{max}	60 dBA L _{max}
		within 160 Feet of noise-sensitive use ³	60 dBA CNEL (exterior)	
		if resulting noise level is < 60 dBA L _{eq} ¹	≥ 5 dBA L _{eq} Project increase	
		if resulting noise level is > 60 dBA L _{eq} ¹	≥ 3 dBA L _{eq} Project increase	
Construction	Noise-Sensitive	At residential land use ⁴	80 dBA L _{max}	
		Vibration Level Threshold ⁵	0.5 PPV (inch per second)	

¹ PVCCSP EIR, Page 4.9-20.

² City of Perris Municipal Code, Section 7.34.040

³ City of Perris General Plan Noise Element, Implementation Measure V.A.1.

⁴ City of Perris Municipal Code, Section 7.34.060

⁵ PVCCSP EIR, Page 4.9-27.

"Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

5.11.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The City’s Municipal Code limits construction hours to reduce noise and establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which allows for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The City of Perris considers a daytime exterior construction noise level of 80 dBA L_{max} as a reasonable threshold for noise sensitive residential land use. The construction noise levels are compared against the City’s threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. The expected roadway noise level increases from vehicular/truck traffic were calculated using the Federal Highway Administration (FHWA) traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis, included as Appendix O, prepared for the proposed Project.

As detailed in Section 5.1.4, *Transportation*, the proposed Project is anticipated to generate approximately 1,176 daily trips, 67 a.m. peak hour trips and 94 p.m. peak hour trips. The increase in noise levels generated by the vehicular/truck trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of on-site Project-related noise are expected to include cold storage, loading dock activity, truck movements, roof-top air conditioning units, trash enclosure activity and parking lot vehicle movements. The increase in noise levels generated by these activities has been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the FTA. Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT NOI-1: THE PROJECT WOULD NOT RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Construction

Less than Significant Impact. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, paving, architectural coating. Noise levels generated by heavy construction equipment range from approximately 73 dBA L_{max} to 85 dBA L_{max} at 50 feet from the noise source, as shown on Table 5.11-5.

Table 5.11-5: Construction Reference Noise Levels

Construction Stage	Construction Activity	Reference Noise Level @ 50 Feet (dBA L _{max}) ¹	Highest Reference Noise Level (dBA L _{max})
Site Preparation	Crawler Tractors	82	82
	Rubber Tired Dozers	79	
Grading	Crawler Tractors	82	85
	Excavators	81	
	Graders	85	
	Rubber Tired Dozers	79	
	Scrapers	84	
Building Construction	Cranes	81	85
	Forklifts	85	
	Generator Sets	73	
	Backhoes	78	
	Welders	74	
Paving	Pavers	77	85
	Paving Equipment	85	
	Rollers	80	
Arch. Coating	Air Compressors	78	78

Source: Urban, 2024e (Appendix N)

¹ FHWA's Roadway Construction Noise Model, January 2006.

Per Perris Municipal Code Section 7.34.060, noise sources associated with construction activities shall not take place between the hours of 7:00 p.m. of any one day and to 7:00 a.m. of the next day, or on Sundays or federal holidays (with the exception of Columbus Day and Washington’s Birthday). Additionally, construction noise shall not exceed 80 dBA Lmax in residential zones. The proposed Project’s construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the City’s construction-related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

As shown on Table 5.11-6, construction noise from the Project, broken down by each construction phase, at the nearby receiver locations (shown on Figure 5.11-3) would range from 61.4 to 74.1 dBA Lmax. As detailed in Table 5.11-7, the construction activities would not exceed the City’s 80 dba Lmax daytime construction noise level threshold at the nearby sensitive receiver locations. In addition, all construction equipment would be maintained consistent with manufacturers standards, and stationary construction equipment shall be placed so that noise emitted from the equipment is directed away from any sensitive receptors, as required by PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4, which would further reduce construction noise levels. Therefore, impacts related to construction noise would be less than significant.

Table 5.11-6: Construction Equipment Noise Level Summary

Receiver Location ¹	Highest Construction Noise Levels (dBA L _{max})					
	Site Preparation	Grading	Building Construction	Paving	Arch. Coating	Highest Levels ²
R1	58.4	61.4	61.4	61.4	54.4	61.4
R2	61.9	64.9	64.9	64.9	57.9	64.9
R3	63.1	66.1	66.1	66.1	59.1	66.1
R4	71.1	74.1	74.1	74.1	67.1	74.1
R5	67.5	70.5	70.5	70.5	63.5	70.5

Source: Urban, 2024e (Appendix N)

¹ Noise receiver locations are shown on Figure 5.11-3.

² Construction noise level calculations based on distance from the construction activity area to nearby receiver locations.

CadnaA construction noise model inputs are included in Appendix N.

Table 5.11-7: Construction Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	61.4	80	No
R2	64.9	80	No
R3	66.1	80	No
R4	74.1	80	No
R5	70.5	80	No

Source: Urban, 2024e (Appendix N)

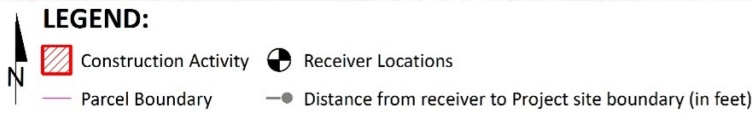
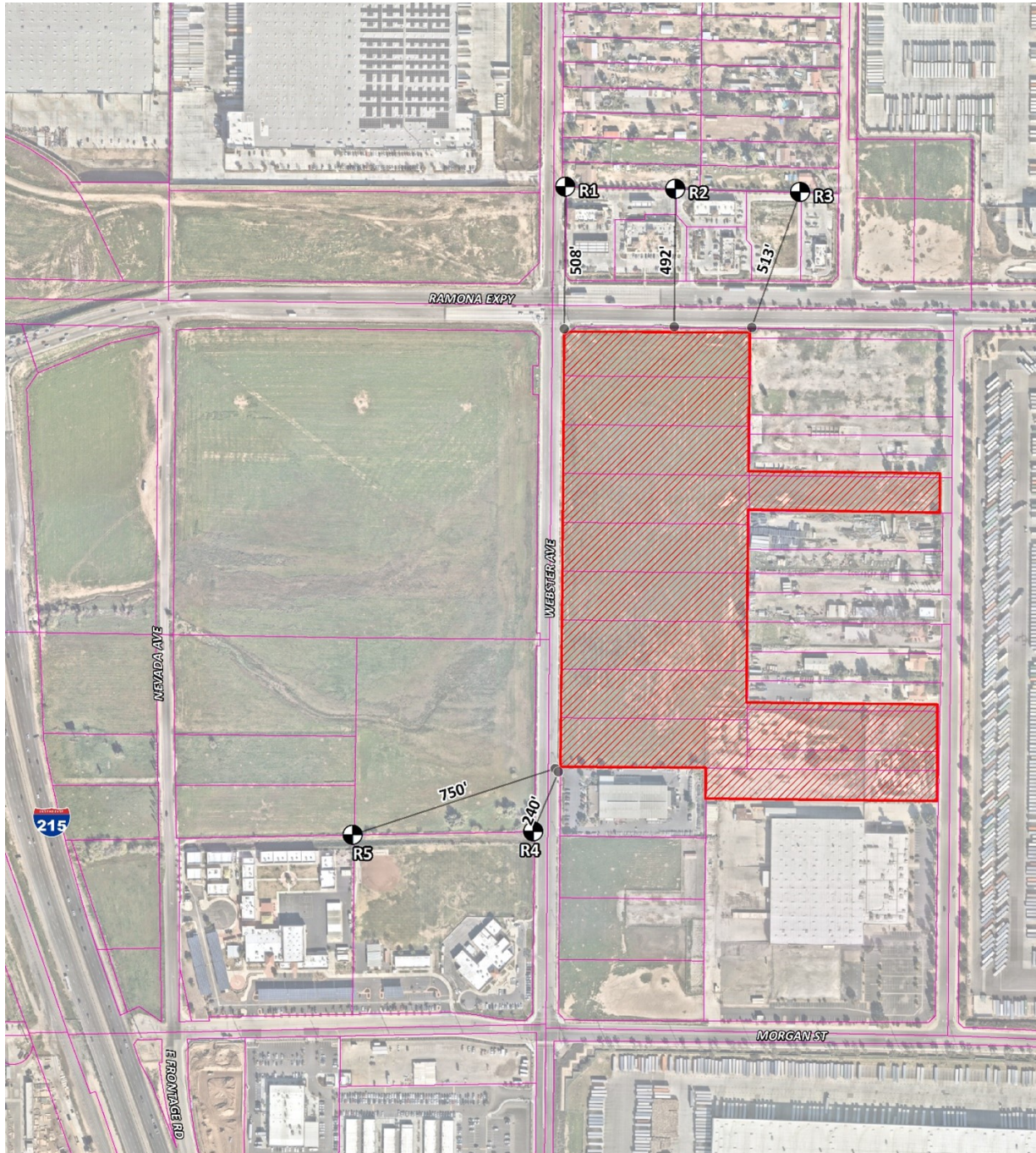
¹ Construction noise source and receiver locations are shown on Figure 5.11-4.

² Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 5.11-6.

³ Construction noise level thresholds as shown on Table 5.11-4.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Construction Noise Source Locations



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Nighttime Concrete Pour

Nighttime concrete pouring activities would occur as part of the Project construction. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during daytime hours. The pouring activities would be limited to within the actual building footprint. Since the nighttime concrete pours would take place outside the permitted time allowed in the City of Perris Municipal Code Section 7.34.060 of between the hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington’s birthday), the Project Applicant would be required to obtain authorization for nighttime work from the City of Perris.

As shown on Table 5.11-8, concrete pouring activities with the temporary eight-foot-high construction noise barrier would range from 57.4 to 71.5 dBA L_{max} at the nearby receiver locations. With the authorization from the City of Perris, the nighttime concrete pour activities would satisfy the 80 dBA L_{max} construction noise level standard. Therefore, potential impacts from nighttime concrete pouring activities onto nearby receptors would be less than significant.

Table 5.11-8: Nighttime Concrete Pour Noise Level Compliance

Receiver Location ¹	Construction Noise Levels (dBA L _{max})		
	Highest Construction Noise Levels ²	Threshold ³	Threshold Exceeded? ⁴
R1	57.4	80	No
R2	59.1	80	No
R3	62.7	80	No
R4	71.5	80	No
R5	67.7	80	No

Source: Urban, 2024e (Appendix N)

¹ Construction noise source and receiver locations are shown on Figure 5.11-4.

² Concrete pour noise level calculations based on distance from the pouring activity area to nearby receiver locations. CadnaA concrete pouring noise model calculations are included in Appendix N.

³ Construction noise level thresholds as shown on Table 5.11-4.

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Operation

Less than Significant Impact. To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse building would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The onsite industrial use-related noise sources are expected to include cold storage and regular loading dock activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, fire pump, and trash enclosure activity. As described previously, the Project site is located within the general vicinity of existing residences. The locations of operational noise sources are shown on Figure 5.11-5. The Noise Impact Analysis calculated the operational source noise levels that would be generated by the proposed Project and the noise increases that would be experienced at the closest sensitive receiver locations.

Operational Noise Standard Compliance

Tables 5.11-9 and 5.11-10 show the estimated Project’s operational noise levels. Table 5.11-9 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 43.0 to 56.9 dBA L_{max}.

Table 5.11-9: Daytime Project Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA L _{max})				
	R1	R2	R3	R4	R5
Loading Dock Activity	42.6	54.3	56.7	52.9	54.6
Truck Movements	14.0	23.8	25.5	21.7	25.1
Roof-Top Air Conditioning Units	25.1	26.9	24.2	32.9	27.9
Trash Enclosure Activity	22.5	40.2	40.3	23.3	25.1
Parking Lot Vehicle Movements	30.4	38.7	38.3	47.0	40.7
Diesel Fire Pump	15.6	33.8	33.5	14.4	14.8
Total (All Noise Sources)	43.0	54.6	56.9	53.9	54.8

Source: Urban, 2024e (Appendix N)

¹ See Figure 5.11-5 for the noise source locations. CadnaA noise model calculations are included in Appendix N.

Table 5.11-10 shows the operational noise levels during the nighttime hours of 10:01 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 42.8 to 56.8 dBA L_{max}.

Table 5.11-10: Nighttime Project Operational Noise Levels

Noise Source ¹	Operational Noise Levels by Receiver Location (dBA L _{max})				
	R1	R2	R3	R4	R5
Cold Storage Loading Dock Activity	42.6	54.3	56.7	52.9	54.6
Dry Goods Loading Dock Activity	0.0	0.0	0.0	0.0	0.0
Truck Movements	14.0	23.8	25.5	21.7	25.1
Roof-Top Air Conditioning Units	22.7	24.5	21.8	30.5	25.5
Trash Enclosure Activity	18.5	36.2	36.3	19.3	21.1
Parking Lot Vehicle Movements	26.5	34.7	34.3	43.1	36.7
Diesel Fire Pump	14.6	32.8	32.6	13.4	13.8
Total (All Noise Sources)	42.8	54.5	56.8	53.4	54.7

Source: Urban, 2024e (Appendix N)

¹ See Figure 5.11-5 for the noise source locations. CadnaA noise model calculations are included in Appendix N.

Table 5.11-11 shows that these operational noise levels would not exceed the City’s exterior noise level standards at the nearby receptor locations during the daytime and nighttime. As such, impacts would be less than significant.

Table 5.11-11: Operational Noise Level Compliance

Receiver Location ¹	Project Operational Noise Levels (dBA L _{max}) ²		Exterior Noise Level Standards (dBA L _{max}) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	43.0	42.8	80	60	No	No
R2	54.6	54.5	80	60	No	No
R3	56.9	56.8	80	60	No	No
R4	53.9	53.4	80	60	No	No
R5	54.8	54.7	80	60	No	No

Source: Urban, 2024e (Appendix N)

¹ See Figure 5.11-3 for the receiver locations.

² Proposed Project operational noise levels as shown on Tables 5.11-9 and 5.11-10

³ Exterior noise level standard as shown on Table 5.11-1.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Consistent with the City of Perris General Plan Noise Element, Project operational noise levels at the nearest sensitive receiver locations cannot exceed 60 dBA CNEL. The CNEL metric is typically used to describe 24-hour transportation-related noise levels; however, the City of Perris General Plan Noise Element requires new industrial facilities and large commercial facilities to demonstrate compliance at any noise-sensitive land use within 160 feet of the Project site.

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive, particularly for noise sensitive residential land use. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. Table 5.11-12 includes the evening and nighttime adjustments made to the operational noise levels during the applicable hours to convert the hourly operational noise levels (L_{eq}) to 24-hour CNELs. Table 5.11-12 indicates that the 24-hour noise levels associated with the Project at the nearest receiver locations are expected to range from 41.7 to 55.3 dBA CNEL.

Table 5.11-12: Operational Noise Level Compliance (CNEL)

Receiver Location ¹	Project Operational Noise Levels ²			Exterior Noise Level Standards (CNEL) ³	Noise Level Standards Exceeded? ⁴
	Daytime (dBA L _{eq})	Nighttime (dBA L _{eq})	24-Hour (CNEL)		
R1	35.5	35.0	41.7	60	No
R2	46.6	46.3	53.0	60	No
R3	48.7	48.6	55.3	60	No
R4	47.3	46.0	52.7	60	No
R5	47.0	46.7	53.4	60	No

Source: Urban, 2024e (Appendix N)

¹ See Figure 5.11-3 for the receiver locations.

² Proposed Project operational noise level calculations are included in Appendix N, Sub-Appendix 9.2.

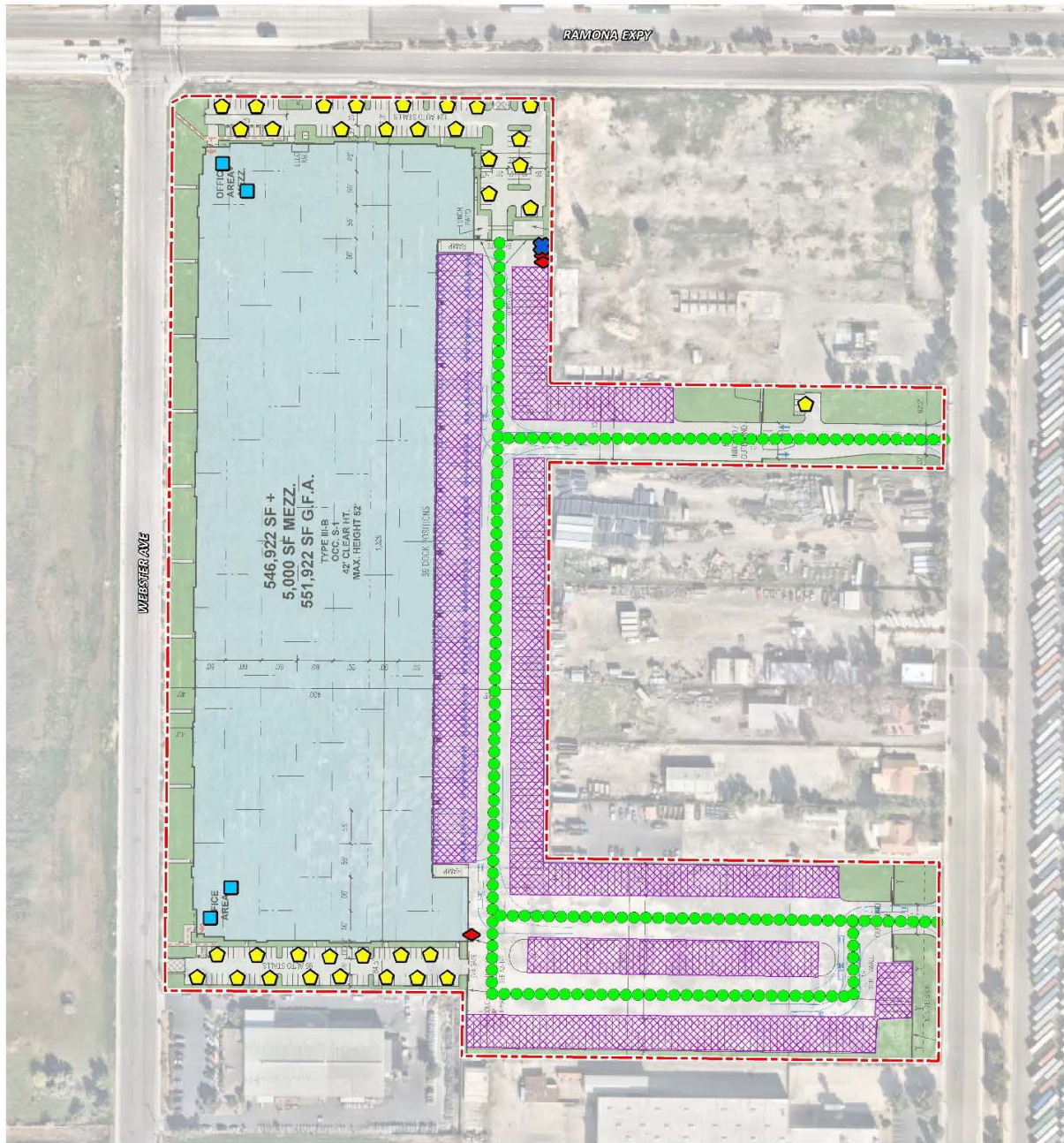
³ City of Perris General Plan Noise Element Implementation Measure V.A.1

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Since CNEL noise criteria is used to describe the noise sensitive time periods during the evening and night hours when noise can become more intrusive, the CNEL calculations are limited to the noise sensitive residential receiver locations. The Project-related operational noise levels shown on Table 5.11-12 would not exceed the City of Perris 60 dBA CNEL exterior noise level standards at the nearest sensitive receiver locations.

Operational Noise Source Locations



LEGEND:

- Site Boundary
- Roof-Top Air Conditioning Unit
- Trash Enclosure Activity
- Cold Storage Activity
- Parking Lot Vehicle Movements
- Diesel Fire Pump
- Truck Movements

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Operational Noise Level Increases

To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise levels measurements at the nearby receiver locations. The difference between the combined Project operational and ambient noise levels describes the noise level increases to the existing ambient noise environment. As indicated on Tables 5.11-13 and 5.11-14, the increase in noise would range from 0.0 to 1.6 dBA Leq, which would not generate a significant daytime or nighttime operational noise level increase at the nearby receiver locations. Therefore, impacts would be less than significant.

Table 5.11-13: Daytime Project Operational Noise Level Increases (dBA Leq)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	35.5	L1	68.9	68.9	0.0	3	No
R2	46.6	L2	63.8	63.9	0.1	3	No
R3	48.7	L3	64.1	64.2	0.1	3	No
R4	47.3	L4	62.8	62.9	0.1	3	No
R5	47.0	L5	69.3	69.3	0.0	3	No

Source: Urban, 2024e (Appendix N)

¹ See Figure 5.11-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 5.11-9.

³ Reference noise level measurement locations as shown on Figure 5.11-1.

⁴ Observed daytime ambient noise levels as shown on Table 5.11-3.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 5.11-4.

Table 5.11-14: Nighttime Operational Noise Level Increases (dBA Leq)

Receiver Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Increase ⁶	Increase Criteria ⁷	Increase Criteria Exceeded?
R1	35.0	L1	64.4	64.4	0.0	3	No
R2	46.3	L2	59.5	59.7	0.2	5	No
R3	48.6	L3	59.1	59.5	0.4	5	No
R4	46.0	L4	62.1	62.2	0.1	3	No
R5	46.7	L5	63.2	63.3	0.1	3	No

Source: Urban, 2024e (Appendix N)

¹ See Figure 5.11-3 for the receiver locations.

² Total Project daytime operational noise levels as shown on Table 5.11-9.

³ Reference noise level measurement locations as shown on Figure 5.11-1.

⁴ Observed daytime ambient noise levels as shown on Table 5.11-3.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

⁷ Significance increase criteria as shown on Table 5.11-4.

Off-Site Traffic Noise

Less than Significant Impact. The proposed Project would generate traffic-related noise from operation. As described in Section 3.0, *Project Description*, access to the Project site would be provided from four driveways, including: one automobile driveway along Webster Avenue, one automobile driveway along Ramona Expressway, two truck driveways along Brennan Avenue (northern driveway would provide inbound and outbound truck access while southern driveway would be limited to outbound traffic); and a designated emergency vehicle access driveway along Ramona Expressway. To identify the potential of traffic from the proposed Project to generate noise impacts, noise contours were developed based on the Traffic Impact Analysis included as Appendix O. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

Traffic Noise Contours. Noise contours were used to assess the Project’s incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 5.11-15 through 5.11-18 present a summary of the exterior dBA CNEL traffic noise levels for each traffic condition.

Table 5.11-15: Existing Without Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Webster Av.	s/o Ramona Expy	Non-Sensitive	65.8	25	53	114
2	Webster Av.	n/o Morgan St.	Non-Sensitive	65.8	25	53	114
3	Brennan Av.	s/o Ramona Expy	Non-Sensitive	53.2	3	5	12
4	Brennan Av.	n/o Project Dwy. 4	Non-Sensitive	51.0	2	4	8
5	Brennan Av.	n/o Morgan St.	Non-Sensitive	59.3	6	14	30
6	Indian Av.	n/o Ramona Expy	Non-Sensitive	70.0	47	101	218
7	Indian Av.	s/o Ramona Expy	Non-Sensitive	71.2	56	121	261
8	Ramona Expy.	e/o Webster Av.	Non-Sensitive	75.7	222	478	1,030
9	Ramona Expy.	w/o Indian Av.	Non-Sensitive	75.8	225	484	1,043
10	Ramona Expy.	e/o Indian Av.	Non-Sensitive	75.7	222	479	1,032

Source: Urban, 2024e (Appendix N)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.11-16: Existing with Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Webster Av.	s/o Ramona Expy	Non-Sensitive	65.9	25	54	116
2	Webster Av.	n/o Morgan St.	Non-Sensitive	65.8	25	53	114
3	Brennan Av.	s/o Ramona Expy	Non-Sensitive	53.2	3	5	12
4	Brennan Av.	n/o Project Dwy. 4	Non-Sensitive	60.8	8	17	37
5	Brennan Av.	n/o Morgan St.	Non-Sensitive	63.6	12	26	57
6	Indian Av.	n/o Ramona Expy	Non-Sensitive	70.5	50	109	234
7	Indian Av.	s/o Ramona Expy	Non-Sensitive	71.3	58	124	267
8	Ramona Expy.	e/o Webster Av.	Non-Sensitive	75.7	222	478	1,030
9	Ramona Expy.	w/o Indian Av.	Non-Sensitive	75.8	225	485	1,045
10	Ramona Expy.	e/o Indian Av.	Non-Sensitive	75.8	223	480	1,034

Source: Urban, 2024e (Appendix N)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.11-17: Opening Year without Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Webster Av.	s/o Ramona Expy	Non-Sensitive	66.0	26	55	118
2	Webster Av.	n/o Morgan St.	Non-Sensitive	66.0	26	55	118
3	Brennan Av.	s/o Ramona Expy	Non-Sensitive	54.7	3	7	15
4	Brennan Av.	n/o Project Dwy. 4	Non-Sensitive	53.2	3	5	12
5	Brennan Av.	n/o Morgan St.	Non-Sensitive	59.6	7	14	31
6	Indian Av.	n/o Ramona Expy	Non-Sensitive	70.9	54	116	250
7	Indian Av.	s/o Ramona Expy	Non-Sensitive	71.8	62	134	290
8	Ramona Expy.	e/o Webster Av.	Non-Sensitive	76.2	240	517	1,114
9	Ramona Expy.	w/o Indian Av.	Non-Sensitive	76.3	243	523	1,127
10	Ramona Expy.	e/o Indian Av.	Non-Sensitive	76.3	243	524	1,128

Source: Urban, 2024e (Appendix N)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Table 5.11-18: Opening Year with Project Contours

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (Feet)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Webster Av.	s/o Ramona Expy	Non-Sensitive	66.1	26	56	121
2	Webster Av.	n/o Morgan St.	Non-Sensitive	66.0	26	55	118
3	Brennan Av.	s/o Ramona Expy	Non-Sensitive	54.7	3	7	15
4	Brennan Av.	n/o Project Dwy. 4	Non-Sensitive	61.1	8	18	39
5	Brennan Av.	n/o Morgan St.	Non-Sensitive	63.7	13	27	58
6	Indian Av.	n/o Ramona Expy	Non-Sensitive	71.3	57	123	265
7	Indian Av.	s/o Ramona Expy	Non-Sensitive	72.0	64	137	296
8	Ramona Expy.	e/o Webster Av.	Non-Sensitive	76.2	240	517	1,114
9	Ramona Expy.	w/o Indian Av.	Non-Sensitive	76.3	243	524	1,129
10	Ramona Expy.	e/o Indian Av.	Non-Sensitive	76.3	244	525	1,130

Source: Urban, 2024e (Appendix N)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

Existing Project Traffic Noise Level Increases. Table 5.11-15 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior traffic noise levels are expected to range from 51.0 to 75.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.11-16 shows the Existing with Project conditions would range from 53.2 to 75.8 dBA CNEL. Table 5.11-19 shows that the Existing Project off-site traffic noise level increases would range from 0.0 to 9.8 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5.11-4, land uses adjacent to the Project site would not exceed any thresholds. Thus, the proposed Project would result in less than significant impacts related to traffic noise levels.

Table 5.11-19: Existing with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Webster Av.	s/o Ramona Expy	Non-Sensitive	65.8	65.9	0.1	n/a	No
2	Webster Av.	n/o Morgan St.	Non-Sensitive	65.8	65.8	0.0	n/a	No
3	Brennan Av.	s/o Ramona Expy	Non-Sensitive	53.2	53.2	0.0	n/a	No
4	Brennan Av.	n/o Project Dwy. 4	Non-Sensitive	51.0	60.8	9.8	n/a	No
5	Brennan Av.	n/o Morgan St.	Non-Sensitive	59.3	63.6	4.3	n/a	No
6	Indian Av.	n/o Ramona Expy	Non-Sensitive	70.0	70.5	0.5	n/a	No
7	Indian Av.	s/o Ramona Expy	Non-Sensitive	71.2	71.3	0.1	n/a	No
8	Ramona Expy.	e/o Webster Av.	Non-Sensitive	75.7	75.7	0.0	n/a	No
9	Ramona Expy.	w/o Indian Av.	Non-Sensitive	75.8	75.8	0.0	n/a	No
10	Ramona Expy.	e/o Indian Av.	Non-Sensitive	75.7	75.8	0.1	n/a	No

Source: Urban, 2024e (Appendix N)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.11-4)?

Opening Year Project Traffic Noise Level Increases. Table 5.11-17 presents the Opening Year without Project conditions CNEL noise levels. The Opening Year without Project exterior noise levels are expected to range from 53.2 to 76.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 5.11-18 shows the Opening Year with Project conditions would range from 54.7 to 76.3 dBA CNEL. Table 5.11-19 shows that the Project off-site traffic noise level increases would range from 0.0 to 7.9 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 5.11-4, the Project would not exceed traffic noise thresholds at the nearby land uses. Thus, the proposed Project would result in less than significant impacts related to traffic noise level increases.

Table 5.11-20: Opening Year with Project Traffic Noise Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Webster Av.	s/o Ramona Expy	Non-Sensitive	66.0	66.1	0.1	n/a	No
2	Webster Av.	n/o Morgan St.	Non-Sensitive	66.0	66.0	0.0	n/a	No
3	Brennan Av.	s/o Ramona Expy	Non-Sensitive	54.7	54.7	0.0	n/a	No
4	Brennan Av.	n/o Project Dwy. 4	Non-Sensitive	53.2	61.1	7.9	n/a	No
5	Brennan Av.	n/o Morgan St.	Non-Sensitive	59.6	63.7	4.1	n/a	No
6	Indian Av.	n/o Ramona Expy	Non-Sensitive	70.9	71.3	0.4	n/a	No
7	Indian Av.	s/o Ramona Expy	Non-Sensitive	71.8	72.0	0.2	n/a	No
8	Ramona Expy.	e/o Webster Av.	Non-Sensitive	76.2	76.2	0.0	n/a	No
9	Ramona Expy.	w/o Indian Av.	Non-Sensitive	76.3	76.3	0.0	n/a	No
10	Ramona Expy.	e/o Indian Av.	Non-Sensitive	76.3	76.3	0.0	n/a	No

Source: Urban, 2024e (Appendix N)

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 5.11-4)?

IMPACT NOI-2: THE PROJECT WOULD NOT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Construction

Less than Significant Impact. Construction activities for development of the Project would include site preparation, grading, building construction, paving, architectural coating, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Excavation and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a vibratory roller represents the peak source of vibration with a reference velocity of 0.210 inch per second PPV at 25 feet, as shown in Table 5.11-21.

Table 5.11-21: Vibration Source Levels for Construction Equipment

Equipment	PPV (inch per second) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 5.11-26 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 240 feet to 750 feet from construction activities (at the construction site boundaries), construction vibration levels are estimated to be between 0.001 and 0.007 inch per second PPV. As such, construction vibration levels would not exceed the threshold identified by the PVCCSP EIR of 0.5 inch per second PPV threshold at any sensitive receiver locations. Therefore, impacts related to construction vibration would be less than significant.

Table 5.11-22: Construction Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (inch per second) ³						Thresholds PPV (inch per second) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	508'	0.000	0.000	0.001	0.001	0.002	0.002	0.5	No
R2	492'	0.000	0.000	0.001	0.001	0.002	0.002	0.5	No
R3	513'	0.000	0.000	0.001	0.001	0.002	0.002	0.5	No
R4	240'	0.000	0.001	0.003	0.003	0.007	0.007	0.5	No
R5	750'	0.000	0.000	0.000	0.001	0.001	0.001	0.5	No

Source: Urban, 2024e (Appendix N)

¹ Receiver locations are shown on Figure 5.11-3.

² Distance from Project construction boundary to the receiver building structure.

³ Based on the Vibration Source Levels of Construction Equipment (Table 11.5-21).

⁴ PVCCSP EIR, Page 4.9-27.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

⁶ Measured at the building structure to assess damage potential.

"PPV" = Peak Particle Velocity

Operation

Less than Significant Impact. Operation of the proposed high-cube warehouse would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 inch per second PPV, based on the FTA's *Transit Noise Impact and Vibration Assessment*. Truck movements onsite and on Brennan Avenue would be travelling at very low speed, so it is expected that truck vibration at nearby sensitive receivers would be less than Caltrans's vibration standard of 0.3 inch per second PPV, and therefore, would be less than significant.

IMPACT NOI-3: 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, THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.

Less than Significant Impact. The Project site is located approximately 1.4 miles southeast of MARB/IPA. Based on the 2018 noise level contours for MARB/IPA, the Project site is located outside the 65 dBA CNEL noise level contour boundaries and the Project's industrial land use is considered *normally acceptable*. The Riverside County ALUCP compatibility criteria: Noise indicates that the Project's industrial land uses experience *clearly acceptable* exterior noise levels below 60 dBA CNEL. Normally acceptable noise levels for industrial land use range from 60 to 65 dBA CNEL. Marginally acceptable noise levels at industrial land uses range from 65 to 70 dBA CNEL. Thus, implementation and development of the Project would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and impacts would be less than significant.

5.11.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area, as listed in Table 5-1. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, the City's Municipal Code Section 7.34.060 requires construction activities to not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or anytime on Sunday or a federal holiday. Also, construction noise and vibration are localized in nature and decrease substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction. As shown on Figure 5-1, there are two cumulative projects adjacent to or within hearing distance of the Project site. The closest cumulative projects are the Ramona and Brennan warehouse project, which is located across Ramona Expressway, approximately 400 feet northeast of the Project site and the Ramona Gateway Commerce Center project, located across Webster Avenue, approximately 100 feet west of the Project site. Construction of the Ramona and Brennan project is expected to be complete and operational by the time construction for the Project begins. Additionally, the Ramona Gateway Commerce Center construction would also be required to comply with the City of Perris Municipal Code regarding construction noise impacts and would implement similar mitigation measures that would place construction equipment away from sensitive receptors. The nearest sensitive receptor to the project is Val Verde High School, which is located along the southern border of the site. The project also includes a mitigation measure to construct a sound wall along the southern border. Thus, construction noise and vibration levels from the Project would not combine to become cumulatively considerable, and cumulative noise and vibration impacts associated with construction activities would be less than significant.

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed Project in the opening year cumulative traffic volumes on the roadways in the Project vicinity. The noise levels associated with these traffic volumes with the proposed Project were identified previously in Table 5.11-19. As shown, the Project would increase the roadway noise levels by 7.9 dBA CNEL. There are no sensitive receptors along

the adjacent roadways, and the City of Perris does not consider noise increases to non-sensitive uses to be significant. Thus, the Project would not result in a cumulatively considerable increase in roadway noise levels. Therefore, cumulative impacts related to roadway noise would be less than significant.

5.11.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

Local

- Perris Municipal Code Section 7.34: Noise Control

Plans, Programs, or Policies

City of Perris Good Neighbor Guidelines

- Policy 1.4: truck bays and aisles
- Policy 1.6: PA systems
- Policy 4.8: loading area wall
- Policy 6.1: monthly construction reports
- Policy 6.3: construction equipment operations and maintenance
- Policy 6.4: construction equipment location
- Policy 6.8: construction traffic control plan
- Policy 6.9: noise from construction

5.11.9 PROJECT DESIGN FEATURES

None.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts related to Impacts NOI-1 through NOI-3 would be less than significant.

5.11.11 PVCCSP EIR MITIGATION MEASURES

MM Noise 1: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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.

[Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

MM Noise 5: New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCC shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and from Murrieta Road to Evans Road. Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue.

[Status: Not Applicable to the proposed Project]

5.11.12 PROJECT SPECIFIC MITIGATION MEASURES

Potential impacts related to noise would be less than significant and no mitigation measures are required.

5.11.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Potential impacts related to noise would be less than significant.

5.11.14 REFERENCES

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5.12 Population and Housing

5.12.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Perris and assesses the Project's impacts on planned growth. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, September 2020
- *Demographics and Growth Forecast*, SCAG, September 2020
- *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023*, California Department of Finance (DOF), 2023
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the State CEQA Guidelines, “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

No federal laws, regulations, or executive orders apply to the Project.

5.12.2.2 State Regulations

No state laws or regulations apply to the Project.

5.12.2.3 Regional and Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 does not contain specific policies related to population and housing that are applicable to the Project. However, the Housing Element does discuss population and housing growth in the City.

The purpose of the Housing Element of the Perris General Plan is to ensure the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. It institutes policies that guide City decision-making and establishes an action program to implement housing goals through 2029.

5.1 2.3 ENVIRONMENTAL SETTING

The Project site is largely vacant except for the southeast portion of the site, which is currently used as an unpaved storage yard for the existing adjacent warehouse building. The site is disturbed from previous agricultural activities. The Project site has a General Plan land use designation of Perris Valley Commerce Center Specific Plan (PVCCSP). The PVCCSP establishes the zoning for the properties within the PVCCSP planning area. The PVCCSP zoning designation for the site is Light Industrial (LI), which allows a maximum floor-area-ratio of 0.75 while the PVCCSP EIR assumed that the typical floor-area-ratio for the LI zone would be 0.45. The Project site does not currently contain any housing, nor is it designated for the development of housing.

Population

According to Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), the population of Perris is anticipated to increase from 74,900 persons in 2016 to 121,000 persons in 2045; an increase of 46,100 persons (as summarized below in Table 5.12-1). This represents a 62 percent increase between 2016 and 2045. Comparatively, the entire population of Riverside County is anticipated to increase from 2,364,000 persons in 2016 to 3,252,000 persons in 2045, an increase in 888,000 persons. This represents a 38 percent increase.

Estimates of population for cities and counties in California are determined by the Department of Finance (DOF) annually. As of January 2023, the City of Perris had an estimated population of 78,948 persons while the County of Riverside had an estimated population of 2,439,234 persons (DOF, 2023). Thus, the current population of the City of Perris and the County of Riverside are within the Southern California Association of Governments' (SCAG's) existing regional growth projections.

Table 5.12-1: Population Trends in the City of Perris

	2016 ¹	2023 ²	2045 ¹	2016 – 2045 Increase
City of Perris	74,900	78,948	121,000	46,100 (62%)
Riverside County	2,364,000	2,439,234	3,252,000	888,000 (38%)

Sources:

¹SCAG, 2020b

² DOF, 2023

Housing

According to Connect SoCal 2020, the City of Perris is projected to add approximately 16,600 households by 2045 (Table 5.12-2). Comparatively, the County as a whole is expected to add approximately 370,000 households by 2045.

Along with population, estimates of the number of housing units are determined by the DOF and updated annually. As of January 2023, there were an estimated 19,843 and 872,930 housing units within the City of Perris and County of Riverside, respectively (DOF, 2023). Thus, the existing number of housing units in of the City of Perris and the County of Riverside are within SCAG regional growth projections.

Table 5.12-2: Housing Trends in the City of Perris

	2016 ¹	2023 ²	2045 ¹	2016 – 2045 Increase
City of Perris	17,200	19,843	33,800	16,600 (97%)
Riverside County	716,000	872,930	1,086,000	370,000 (52%)

Sources:

¹SCAG, 2020b

²DOF, 2023

Employment

According to Connect SoCal 2020, the City of Perris is projected to add approximately 10,300 jobs between 2016 and 2045 (Table 5.12-3). This represents an increase of approximately 64 percent. Comparatively, the entire County is projected to add approximately 360,000 jobs (or 48 percent) between 2016 and 2045.

The most recent count of jobs in the City of Perris is from the SCAG 2022 Spatial and Statistical Summary, which estimated 18,382 jobs in 2021 (SCAG, 2022). In addition, the annual average number of jobs in the County of Riverside for 2021 totaled 669,804 (SCAG, 2022). Thus, the current employment numbers within the City of Perris and the County of Riverside are within SCAG regional growth projections.

Table 5.12-3: Employment Trends in the City of Perris

	2016 ¹	2021 ²	2045 ¹	2016 – 2045 Increase
City of Perris	16,100	18,382	26,400	10,300 (64%)
Riverside County	743,000	669,804 ³	1,103,000	360,000 (48%)

Sources:

¹SCAG, 2020b

²SCAG, 2022

³The number of jobs in Riverside County was obtained by summing job data from the unincorporated area and all cities.

Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG’s regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

According to the SCAG Environmental Justice Technical Report, the SCAG region had a jobs-housing ratio of 1.19 in 2016 (SCAG, 2020c). Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are “housing rich,” meaning that more housing is provided than employment opportunities in the area. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.12-4 provides the jobs-to-housing ratios for the City and Riverside County, based on data from SCAG.

Table 5.12-4: Jobs - Housing Trends in the City of Perris

Year	Jobs	Dwelling Units	Jobs – Housing Ratio
City of Perris			
2016	16,100	17,200	0.93
2021	18,382	19,583 ¹	0.94
2045	26,400	33,800	0.78
County of Riverside			
2016	743,000	716,000	1.04
2021	669,804	863,784 ¹	0.78
2045	1,103,000	1,086,000	1.02

Sources: DOF, 2023; SCAG, 2020b; SCAG, 2022

¹Estimates of the number of dwelling units in January 2022 were used to account for the totality of 2021 (DOF, 2023).

As shown on Table 5.12-4, the approximate 2021 jobs-to-housing ratios for the City of Perris and Riverside County are 0.94 and 0.90, respectively; that is, both the City of Perris and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Perris may need to commute to other incorporated cities or other counties for employment. Approximately 18 percent of workers in 2021 commuted seven or more hours weekly (SCAG, 2022).

5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or
- POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The Initial Study established that the Project would not result in impacts related to Threshold POP-2. No comments were provided regarding the displacement of housing in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of this impact is required in the Draft EIR.

5.12.5 METHODOLOGY

State CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, State CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data on population and housing trends, which were obtained from the DOF, SCAG, and the City of Perris General Plan. If projected growth with the Project would exceed SCAG and Perris growth projections and could

create a significant change to the environment, the resulting growth would be considered “substantial,” and a significant impact would result.

5.12.6 ENVIRONMENTAL IMPACTS

IMPACT POP-1: THE PROJECT WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY OR INDIRECTLY.

Less Than Significant Impact. The Project would develop a new high-cube warehouse totaling 551,922 square feet on a 29.5-acre undeveloped site that is designated by the PVCCSP for Light Industrial development under the LI land use that allows a floor-area-ratio of up to 0.75 while the PVCCSP EIR assumed that the typical floor-area-ratio for the LI zone would be 0.45. As detailed in Section 3.0, *Project Description*, the Project would result in a floor-area-ratio of 0.43; and would be within the projected buildout of the PVCCSP. The site is located in a developed area of the City adjacent to existing roads and in close proximity to infrastructure and utilities. The Project does not involve construction of any new residential uses and would not contribute to a direct increase in the City’s population.

Because the future tenants of the proposed warehouse are unknown, the number of jobs generated from operation of the Project cannot be precisely determined. For purposes of analysis, employment estimates were calculated using data and average employment density factors utilized in the PVCCSP EIR. The PVCCSP EIR estimates that light industrial uses would employ approximately one worker for every 1,030 square feet of building area. Thus, the Project would generate approximately 536 employees.

As shown in Table 5.12-3, employment in the City of Perris is expected to increase by 8,018 jobs between 2021 and 2045. Based on these growth projections, the Project would represent approximately 6.7 percent of projected employment growth within the City of Perris. Thus, the employment growth that would occur from the Project is within the growth projections used to prepare Connect SoCal 2020.

The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of Perris as of June 2023 was 6.5 percent, City of Hemet was 6.9 percent, City of Moreno Valley was 5.5 percent, and the City of Menifee was at 5.0 percent, and the County of Riverside was 5.0 percent (BLS, 2023). Due to these levels of unemployment, it is anticipated that new employees at the Project site would already reside within commuting distance and would not generate need for new housing.

Construction. Construction of the Project would result in a temporary increased demand for construction workers. This Draft EIR assumes that construction of the Project would commence in March 2025 and would take approximately 12 months to complete. Construction would require a maximum of 116 construction workers (from AQ CalEEMod, Appendix C). Workers are anticipated to come from the City and surrounding jurisdictions and to commute daily to the jobsite. Although it is possible that the demand for construction workers could induce some people to move to the region, this consideration would be de minimis, relative to the total number of construction workers in the region. According to the SCAG Regional Data Platform, 4,654 individuals are employed in the construction industry in the City of Perris (SCAG 2022). Within Riverside County as a whole, approximately 77,582 individuals are employed in the construction industry (ACS, 2021). The supply of general construction labor in the vicinity of the Project area is not expected to be constrained due to the current 6.5 percent unemployment rate in the City and the 5.0 percent unemployment rate in Riverside County and the temporary nature of construction projects (BLS, 2023). As such, the existing labor pool would meet the construction needs of the Project, and this labor pool would increase with the continued projected growth of Riverside County. Therefore, implementation of the Project would not induce substantial unplanned population growth directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Impacts would be less than significant.

Infrastructure. Development of the Project would not require extension or expansion of infrastructure to serve the proposed uses at the site. The Project includes installation of new onsite water, sewer, and stormwater drainage lines that would connect to existing adjacent infrastructure and improvement of roadways as outlined in Section 3.0, *Project Description*. However, the Project does not involve installation of infrastructure in unserved areas or extension of infrastructure into areas that could result in future unplanned growth. The Project includes relocation of a 12-inch domestic water line in Ramona Expressway for 677 linear feet and installation of an offsite recycled water lateral which would be installed for 1,749 linear feet within Webster Avenue and 677 linear feet within Ramona Expressway for sustainable landscape irrigation, which would reduce the volume of potable water used by the site, which is a sustainable feature that does not result in indirect growth. In addition, this recycled water line is within the master planning for the area by the Eastern Municipal Water District. In addition, the existing trapezoidal channel along Ramona Expressway would be removed and replaced with a 30-inch underground reinforced concrete pipe, approximately 588-feet in length. However, this improvement would only include replacement of the existing stormwater infrastructure and would not include expansion in capacity. Further, the Project is within an urbanized area that is already built out or planned for light industrial development. Thus, the installation of needed infrastructure for Project operation would not result in any unplanned population growth.

The Project would include development of driveways as well as roadway improvements within the Project site frontage to provide adequate access and circulation for passenger automobiles and truck traffic. The Project does not include offsite roadway expansions or extensions. Therefore, the Project would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and potential impacts would be less than significant.

5.12.7 CUMULATIVE IMPACTS

The cumulative population and housing impact assessment considers the development of the Project in conjunction with other development projects in the context of the City of Perris General Plan area. Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, the Project site is designated by the PVCCSP for Light Industrial development under the LI land use that allows a floor-area-ratio of up to 0.75 and assumes a typical floor-area-ratio of 0.45. The Project would result in a floor-area-ratio of 0.43; and would therefore be within the projected buildout of the PVCCSP. As the Project would be under the allowable development of the site, the Project would not exceed the planned growth of the area and would not result in a cumulatively considerable increase.

Also, the Project would result in a generation of approximately 536 permanent jobs at full buildout, which is 6.7 percent of the employment growth projections anticipated by Connect SoCal 2020, to occur between 2021 and 2045. The Project is within the growth projections used to prepare Connect SoCal 2020, thus, potential impacts related to cumulative growth would be less than cumulatively considerable, and less than significant.

5.12.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.12.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact POP-1 would be less than significant.

5.12.10 PVCCSP EIR MITIGATION MEASURES

None.

5.12.11 PROJECT-SPECIFIC MITIGATION MEASURES

No mitigation measures are required.

5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to population and housing would occur.

5.12.13 REFERENCES

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5.13 Public Services and Recreation

5.13.1 INTRODUCTION

This section of the Draft EIR addresses impacts of the Project to public services, including fire protection and emergency services and police protection, and recreational facilities. This section addresses whether there are physical environmental effects of new or expanded public facilities that are necessary to maintain acceptable service levels. This section analyzes whether any physical changes resulting from a potential increase in service demands from Project implementation could result in significant adverse physical environmental effects. Thus, an increase in staffing associated with public services, an increase in calls for services, would not, by itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. In addition, this section addresses the need for construction of recreational facilities and their potential to result in a physical effect on the environment. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *Perris Valley Commerce Center Specific Plan Amendment 12, Adopted February 2022*
- *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report, Certified November 2011*

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

There are no Federal regulations pertaining to public services that would be applicable to the Project.

5.13.2.2 State Regulations

California Building Code

The California Building Code includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

California Code of Regulations (CCR) Title 24, Part 9 (2016 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2016 (adopted January 1, 2017).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended

to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Perris to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989 (California Legislative Information, n.d.).

5.13.2.3 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to public services that are applicable to the Project:

Safety Element

- Policy S-5.6** All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.
- Policy S-5.8** Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.
- Policy S-5.9** Ensure that the City maintains adequate facilities and fire service personnel in conformance with the Riverside County Fire Department's Fire Strategic Plan.
- Policy S-5.10** Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.
- Policy S-5.11** Ensure fuels reduction and fire risk reduction activities occur along key roadways and evacuation routes throughout the City.

Perris Municipal Code

Title 20; Fire Protection Regulations. The Perris Municipal Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council. The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

Title 19, Chapter 19.68.020 Development Impact Fees. Developments within the City of Perris are required to comply with the provisions of City Ordinance No. 1182 which establishes development impact fees (DIF) to mitigate the cost of public facilities needed to offset the impact of new development. Public facilities include the police, fire, community amenities, government services, parks, transportation, and administration.

Perris Valley Commerce Center Specific Plan

The PVCCSP contains the following policies related to public services resources that are applicable to the Project:

Policy 8.2.1.4 Employee Break Areas and Amenities.

Outdoor Break Areas. An outdoor break area should be provided at each office area location. It should include an eating area (tables and seating) covered by overhands, patio covers, pergolas, etc. This area should be designed to create a sense of privacy and separation through the use of enhanced landscaping and paving, as well as landscape screening/low garden walls or combination thereof.

Additional Amenities for Buildings Exceeding 100,000 S.F. Buildings exceeding 100,000 square feet shall require employee amenities such as, but not limited to, cafeterias, exercise rooms, locker rooms and shower, walking trails and recreational facilities.

5.13.3 ENVIRONMENTAL SETTING

Riverside County Fire Department

The Riverside County Fire Department (RCFD) provides fire prevention, suppression, and paramedic services to the City of Perris, including to the Project site. The RCFD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The RCFD provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials. The Project site area is served by two fire stations. The two stations listed in Table 5.13-1 have a daily staffing of 1 engine, 1 truck company, and 1 squad truck, and 27 assigned firefighters (City of Perris, n.d-a.). The table below summarizes the average response times for each station. According to the Perris Battalion Chief, the threshold to gauge adequate levels of service is a response time below 4 minutes.

Table 5.13-1: Perris Fire Station Response Times - 2022

Fire Station	Location	Distance from Site	Estimated Response Time	Calls for Service
Station 1 (101)	210 W San Jacinto Ave, Perris, CA 92570	4.7 miles	5.4+ minutes	3000+
Station 2 (90)	333 Placentia Avenue, Perris, CA 92570	2.9 miles	5.4+ minutes	3000+

Source: Mark Scoville (Perris Battalion Chief), personal communication, November 14, 2023

Riverside County Sheriff's Department

The Riverside County Sheriff's Department, under contract with the City of Perris and operating as the Perris Police Department, provides contract law enforcement services to the City of Perris, including the Project site. Twelve sheriff stations are located throughout Riverside County to provide area-level community service (Riverside County Sheriff, n.d.). The Perris Police Station is located approximately 4.8 miles south of the Project site at 137 N Perris Boulevard.

Per correspondence with Lieutenant Wade Lenton from the Perris Police Station, the City has one captain, four lieutenants, seventy-four sworn officers, and thirty-seven non-sworn personnel to provide community

policing services. The Riverside County Sheriff’s Department and Perris Police Department use a staffing standard of one officer per 1,000 residents (City of Perris, 2005b). The current officer-to-citizen ratio is 0.89 sworn officers per 1,000 residents (Wade Lenton, personal communication, August 22, 2023). Table 5.13-2 below summarizes the average response time and total number of calls for service by priority level.

Table 5.13-2: Perris Sheriff Station Response Times - 2022

	Calls for Service	Average Response Time
Priority 1	331	5.96
Priority 2	4073	11.30
Priority 3	3711	15
Priority 4	1671	19.63

Source: Wade Lenton (Perris Sheriff Station Lieutenant), personal communication, August 22, 2023

City of Perris Parks and Recreation

The City of Perris adopted the Parks and Recreation Master Plan in 1992 in order to provide standards, strategies, and policies to guide the development of parks and recreational facilities within the City. The most recent update to the Master Plan was in 2005. Currently, the City provides 25 parks and recreational facilities (City of Perris, 2005). The closest existing park to the Project site is Morgan Park, located at 600 E Morgan Street. This park is approximately 3.0 roadway miles east of the Project site. The amenities offered at Morgan Park include barbeques, basketball court, group shelter, picnic tables, playground, restrooms, snack bar, soccer field, and a walking trail (City of Perris, n.d-b).

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- PS-1 – Fire protection
- PS-2 – Police protection
- PS-3 – Schools
- PS-4 – Parks
- PS-5 – Other public facilities

The Initial Study established that the Project would not result in impacts related to Threshold PS-3 through PS-5. No comments were provided regarding potential impacts to schools, parks, or other public facilities in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of these impacts is required in the Draft EIR.

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect related to parks and/or recreation if it were to result in:

- PR-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- PR-2 Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Initial Study established that the Project would not result in impacts related to Threshold PR-1. No comments were provided regarding potential impacts to parks in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of these impacts is required in the Draft EIR.

5.13.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public service can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the Project results in the need for new or the expansion of existing government services and facilities, including fire and police stations. In addition, the analysis of construction impacts associated with the development of proposed recreational facilities is considered as part of the overall Project.

5.13.6 ENVIRONMENTAL IMPACTS

IMPACT PS-1: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH FIRE PROTECTION SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE STATION FACILITIES.

Less than Significant Impact. Construction and operation of the Project would increase the demand for fire protection and emergency medical services. The threshold is whether the Project would result in inadequate staffing levels or require additional equipment, response times, and/or increase the demand for services that would then require the construction or expansion of fire station facilities that would have an adverse physical effect on the environment.

As described above, RCFD Stations 1 and 2 currently do not meet the desired response time of four minutes. As discussed in Section 5.12, *Population and Housing*, the Project is estimated to generate 536 employees. The 536-employee increase that would occur from implementation of the Project would result in an incremental increase in demand for fire protection and emergency medical services.

However, the Project would be required to adhere to the 2022 California Fire Code which would minimize the demand on fire stations, personnel, and equipment. Additionally, site access would be subject to plan check review by the City Building Division and the RCFD to ensure compliance with fire protection standards. The proposed warehouse would be of concrete tilt up construction which contains a low fire hazard risk rating. The buildings would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code, California Building Code, and other existing regulations regarding fire safety.

In addition, the Project would be required to pay Development Impact Fees pursuant to City Ordinance No. 1182, *Development Impact Fees*. Ordinance No. 1182 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development. This includes imposing development impact fees of \$102 for fire facilities for every 1,000 square feet of new industrial use. Development impact fees collected would ensure the level of fire protection services are maintained and response times are improved and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities. At this time, the City of Perris does not have plans to construct a new fire station. Therefore, disclosure of potential impacts related to the construction of a new fire station as part of this EIR would be speculative. However, any future construction and operation of a new fire station would be subject to City policies that are designed to protect environmental resources as well as environmental review pursuant to CEQA to determine whether adverse

physical effects on the environment would occur. Therefore, with the payment of development fees pursuant to Ordinance No. 1182, Project impacts to fire services would be less than significant.

IMPACT PS-2: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH POLICE SERVICES OR THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE FACILITIES.

Less than Significant Impact. Implementation of the Project would result in the development of a warehouse building totaling 551,922 square feet. The Project would result in additional onsite employees and goods that could create the need for sheriff services. Impacts to sheriff services are considered significant if Project implementation would result in inadequate staffing levels, response times, and/or increased demand for services that would require the construction of new or expansion of existing police facilities.

As discussed in Section 5.12, *Population and Housing*, the Project is estimated to generate a need for approximately 536 employees. However, it is anticipated that some of these employees would come from within the region and thus would not contribute to a large increase in population. The Project does not propose the development of any residential units. Therefore, it would not directly increase the population which would typically result in an increased demand for police services. Thus, the increase in onsite employees that would occur from implementation of the Project may result in only an incremental increase in demand for police protection.

The Riverside County Sheriff's Department uses a standard staffing level goal of 1 officer per 1,000 residents (City of Perris, 2005b). The Perris Station is staffed by 74 full-time sworn officers, and the current officer-to-citizen ratio is 0.89 sworn per 1,000 residents. However, the police protection service demand within the Project area is low, and the current officer-to-citizen ratio meets the desired service ratio standard for the Riverside County Sheriff's Department and City of Perris (Wade Lenton, personal communication, August 22, 2023). Therefore, according to the City Sheriff's Department, the Project would not require the expansion of existing facilities nor the construction of a new station.

Additionally, the Project would be required to adhere to City Ordinance No. 1182, which sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development, including the need for new or expanded sheriff facilities. The Project would be required to pay \$59 per 1,000 square feet of building area to fund improvements to Sheriff facilities. Therefore, the Project's incremental demand for sheriff protection services would be less than significant with the payment of Development Impact Fees.

IMPACT PR-2: THE PROJECT WOULD INCLUDE EMPLOYEE RECREATIONAL FACILITIES BUT WOULD NOT REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES IN A MANNER WHICH WOULD HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Less than Significant Impact. The Project includes the construction of an on-site employee recreational area as required by PVCCSP development standard 8.2.1.4. The Project would provide an outdoor employee amenity area which would total 1,650 square feet and an employee lunch patio. In addition, the Project would provide an indoor half-court basketball court and interior break area. The construction activities related to the proposed recreational facilities are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, construction emissions are included in Sections 5.2, *Air Quality* and 5.7, *Greenhouse Gas Emissions*. As discussed under Impact AQ-2 and Impact GHG-1, construction of the Project would not exceed the established thresholds for criteria pollutants. Therefore, construction of the on-site recreational facility would result in less than significant impacts to the environment.

5.13.7 CUMULATIVE IMPACTS

Fire Protection. The cumulative assessment for fire services considers the development of the Project in conjunction with projected growth in the area served by the Perris fire stations. The Project, as with any development within the City of Perris, would incrementally increase the demand for fire services. Consequently, the Project and other development projects would require payment of development impact fees pursuant to Ordinance No. 1182, which would provide the necessary funding to offset impacts to fire services.

Buildout of the City was analyzed under the General Plan EIR, which stated that a new fire station would be required in order to meet acceptable service ratios with an increase in development. The General Plan EIR determined that buildout of the potential fire station would result in less than significant impacts with compliance to existing policies. Whether the City chooses to construct a new fire station in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies, that are designed to protect environmental resources, as well as environmental review under CEQA, separate from this Project. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees in order to provide funding for future construction of a new fire station. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

Police Protection. The cumulative assessment for police services considers the development of the Project in conjunction with projected growth in the area served by the Perris Sheriff's Station. The Project would not significantly increase the need for police services in Perris, cities surrounding the Perris, or the region, per discussions with the Sheriff's Department. As discussed above, the Project applicant would pay the required development impact fees pursuant to City Ordinance No. 1182. Additionally, as discussed above, the Project would not impact acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the result in the need for new or the expansion of existing government services and facilities. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

Recreation. The cumulative assessment for parks and recreation considers the development of the Project in conjunction with other development projects in the City of Perris, as listed in Section 5.0 of this EIR. The Project would construct an on-site employee amenity area for recreation. Therefore, the Project would not increase the use of existing recreational facilities within the vicinity such that physical deterioration would occur. Thus, the Project would not contribute to the need for new or physically altered off-site facilities and would not result in a cumulative impact to parks and recreation.

5.13.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

State

- California Fire Code (CFC; California Code of Regulations, Title 24, Part 9)

Local

- Perris Municipal Code Title 20; Fire Protection Regulations

- Perris Municipal Code Title 19, Chapter 19.68.020 Development Impact Fees

Plans, Programs, or Policies

- PVCCSP Policy 8.2.1.4: Employee Break Areas and Amenities

5.13.9 PROJECT DESIGN FEATURES

None.

5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts PS-1, PS-2, and PR-2 would be less than significant.

5.13.11 PVCCSP EIR MITIGATION MEASURES

None.

5.13.12 PROJECT-SPECIFIC MITIGATION MEASURES

None.

5.13.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to public services would occur.

5.13.14 REFERENCES

- California Legislative Information. (n.d.) *Chapter 5. Fees for Development Projects [66000- 66008]*.
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5.14 Transportation

5.14.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Project. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The analysis in this section is based on the following resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*
- *Perris Valley Commerce Center Specific Plan Amendment No.12*, October 2020
- *Ramona Expressway & Webster Avenue Traffic Impact Analysis Report*, EPD Solutions, Inc., July 2023 (TIA). Appendix O.

5.14.2 REGULATORY SETTING

5.14.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32).

SB 743 required the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.14.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020), which was adopted in September 2020. Connect SoCal 2020 integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such

as SB 375. With respect to transportation infrastructure, SCAG anticipates, in Connect SoCal 2020, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program applies to the western portion of Riverside County. The fees are collected by the County of Riverside and administered by Western Riverside Council of Governments (WRCOG) to make roadway improvements in the WRCOG area. TUMF funds are intended for use solely for the engineering, construction, and right-of-way acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Facilities eligible for TUMF are designated by WRCOG and updated periodically. They include streets, arterials and road improvements as defined in the ordinance.

5.14.2.3 Local Regulations

City of Perris General Plan 2030

Circulation Element

The City of Perris General Plan Circulation Element contains the following policies related to transportation that are applicable to the Project:

Policy 1.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.

Implementation Measure 1.B.1 Require on-site improvements that accommodate public transit vehicles (i.e. bus pullouts and transit stops and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e. community centers, tourist and employment centers, etc.).

Policy I.D Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.

Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.

Implementation Measure III.A.1 Distribute the costs of transportation system improvements for new development equitably among beneficiaries through the City's Traffic Impact Fee Program.

Implementation Measure III.A.2 Use redevelopment agreements, revenue sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.

Implementation Measure III.A.4 Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.

Policy IV.A Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.

Implementation Measure IV.A.3 Comply with Americans with Disabilities Act requirements for pedestrian movement along sidewalks, paths, trails and pedestrian crossings within City rights-of-way.

Policy V.A Provide for safe movement of goods along the street and highway system.

Implementation Measure V.A.4 Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes; and distribute maps of approved truck routes to City traffic officers.

Implementation Measure V.A.7 Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.

Implementation Measure V.A.8 Provide adequate off-street loading areas for all commercial and manufacturing land uses.

Policy VIII.A Encourage the use of Transportation Demand Management (TDM)/ Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.

Conservation Element

The City of Perris General Plan Conservation Element contains the following policy related to transportation that is applicable to the Project:

Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.

Open Space Element

The City of Perris General Plan Open Space Element contains the following policy related to transportation that is applicable to the Project:

Policy II.A All development will be accessible by a trail system.

Environmental Justice Element

The City of Perris General Plan Environmental Justice Element contains the following policy related to transportation that is applicable to the Project:

Policy Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.

Perris Municipal Code

Title 19, Chapter 19.68.020 Development Impact Fees. Developments within the City of Perris are required to comply with the provisions of City Ordinance No. 1182 which establishes development impact fees (DIF) to mitigate the cost of public facilities needed to offset the impact of new development. Public facilities include the police, fire, community amenities, government services, parks, transportation, and administration.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines

apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to transportation that are applicable to the Project:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.7** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.
- Policy 1.9** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.
- Policy 1.10** It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.
- Policy 1.11** It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.
- Policy 1.12** Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.
- Policy 1.14** Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.
- Policy 1.15** Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Policy 1.16** Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- Policy 1.18** Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Goal 3** Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.
- Policy 3.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 3.2** Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- Policy 3.3** Truck traffic shall be routed to impact the least number of sensitive receptors.

- Policy 3.4** To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- Policy 3.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Policy 3.6** Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- Goal 5** Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns.
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.3** Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Policy 5.10** Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

5.1.4.3 ENVIRONMENTAL SETTING

Vehicle Miles Traveled

The Project site is currently vacant except for the southeast portion of the site, which is currently used as an unpaved storage yard for an existing warehouse building located to the south of the site. The Project site does not generate regular vehicle trips that would result in VMT to and from the site. The Traffic Analysis Zone (TAZ) in which the Project site is located, WRCOG VMT Screening Tool TAZ 3767, has a current VMT per employee of 12.02.

Traffic Study Area

The Project traffic study area includes roadways bordering the Project site: Ramona Expressway to the north, Brennan Avenue to the east, and Webster Avenue to the west. Roadways within the Project vicinity include

Morgan Street to the south and Indian Avenue to the east. Existing classifications of these roadways are as follows:

- Ramona Expressway is designated as an expressway by the City of Perris General Plan Circulation Element and PVCCSP.
- Brennan Avenue is designated as a collector road by the City of Perris General Plan Circulation Element and PVCCSP.
- Webster Avenue is designated as a secondary arterial by the City of Perris General Plan Circulation Element and PVCCSP.
- Morgan Street is designated as a secondary arterial and truck route by the City of Perris General Plan Circulation Element and PVCCSP.
- Indian Avenue is designated as a secondary arterial and truck route by the City of Perris General Plan Circulation Element and PVCCSP.

Table 5.14-1, *Existing Roadway Characteristics within Project Study Area*, shows the roadway characteristics that are observed within the study area.

Table 5.14-1: Existing Roadway Characteristics within Project Area

Roadway	Classification ¹	Direction	Existing Travel Lanes	Median Type ²	Speed Limit (mph)	On-Street Parking
Ramona Expy	Expressway	East-West	4	SM	50	No
Indian Ave	Secondary Arterial	North-South	4	SM	40	No
Brennan Ave	Collector	North-South	2	TWLTL	35	Yes
Webster Ave	Secondary Arterial	North-South	4	TWLTL	35	No
Morgan Street	Secondary Arterial	East-West	4	TWLTL	35	No
I-215	Freeway Expy	North-South	6	TWLTL	65	No

Source: EPD Solutions, 2023 (Appendix O)

¹City of Perris General Plan Circulation Element (2020)

²TWLTL = Two-way Left-Turn Lane, NM = No Median, SM = Solid Median.

Existing Intersections

The Project traffic study area consists of signalized, all-way stop controlled, one-way stop controlled, and two-way stop controlled intersections. The existing intersections included in the Project site vicinity include:

- Brennan Avenue / Ramona Expressway, a one-way stop controlled intersection;
- Brennan Avenue / Morgan Street, a one-way stop controlled intersection;
- Webster Avenue / Ramona Expressway, a signalized intersection;
- Webster Avenue / Morgan Street, an all-way stop controlled intersection;
- Indian Avenue / Morgan Street, a signalized intersection;
- Indian Avenue / Placentia Avenue, an all-way stop controlled intersection;
- Indian Avenue / Ramona Expressway, a signalized intersection; and
- Indian Avenue / Harley Knox Boulevard, a signalized intersection.

Existing Site Access

Regional access to the proposed Project site is provided by Highway I-215 via Ramona Expressway, Harley Knox Boulevard, and Placentia Avenue. Local access to the site is provided by Ramona Expressway, Webster Avenue, Brennan Avenue, Morgan Avenue, and Indian Avenue.

Existing Truck Routes

The PVCCSP Circulation Plan designates truck routes, as well as provides street standards within the PVCCSP planning area. The PVCCSP-designated truck route map is shown on Figure 5.14-1. As shown, Harley Knox Boulevard, Indian Avenue, Redlands Avenue, Morgan Street, and portions of Rider Street, Western Way, and Placentia Avenue are identified as designated truck routes. Per the PVCCSP, trucks access would be taken from the I-215 interchanges at Harley Knox Boulevard and Placentia Avenue.

Existing Transit Service

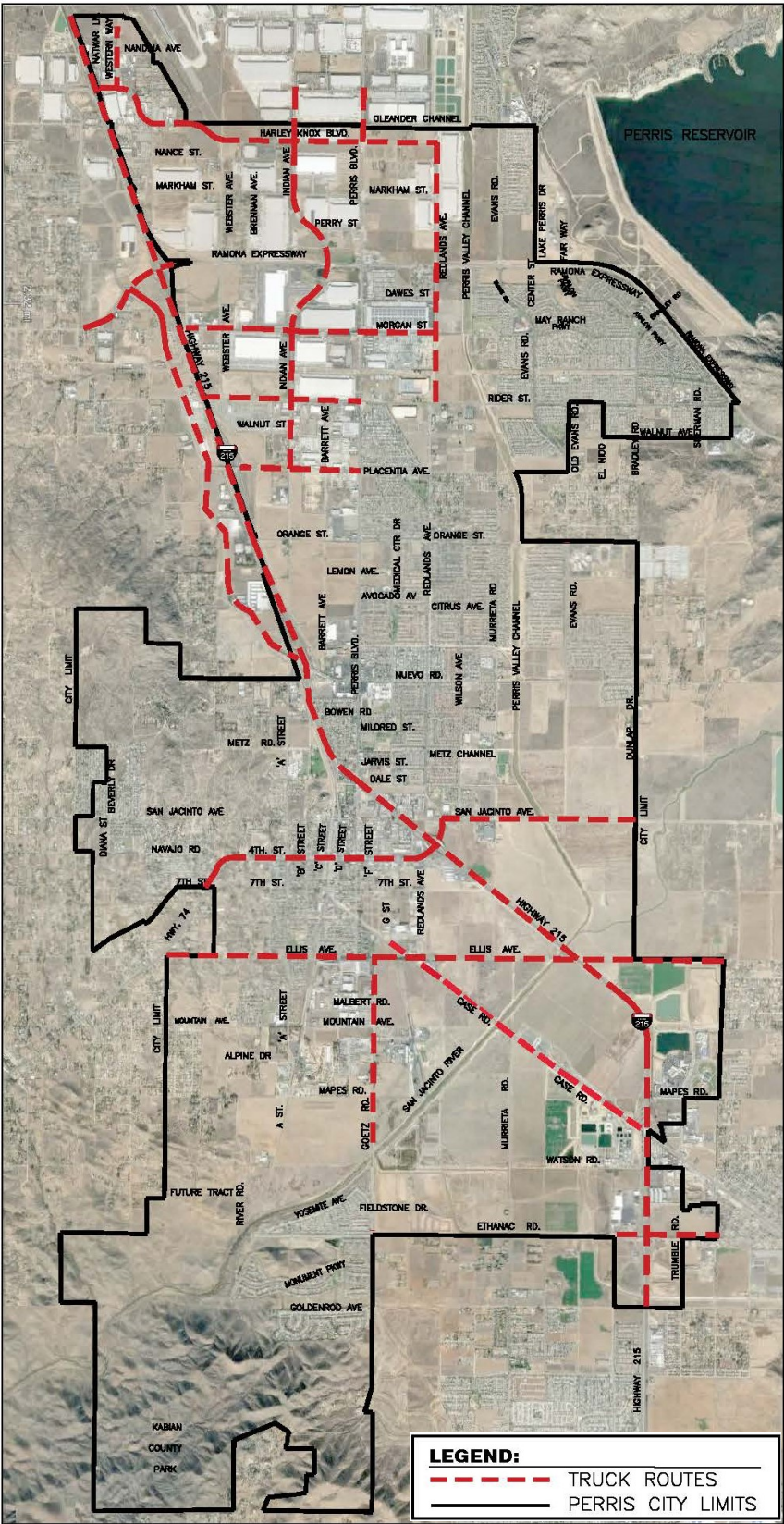
The Project site is currently served by Riverside Transit Agency (RTA) with bus services along Morgan Street, Route 19 and Route 41. Route 19 runs along Indian Avenue, Morgan Street, Webster Avenue, Ramona Expressway to Perris Boulevard and stops at Perris Station Transit Center, Moreno Valley Mall, and Moreno Valley College. Route 41 runs along Webster Avenue, Morgan Street, and Indiana Avenue, to Ramon Expressway and stops at Mead Valley Community Center, Moreno Valley College, and the Riverside University Medical Center.

Existing Bicycle and Pedestrian Facilities

The City of Perris General Plan Circulation Element identifies the existing and recommended bikeway systems for the city. Within the Project vicinity, a Separated Bikeway (Class IV) is recommended for Ramona Expressway and a Bicycle Lane (Class II) is recommended for Webster Avenue, Morgan Street, and Indian Avenue. The City's bikeway system is as shown below in Figure 5.14-2. Sidewalks currently exist along the west and east sides of Brennan Avenue, along the south side of Morgan Street, and along the west side of Webster Avenue.

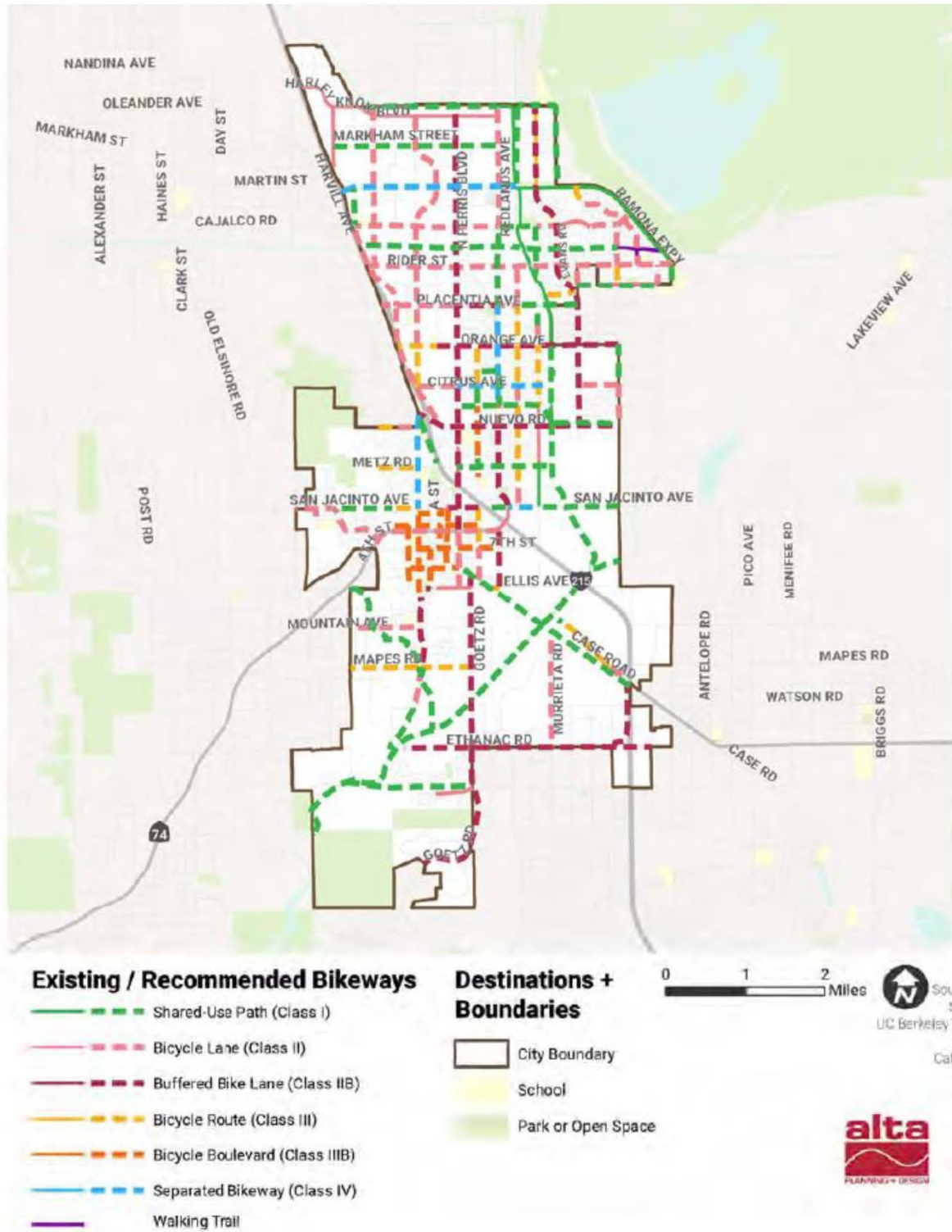
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PVCCSP Truck Route Plan



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City of Perris General Plan Bikeway System



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5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- TR-4 Result in inadequate emergency access.

The Initial Study established that the proposed Project would result in less than significant impacts related to Threshold TR-4. No comments were provided regarding emergency access in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of this impact is required in this Draft EIR.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Perris's *Transportation Impact Analysis Guidelines for CEQA* were adopted in May 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. 100% Affordable Housing: The project consists of 100% affordable housing.
2. Within ½ Mile of Qualifying Transit: The project is located within 0.5-mile of a major transit stop (with a frequency of service interval of 15 minutes or less during peak commute periods) or a high-quality transit corridor. This screening does not apply if the project includes more parking than required by the City of Perris; is inconsistent with SCAG's Sustainable Communities Strategy; or replaces affordable residential units with a smaller number of moderate or high-income residential units.
3. Local Serving Land Use: The City of Perris includes a list of local-serving land uses, which improve destination proximity and lead to shorter trip lengths.
4. Low VMT Area: The project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average and is, therefore, considered to be located in a low VMT area.
5. Less than 500 Average Daily Trips: Projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

As stated in the City's VMT Guidelines, certain projects may require additional VMT modeling to determine impacts. The following conditions may require a project to perform project-specific VMT modeling using the Riverside County Transportation Model in order to determine if it would have a significant VMT impact:

- Project requires a zone change and/or General Plan amendment and generates 2,500 or more net daily trips, or
- Project is located in a TAZ without VMT data for screening, or
- Project is not able to effectively mitigate impacts using the VMT Scoping Form.

For a non-residential project eligible for assessing VMT impacts through the VMT Scoping Form, a significant VMT impact occurs if the project's home-based work VMT per employee exceeds the Citywide average VMT per employee. In the City of Perris, the Citywide average VMT per employee is 11.62.

5.1.4.5 METHODOLOGY

As outlined in State CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, this Draft EIR does not include an analysis of LOS.

Vehicle Miles Traveled Analysis Methodology

Consistent with the City Guidelines, the VMT Scoping Form was prepared for the Project based on the WRCOG VMT Screening Results. The threshold VMT/Employee for the City of Perris is equal to the citywide average home-based VMT per employee, which is 11.62 home-based VMT per employee. The VMT/Employee for the Project's TAZ was compared to the City's threshold VMT/Employee.

5.1.4.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant Impact.

Transit, Bicycle, and Pedestrian Facilities

Transit: As described previously, the Project vicinity is served by RTA Route 19 and Route 41. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project. There is an existing bus stop on Webster Avenue. The Project would include construction of a sidewalk along Webster Avenue that would provide additional pedestrian access to the bus stop. The proposed Project would not alter or conflict with existing transit stops and schedules, and potential impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, within the Project vicinity, the City of Perris General Plan Circulation Element recommends a Separated Bikeway (Class IV) for Ramona Expressway and a Bicycle Lane (Class II) Morgan Street, Webster Avenue, and Indian Avenue. No other roadways in the Project vicinity are designated for bike lanes. As detailed in Section 3.0, *Project Description*, the Project includes the construction of a 13-foot-wide Class I Multi-Use Path along the Project frontage with Ramona Expressway, construction of a 4- to 5-foot-wide Class II bike lane along the Project frontage with Webster Avenue, and refresh striping on the adjacent streets, thereby improving bicycle facilities and network. The PVCCSP includes various standards and guidelines for the provision of onsite and offsite roadway improvements, vehicular and non-vehicular circulation, and site access. Moreover, the proposed street improvements would be developed in accordance with the PVCCSP standards and guidelines. As a result, the Project would not result in any conflicts with City's existing and planned bike lanes. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist along the west and east sides of Brennan Avenue, and along the south side of Morgan Street. As detailed in Section 3.0, *Project Description*, construction of a 13-foot-wide Class I Multi-Use Path along the Project frontage with Ramona Expressway and construction of a 6-foot-wide sidewalk along the Project frontage with Webster Avenue, thereby improving pedestrian facilities and the sidewalk network. As previously stated, the proposed street improvements would be developed in accordance with the PVCCSP standards and guidelines. As a result, the Project would not result in any conflicts with the existing and planned pedestrian network. Thus, impacts related to pedestrian facilities would not occur.

Truck Route Facilities: As detailed previously, the PVCCSP Circulation Plan designates truck routes (shown in Figure 5.14-1) and provides street standards within the PVCCSP planning area. The existing truck routes that currently serves the Project vicinity, include Harley Knox Boulevard, Indian Avenue, Redlands Avenue, Morgan Street, and portions of Rider Street, Western Way, and Placentia Avenue including the I-215 interchanges at Harley Knox Boulevard and Placentia Avenue.

As discussed in Section 3.0, *Project Description*, the Project would include two truck driveways along Brennan Avenue, a City designated Collector Street. The northerly driveway along Brennan Avenue would provide inbound and outbound truck access while the southernly driveway would be limited to outbound truck movement. Truck movement to and from the Project site would directly access the PVCCSP truck route utilizing the southernly Brennan Avenue and Morgan Street intersection. In order to ensure trucks would not access Ramona Expressway, truck channelizers would be constructed along Brennan Avenue at the median north of each driveway to limit the potential for trucks turning left out of driveways. Further, driveways along Brennan Avenue would prohibit left turns out and right turns in with only a 5-foot radius on one side of the curb return. No aspect of the proposed Project would require a change to the Brennan Avenue designation as a Collector Street with southernly Morgan Street truck route intersection. Therefore, the Proposed Project would be consistent with the truck routes identified in the PVCCSP Circulation Plan. Thus, impacts related to truck route facilities would not occur.

Roadway Facilities: Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity, as envisioned by the PVCCSP and the General Plan Circulation Element. As discussed in Section 3.0, *Project Description*, access to the Project site would be provided from four driveways, including: one automobile driveway along Webster Avenue, one automobile driveway along Ramona Expressway, two truck driveways along Brennan Avenue (previously discussed); and a designated emergency vehicle access driveway along Ramona Expressway.

Table 5.14-2 identifies the number of trips that would be generated by the Project. The trip generation is broken out by vehicle type and passenger car equivalent (PCE) factors are applied to the truck trips to determine the PCE trip generation. Passenger car equivalent factors account for the additional roadway capacity utilized by trucks due to their larger size, slower acceleration and reduced maneuverability when compared to passenger cars. As shown in Table 5.14-2, the Project would generate approximately 1,176 average daily trips including 67 AM peak hour and 94 PM peak hour trips.

Table 5.14-2: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
<u>Trip Rates</u>									
TUMF Fulfillment Center Rates ¹	TSF	2.13	0.10	0.02	0.12	0.07	0.10	0.17	
<u>Project Trip Generation</u>									
Ramona/Webster Ave	551.922	TSF	1,176	54	13	67	37	57	94
<u>ITE Vehicle Mix²</u>									
Passenger (84.3% Daily, 75% AM, 90% PM)		991	40	10	50	33	51	84	
Truck (15.7% Daily, 25% AM, 10% PM)		185	14	3	17	4	6	10	
		1,176	54	13	67	37	57	94	
<u>Truck Vehicle Mix³</u>									
	<u>Percent³</u>								
2-Axle truck	34.70%	64	5	2	7	2	2	4	
3-Axle truck	11.00%	20	2	0	2	0	1	1	
4+-Axle Trucks	54.40%	100	7	1	8	2	3	5	
	100%	185	14	3	17	4	6	10	
<u>PCE Trip Generation⁴</u>									
	<u>PCE Factor⁴</u>								
Passenger Vehicles	1.0	991	40	10	50	33	51	84	
2-Axle truck	1.5	96	7	3	10	3	3	6	
3-Axle truck	2.0	41	3	0	3	0	2	2	
4+-Axle Trucks	3.0	301	21	3	24	7	9	16	
		1,429	71	16	87	43	65	108	
Total Passenger Trip Generation			991	40	10	50	33	51	84
Total Truck Trip Generation			185	14	3	17	4	6	10
Total Truck (PCE) Trip Generation			438	31	6	37	10	14	24
Total Trip Generation			1,176	54	13	67	37	57	94
Total PCE Trip Generation			1,429	71	16	87	43	65	108

TSF = Thousand Square Feet

PCE = Passenger Car Equivalent

1 Trip rates from TUMF High-Cube Warehouse Trip Generation Study, WSP, January 29, 2019. In/Out splits from the Institute of Transportation Engineers, Trip Generation manual, 11th Edition, 2021. Land Use Code 155 - High-Cube Fulfillment Center Warehouse.

2 ITE Vehicle Mix for Warehousing.

3 South Coast AQMD Warehouse Truck Study Fleet Mix (With Cold Storage).

4 Passenger Car Equivalent (PCE) factors from County of Riverside Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, dated December 2020.

Construction

Construction of the proposed Project is anticipated to occur over a 12-month period. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As shown on Table 5.14-3, the building construction phase of construction would generate the most vehicular trips per day from approximately 232 workers and 65 vendors per day, which would result in a total of 297 daily trips.

Table 5.14-3: Daily Construction Vehicle Trips

Construction Activity	Workers Per Day	Vendors Per Day	Hauling Trips Per Day
Site Preparation	18	7	0
Grading	20	15	255
Trenching	33	3	0
Building Construction	232	65	0
Paving	15	0	0
Architectural Coating	46	0	0

Source: Urban Crossroads, 2023. (Appendix B)

This equates to approximately 19.7 percent of the daily trips that would be generated by operation of the Project (as shown in Table 5.14-2). Therefore, 19.7 percent of the daily trips would also not result in an inconsistency with the City’s traffic criteria. Additionally, as described above, vendor delivery trucks would arrive and depart throughout the day and a majority of construction crews would arrive and depart outside the peak hours. Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction. Haul and vendor trucks would be required to utilize City truck routes and construction trucks would not be expected to travel along Ramona Expressway. Any trucks that do travel along Ramona Expressway are subject to citation from the City of Perris Police Department.

All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). Therefore, construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

Overall, potential impacts related to transit, bicycle, pedestrian, and roadway facilities would be less than significant, and no mitigation is required.

IMPACT TR-2: THE PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.

Less than Significant Impact. As described previously, State CEQA Guidelines Section 15064.3(b) focuses on determining the significance of VMT-related transportation impacts. The City of Perris’s *Transportation Impact Analysis Guidelines for CEQA* were adopted in May 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. 100% Affordable Housing: The project consists of 100% affordable housing.
2. Within ½ Mile of Qualifying Transit: The project is located within 0.5-mile of a major transit stop (with a frequency of service interval of 15 minutes or less during peak commute periods) or a high-quality transit corridor. This screening does not apply if the project includes more parking than required by the City of Perris; is inconsistent with SCAG's Sustainable Communities Strategy; or replaces affordable residential units with a smaller number of moderate or high-income residential units.
3. Local Serving Land Use: The City of Perris includes a list of local-serving land uses, which improve destination proximity and lead to shorter trip lengths.
4. Low VMT Area: The project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average and is, therefore, considered to be located in a low VMT area.
5. Less than 500 Average Daily Trips: Projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

The applicability of each screening criteria in comparison to the proposed Project is discussed below.

Screening Criteria 1 – 100% Affordable Housing: The Project does not include affordable housing; therefore, the Project does not satisfy the requirements of screening criteria 1.

Screening Criteria 2 – Within One Half (1/2) Mile of Qualifying Transit: Qualifying Transit is defined as public transit, such as bus or rail line, which serves the area at least once every 15 minutes during the AM and PM peak hours. The Project site is not located within one half mile of qualifying transit; therefore, the Project does not satisfy the requirements of screening criteria 2.

Screening Criteria 3 – Local Serving Land Use: The Project is a high cube warehouse building, which does not qualify as locally serving land use. Therefore, the Project does not satisfy the requirements of screening criteria 3.

Screening Criteria 4 – Low VMT Area: The City's guidelines define a low VMT generating area as traffic analysis zones with a total daily VMT below the applicable citywide average VMT for the project's base year. As the Project is an employment type use, VMT per employee was used. The traffic analysis zone that includes the Project site was evaluated using the WRCOG VMT Screening Tool. The results of the screening analysis are shown in Figure 5.14-3. According to the screening tool, traffic analysis zone 3767 has a VMT per employee of 12.2 and the Citywide baseline is 11.62 VMT per employee. As such, the Project traffic analysis zone has a total daily VMT above the citywide average VMT. Therefore, the Project zone is not considered a low VMT area and does not satisfy the requirements of screening criteria 4.

Screening Criteria 5 – Net Daily Trips Less Than 500 Average Daily Trips: Table 5.14-6 shows the Project's trip generation using rates from the TUMF *High-Cube Warehouse Trip Generation Study* (WSP, January 29, 2019). As shown in Table 5.14-2, the Project would generate 1,176 average daily trips and does not satisfy the requirements of screening criteria 5.

As the Project did not meet any of the screening criteria set forth in the City of Perris's *Transportation Impact Analysis Guidelines for CEQA*, a VMT scoping form was prepared, as included within Appendix O. The City of Perris VMT Scoping Form states that projects that generate less than 2,500 net daily trips can use the TAZ VMT rate from the screening tool to determine the impact and identify appropriate mitigation or design features to reduce VMT to a less than significant level. The Project would generate 1,175 daily trips, less than the 2,500 net daily trip thresholds, so the WRCOG screening tool result for TAZ 3767 (12.02 VMT per employee) was used for the Project. As discussed in the above, the City has adopted the existing citywide employment-based VMT per employee average as the threshold of significance for industrial projects. The existing citywide average VMT per employee for industrial projects is 11.62. A project would result in a

significant project generated VMT impact if the project’s VMT exceeds the 11.62 VMT per employee average despite inclusion of mitigation or design features. As shown in Table 5.14-4, the VMT per employee for the Project TAZ is 3.33 percent greater than the Citywide VMT per employee average.

Table 5.14-4: Project VMT Impacts

Project TAZ	Project TAZ VMT	Threshold	Percent Change	Potential VMT Impact?
3767	12.02	11.62	+3.33%	Yes

Source: EPD Solutions, 2023 (Appendix O)

As shown in Table 5.14-4, the Project TAZ VMT per employee values would exceed the City’s adopted threshold by approximately 3.33 percent. Therefore, multiple Transportation Demand Management (TDM) measures were analyzed for their effectiveness in reducing Project VMT, as required by the City of Perris. The effectiveness of mitigation measures or project design features is calculated using the methodology provided in California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*. Multiple TDM measures have been incorporated into the Project’s proposed design, including PDF TR-1, which provides pedestrian network improvements along Project frontages, and PDF TR-2, which provides new bicycle lane facilities. The Project would provide a Class 1 Multi-Use Path along Ramona Expressway and a sidewalk and Class 2 bikeway along Webster Avenue. Per CAPCOA guidance, implementation of PDF TR-1 could result in a 0.22 percent reduction in VMT per employee as it would provide increased pedestrian accessibility to the Project site and PDF TR-2 could result in a 0.22 percent reduction as it would increase the use of alternative forms of transportation by providing bicyclist connectivity. These reductions are anticipated because the proposed sidewalks and bicycle facilities would connect to the existing facilities around the Project site as discussed under Impact TR-1. There are also commercial developments within walking distance of the site that would also encourage the Project employees to use alternative forms of transportation in order to get food and/or shop during work breaks. In addition, as the Project would employ over 250 individuals, the Project would be required to comply with South Coast AQMD Rule 2202, which mandates participation in a Commute Trip Reduction Program by at least 25 percent of Project employees. Adherence to South Coast AQMD Rule 2202 would result in an expected 3.90 percent reduction as it would reduce VMT associated with employee commutes. Overall, implementation of PDF TR-1, and PDF TR-2 along with compliance with South Coast AQMD Rule 2202 could result in a total Project VMT reduction of 3.45 percent, as further discussed in Appendix O, which would be greater than the 3.33 percent reduction necessary. Therefore, with implementation of PDF TR-1 and PDF TR-2, along with compliance with South Coast AQMD Rule 2202, Project VMT impacts would be less than significant.

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WRCOG VMT Screening Tool Results

The screenshot displays the WRCOG VMT Tool interface. At the top, the search bar contains the address "3701 Webster Ave, Perris, CA, 91768". Below the search bar, a map shows the project location with several parcels highlighted in orange. A popup window titled "(1 of 3)" displays the following results:

OBJECTID	1
Assessor Parcel Number (APN)	303020034
Traffic Analysis Zone (TAZ)	1831
Community Region	PERRIS
Inside a Transit Priority Area (TPA)	No
TAZ VMT	17.3
Jurisdiction VMT	16.9
% Difference	2.4%
VMT Metric	PA VMT Per Worker
Threshold	16.9
Community	0

The popup window also includes a "Zoom to" link. The main interface includes a "Complete #1-4, Then Click 'Run'" dialog box with the following steps:

- Zoom in on the map to your project location so parcels appear on map. Next, select 'Parcels' from the drop-down. Then click the black square next to the drop-down so you can select the parcel(s) for your project by drawing a simple rectangle over the parcel(s) you need.*
- Select the VMT Metric. Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*
- Select the Baseline Year. The year available for analysis are from 2018 to 2045.*
- Select the Threshold (% reduction from baseline year). Note each jurisdiction may have adopted a different metric by which they measure VMT. Please consult with the jurisdiction to verify which metric to use for your analysis.*

The "Run" button is visible at the bottom of the dialog box.

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IMPACT TR-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Less than Significant Impact.

Construction

The Project proposes development of the site in one phase lasting approximately 12 months. During construction, construction worker vehicles, haul trucks, and vendor trucks would be staged on the portion of the Project site under construction for the duration of the construction period. As part of the grading plan and building plan review processes, City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features and incompatible uses during construction of the proposed Project would be less than significant.

Operation

As previously stated, access to the Project site would be provided from four driveways, including: one automobile driveway along Webster Avenue, one automobile driveway along Ramona Expressway, and two truck driveways along Brennan Avenue. The northerly driveway along Brennan Avenue would provide inbound and outbound truck access while the southernly driveway would be limited to outbound truck movement. Additionally, there would be a designated emergency vehicle access driveway along Ramona Expressway. Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project area. As previously stated in Section 3.0, the Project Description, the two truck driveways along Brennan Avenue would include 8-foot-high security gates. The northerly driveway on Brennan Avenue, approximately 301.8 feet in length (see Figure 3-1, Conceptual Site Plan), would provide inbound and outbound truck access while the southernly driveway would be limited to outbound truck movement. Therefore, operation of the proposed Project would have the potential for truck queues to back up into the public right of way along Brennan Avenue. Due to queuing and safety concerns, a queuing analysis was prepared within the Project's TIA (Appendix O, p. 41).

To determine the number of vehicles that would be queued behind the access gate, the queuing analysis utilized a ratio of the average arrival rate and the average service rate during typical peak hours (Appendix O). As shown in the Project's trip generation in Table 5.14-3, there would be an average of 14 trucks entering the gate during the AM peak hour and 4 trucks entering the gate during the PM peak hour.

When considering the length of 301.8 feet for the ingress driveway on Brennan Avenue and the estimated length of each truck at 73.5 feet length, the northern driveway on Brennan Avenue would be able to accommodate a queue of three trucks. The queuing analysis used conservative estimations and determined the total entry time per truck (estimated truck length of 73.5 feet) during operations would take 35 seconds, equating to 1.7 trucks per minute or 102 trucks per hour. As a result, the expected queue requirement of trucks accessing the site during peak periods would be accommodated. Therefore, the Project would not result in a safety impact related to queues backing on to Brennan Avenue.

As stated in Section 3.0, *Project Description*, the Project would include construction of a 13-foot-wide Class I Multi-Use Path along the Project frontage with Ramona Expressway. In addition, Ramona Expressway would be widened by 12 feet. A 6-foot-wide sidewalk and 4 to 5-foot-wide bikeway would be constructed along the Project frontage with Webster Avenue. In addition, the existing right of way dedication on Webster Avenue would be widened by 3 feet. The Project would also install new streetlights and refresh striping on

the streets. The existing traffic signal on the intersection of Ramona Expressway and Webster Avenue would be relocated with the new curb alignment.

Furthermore, trucks accessing and leaving from the Project site would be routed away from roadways with significant passenger vehicle usage and would not be able to access Webster Avenue or Ramona Expressway. Trucks would utilize existing City-designated truck routes to access I-215, which would limit potential safety conflicts between passenger vehicles and trucks.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Project. Additionally, sight distance at the Project's access points would be reviewed with respect to City standards at the time of final grading, landscape, and street improvement plan reviews. Additionally, Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the Perris General Plan Circulation Element and PVCCSP. Compliance with existing regulations would be ensured through the City's construction permitting process. As a result, potential impacts related to vehicular circulation design features would be less than significant.

5.1.4.7 CUMULATIVE IMPACTS

Alternative Transportation

The Project's contribution to cumulative impacts related to alternative transportation was analyzed in relation to past, present, and future projects within the City of Perris. The evaluation of Impact TR-1 concluded that the proposed Project would not result in significant impacts related to alternative transportation or policies addressing the circulation system. Cumulative development in the City, and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to alternative transportation. Thus, cumulative impacts would be less than significant.

Vehicle Miles Traveled

The Project's contribution to cumulative impacts to VMT was analyzed in context with projected growth within the City of Perris and discussed within Impact TR-2. The Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states that "a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact." In other words, since the Project generated VMT per Employee efficiency metric, when compared to the City's impact threshold, is less than significant with implementation of the TDM measures identified in PDF TR-1 and PDF TR-2 along with compliance with South Coast AQMD Rule 2202. Therefore, the proposed Project would not result in a cumulatively considerable impact related to VMT with the inclusion of PDF TR-1 and PDF TR-2, and cumulative traffic impacts would be less than significant.

Design and Roadway Hazards

The Project's contribution to cumulative impacts related to design and roadway hazards was analyzed in relation to past, present, and future projects within the City of Perris, as listed on Table 5-1. The evaluation of Impact TR-3 concluded that the proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design. The proposed onsite and offsite circulation improvements would be required to be constructed in conformance with City and PVCCSP design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Project that could combine with potential hazards from other projects within the Project

vicinity. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features would not occur from the Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

5.14.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

- WRCOG TUMF Program
- Perris Municipal Code Title 19, Chapter 19.68.020 Development Impact Fees
- South Coast AQMD Rule 2202: On-Road Motor Vehicle Mitigation Options

Plans, Programs, or Policies

City of Perris General Plan Circulation Element

- Policy VIII.A: Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs

City of Perris Good Neighbor Guidelines

- Policy 1.16: exit signage
- Policy 3.1: truck routing plans
- Policy 3.2: adequate turning movements
- Policy 3.3: truck routing
- Policy 3.4: separate entry and exit points
- Policy 3.5: check in gates and/or guard booths
- Policy 5.2: truck delivery scheduling
- Policy 5.4: South Coast AQMD Rule 2202
- Policy 6.8: construction traffic control plan
- Policy 7.5: Transportation Demand Management

5.14.9 PROJECT DESIGN FEATURES

PDF TR-1: Sidewalks. The Project applicant shall construct sidewalks along the Project frontage on Ramona Expressway, Webster Avenue, connecting to the existing sidewalks along the west side of Brennan Avenue.

PDF TR-2: Bicycle Facilities. The Project applicant shall construct a 13-foot-wide Class 1 Multi-Use Path along the Project frontage with Ramona Expressway, a 4- to 5-foot-wide Class 2 bikeway along the Project frontage with Webster Avenue, and refresh stripping on the adjacent streets.

5.14.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1 and TR-3 would be less than significant. In addition, upon implementation of regulatory requirements and PDF TR-1 and PDF TR-2, Impact TR-2 would be less than significant.

5.14.11 PVCCSP EIR MITIGATION MEASURES

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. [Status: Applicable to the proposed Project and will be incorporated in its MMRP. Satisfied through a Traffic Impact Analysis, dated July 21, 2023, was prepared for the proposed Project by EPD Solutions (see Appendix O)].

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. [Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

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 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. [Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

MM Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project. [Status: The RTA has been contacted about the Project; no changes to Site Plan are required.]

MM Trans 5: Bike racks shall be installed in all parking lots in compliance with City of Perris standards. [Status: Applicable to the proposed Project and will be incorporated in its MMRP.]

MM Trans 6: Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail. [Status: Not Applicable to the proposed Project]

MM Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant will be required to provide alternative feasible improvements to achieve levels of service

satisfactory to the City. [*Status: Satisfied through a Traffic Impact Analysis, dated July 21, 2023, was prepared for the proposed Project by EPD Solutions (see Appendix O)*]

MM Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD. [*Status: Not Applicable to the proposed Project*]

5.14.12 PROJECT-SPECIFIC MITIGATION MEASURES

None.

5.14.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements and PDFs, potential impacts related to transportation would be less than significant. No significant and unavoidable transportation impacts would occur.

5.14.14 REFERENCES

City of Perris. (March 14, 2016). *Open Space Element*.

<https://www.cityofperris.org/home/showpublisheddocument/463/637203139730270000>

City of Perris. (August 26, 2022a). *Environmental Justice Element*.

<https://www.cityofperris.org/home/showpublisheddocument/447/637974757046500000>

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City of Perris. (May 12, 2020). *Transportation Impact Analysis Guidelines for CEQA*.

<https://www.cityofperris.org/home/showpublisheddocument/13245/637844258437000000>

EPD Solutions, Inc. (July 21, 2023). *Traffic Impact Analysis Report (DPR 22-00035)*. **Appendix O**.

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5.15 Tribal Cultural Resources

5.15.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *Phase I Cultural Resources Assessment for the Perris DC 11 Project*, Brian F. Smith and Associates, 12 July 2023 (Appendix E)
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.15.2 REGULATORY SETTING

5.15.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The Archaeological Resources Protection Act regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the Archaeological Resources Protection Act included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.15.2.2 State Regulations

California Senate Bill 18

Senate Bill (SB) 18 (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) to aid in the protection of tribal cultural resources. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on tribal cultural resources. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines (OPR, 2005), identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment.

Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

California Assembly Bill 52

Assembly Bill (AB) 52 established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a tribal cultural resource if it is supported with substantial evidence.

In order to protect tribal cultural resources, lead agencies are required to offer consultation on CEQA documents to California Native American tribes traditionally and culturally affiliated with the project area prior to release of the CEQA document. PRC Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a tribal cultural resource, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have

been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.15.2.3 Local Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to tribal cultural resources that are applicable to the Project:

- Policy IV.A.1** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.
- Policy IV.A.2** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.
- Policy IV.A.3** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.
- Policy IV.A.5** Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.
- Policy IV.A.6** Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.
- Policy IV.A.7** Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

5.15.3 ENVIRONMENTAL SETTING

Native American Tribes

The following information in this subsection is based on the Phase I Cultural Resources Assessment, as included as Appendix E.

The Project site is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla peoples. Migration of Shoshone peoples from the Great Basin into the desert and coastal Southern California regions occurred approximately 1000 to 600 years B.P. Both the Cahuilla and Luiseño ethnographic groups derived from this migration.

Due to the nature of prehistoric archaeological sites identified by the Phase I Cultural Resources Assessment, the prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Phase I Cultural Resources Assessment identified three prehistoric resources within one mile of the Project site. These prehistoric resources include bedrock milling sites and prehistoric isolate. None of the archaeological resources are within the Project site.

Currently, the Project site is vacant, except for the southeast portion of the site which contains storage containers and refuse from the adjacent properties. The Project site has been disturbed from past use as an agricultural field and from modern disking. In the 1980s, portions of the Project site had been partially developed; however, all improvements had been removed. From 1985 to the present day, the Project site has been undeveloped. The Project vicinity is listed on the NAHC Sacred Lands File.

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to 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:

- TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
- TCR-2 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, that considers the significance of the resource to a California Native American tribe.

5.15.5 METHODOLOGY

The tribal cultural resources analysis is based on the Phase I Cultural Resources Assessment and consultation carried out by the City of Perris pursuant to AB 52. The Phase I Cultural Resources Assessment included an archaeological and historical records search, completed at the Eastern Information Center for the Project site. Pedestrian surveys were conducted at the Project site; see Section 5.4.5 for details on the methodology. The NAHC was contacted to perform a Sacred Lands File search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

5.15.6 ENVIRONMENTAL IMPACTS

IMPACT TCR-1: THE PROJECT WOULD NOT 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).

Less than Significant with Mitigation Incorporated. AB 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources (CRHR) or local register of historical resources (PRC Section 21074). To identify if any tribal cultural resources are potentially located within the Project site, the City sent notices regarding the Project on September 28, 2023 to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Soboba Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Pechanga Band of Indians
- Rincon Band of Mission Indians

In addition to the City's outreach, on July 14, 2022, a Sacred Lands File search was requested from the NAHC. On August 29, 2022, the NAHC responded that the Sacred Lands File search yielded positive results for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site. The Agua Caliente Band and the Pechanga Band responded to the City's request for consultation prior to this Draft EIR being published. During consultation, the Agua Caliente Band determined that concerns regarding tribal cultural resources would be addressed with the inclusion of proper mitigation measures.

As previously described in Section 5.4, *Cultural Resources*, based on literature review (i.e., records check and archival research) and pedestrian surveys, no prehistoric resource sites or isolates—including tribal cultural resources—as defined by PRC Section 5020.1(k) have been identified within the Project site. As discussed previously, the Project site has been previously disturbed from past use as an agricultural field and from modern disking. Therefore, it is unlikely that intact tribal cultural resources exist on the surface, and any potential resources near the subsurface are likely to have been disturbed or destroyed. Nevertheless, due to the Project's proposed soil-disturbing activities that could extend beyond six feet below ground surface, it is possible that the development of the Project could disturb native soils that may inadvertently uncover archaeological resources, including those of tribal heritage. As such, Project-specific mitigation measure CR-1, identified in the Cultural Resources section of the Draft EIR, would be implemented to require archaeological and tribal monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Project-specific mitigation measure CR-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. With implementation of mitigation measures CR-1 and CR-2, potential impacts to tribal cultural resources would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated. In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. During consultation between the City and the Agua Caliente Band and the Pechanga Band of Indians, the Project was determined to result in less than significant impacts with implementation of tribal monitoring during ground-disturbing construction activities as mitigation. Thus, Mitigation Measure CR-1 is included to require an archaeological monitor and a Native American tribal representative to be present for all ground disturbing activities to monitor for any unexpected resources that may be unearthed during ground disturbing activities. With implementation of Mitigation Measure CR-1, impacts to a tribal cultural resource as defined under PRC 5024.1 would be less than significant.

As discussed in Section 5.4, *Cultural Resources*, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as mitigation measure CR-2) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

5.15.7 CUMULATIVE IMPACTS

The cumulative tribal cultural impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the influence areas of the tribes in the Riverside County region. There is potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover tribal cultural resources. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by AB 52, and project-specific mitigation. Project implementation of mitigation measures CR-1 and CR-2 would reduce project-level impacts to less than significant, and the Project's contribution for cumulatively significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to less than significant.

5.15.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5

Plans, Programs, or Policies

None.

5.15.9 PROJECT DESIGN FEATURES

None.

5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impacts would be **potentially significant**:

- Impact TCR-1: Earth-disturbing activities during construction may inadvertently uncover tribal cultural resources.
- Impact TCR-2: Inadvertent discovery of subsurface artifacts may be of Native American heritage and be potentially significant.

5.15.11 PVCCSP EIR MITIGATION MEASURES

Mitigation measures identified in Draft EIR Section 5.4.11.

5.15.12 PROJECT-SPECIFIC MITIGATION MEASURES

Mitigation measures identified in Draft EIR Section 5.4.12:

- **Mitigation Measure CR-1:** Archaeological Monitoring
- **Mitigation Measure CR-2:** Human Remains

5.15.13 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures CR-1, CR-2 and existing regulatory programs and requirements described in Section 5.4 and herein Section 5.15 would reduce potential impacts associated with tribal cultural resources for Impacts TCR-1 and TCR-2 to less than significant levels. Therefore, no significant unavoidable adverse impacts related to tribal cultural resources would occur.

5.15.14 REFERENCES

Brian F. Smith and Associates, Inc. (January 2023). *Phase I Cultural Resources Survey for the Perris DC 11 Project*. (**Appendix E**)

City of Perris. (April 2005a). *City of Perris General Plan 2030*.
<https://www.cityofperris.org/departments/development-services/general-plan>. Accessed July 28, 2023.

City of Perris. (April 2005b). *Environmental Impact Report, City of Perris General Plan 2030*.
<https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>.
Accessed July 28, 2023.

5.16 Utilities and Service Systems

5.16.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the proposed Project by identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste, electric power, natural gas, and telecommunications. Water supply and infrastructure capacity information in this section is from:

- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *City of Perris Municipal Code*
- *Final Water Supply Assessment, Prepared by the Eastern Municipal Water District (Appendix P)*
- *2020 Eastern Municipal Water District Urban Water Management Plan, Water Systems Consulting, Inc. July 2021*

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for utilities as a result of implementation of the Project would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

5.16.2 WATER

5.16.2.1 REGULATORY SETTING

5.16.1.1.1 State Water Regulatory Setting

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act, requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. The California Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The California Urban Water Management Planning Act describes the contents of Urban Water Management Plans (UWMPs) as well as methods for urban water suppliers to adopt and implement the plans.

Water Conservation Act of 2009, Senate Bill X7-7

The Water Conservation Act of 2009 (Senate Bill [SB] X7-7) was enacted in November 2009 and requires that all water suppliers increase their water use efficiency. SB X7-7 set the goal of achieving a 20 percent reduction in urban per capita water use statewide by 2020. Retail water agencies were required to set targets and track progress toward decreasing daily per capita urban water use in their service areas, in order to assist the State in meeting its 20 percent reduction goal by 2020. The Eastern Municipal Water District (EMWD) is responsible for preparing a UWMP in compliance with SB X7-7.

Senate Bill 610

SB 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;
- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 sf of floor area; and
- f) A mixed-use project that includes one or more of the projects above.

The components of a water supply assessment include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The water supply assessment must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the water supply assessment.

CALGreen Building Code

California Code of Regulations Title 24, Part 11, establishes the California Green Building Code or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2022 and is effective January 1, 2023. The CALGreen Code sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

5.16.1.1.2 Local Water Regulatory Setting

City of Perris General Plan 2030

The City of Perris General Plan Conservation Element contains the following policies related to water resources that are applicable to the Project:

- Policy V.A.1** Work with Eastern Municipal Water District to ensure that development does not outpace projections consistent with the Water Districts Urban Water Management Plan.
- Policy V.A.2** Require use of new technologies and water conserving plant materials for landscaping.
- Policy VI.A.3** Participate with the Eastern Municipal Water District to develop and implement water conservation programs and to encourage use of water conserving technologies.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to water service systems that are applicable to the Project:

Policy 2.12 Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).

Policy 5.10 Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.

5.16.2.2 ENVIRONMENTAL SETTING

The Project site is located within the water service area of the EMWD, which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD’s water system includes 2,500 miles of transmission and distribution water mains, 4 operating regional water reclamation facilities, 3 groundwater desalters, and 2 freshwater filtration facilities (EMWD 20221).

The EMWD UWMP is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that the EMWD services including most of the City of Hemet, other cities, and unincorporated areas in Riverside County.

Water Supply and Demand

The EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (EMWD 2021). The EMWD’s water supply is a combination of purchased or imported water, groundwater, and recycled water. Table 5.16-1 summarizes the EMWD’s current retail and wholesale water supplies. As shown on Table 5.16-1, in 2022 the EMWD obtained the majority of its potable water supply from purchased or imported water from the MWD.

Table 5.16-1: EMWD Water Supply 2022

Water Supply	Source	Volume (acre-feet)
RETAIL		
Imported – Treated	Metropolitan Water District	37,208
Imported – EMWD Treated	Metropolitan Water District	24,380
Imported - Raw	Metropolitan Water District	216
Groundwater	San Jacinto Groundwater Basin	12,369
Desalination	San Jacinto Groundwater Basin	10,850
Recycled Water	Regional Water Reclamation Facilities	51,601
Retail Total		136,624
WHOLESALE		
Imported – Treated	Metropolitan Water District	15,389
Imported - Raw	Metropolitan Water District	18,949
Imported – Recharge (Raw)	Metropolitan Water District	0
Recycled Water	Regional Water Reclamation Facilities	1,793
Wholesale Total		36,131
Combined Total		172,755

Source: Appendix P

Table 5.16-2 summarizes the EMWD’s projected retail and wholesale water supplies. As shown in Table 5.16-2, the EMWD estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the EMWD’s water supply will increase from 208,900 acre-feet in 2025 to 251,500 acre-feet in 2045 (increase of 42,600 acre-feet per year) to meet the EMWD’s anticipated growth in water demands.

Table 5.16-2: EMWD Projected Water Supply (acre-feet)

Water Supply	Source	2025	2030	2035	2040	2045
RETAIL						
Imported	Metropolitan Water District	66,447	72,147	70,247	74,747	78,847
Groundwater	San Jacinto Groundwater Basin	18,753	18,753	18,753	18,753	18,753
Desalination	San Jacinto Groundwater Basin	13,400	13,400	13,400	13,400	13,400
Other	Purified Water Replenishment (IPR)	4,000	4,000	12,000	12,000	12,000
Recycled Water	Regional Water Reclamation Facilities	43,330	49,020	54,500	59,800	64,100
Retail Total		145,930	157,370	168,900	178,700	187,100
WHOLESALE						
Imported	Metropolitan Water District	50,700	44,900	46,900	49,200	51,300
Imported	Soboba Settlement Water	7,500	7,500	7,500	7,500	7,500
Recycled Water	Regional Water Reclamation Facilities	4,770	5,180	5,600	5,600	5,600
Wholesale Total		62,970	57,580	60,000	62,300	64,400
Combined Total		208,900	214,950	228,900	241,000	251,500

Source: (EMWD, 2020)

The 2045 projections anticipate that approximately 55 percent of supply would be from imported water, approximately 7 percent would be from groundwater, approximately 28 percent from recycled water, approximately 5 percent from desalination, and approximately 5 percent from other sources. Additionally, according to the UWMP, the EMWD has adequate supplies to serve 100 percent of its customers during normal, dry year, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (EMWD, 2020).

Groundwater: The EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support the EMWD’s groundwater salinity management program.

Imported Water: The EMWD is a member agency of the MWD and relies on the MWD to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern

portion of the EMWD's service area is supplied by the MWD's Mills Water Filtration Plant, while the southeastern portion of the EMWD's service area is supplied by the MWD's Skinner Water Filtration Plant. Untreated water from the MWD is treated at the EMWD's Perris and Hemet Water Filtration Plants and is also delivered directly to a number of agricultural and wholesale customers.

The EMWD's water supply reliability is primarily established through the MWD. In the 2020 MWD UWMP, the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct were assessed by the MWD. The MWD determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and multiple-dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the MWD UWMP.

Recycled Water: Recycled water is used extensively within the EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of the EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. The EMWD's recycled water supply will expand as the population within the EMWD's service area continues to grow. The EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. The EMWD stores recycled water during low demand periods and does not discharge recycled water. The EMWD anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge.

Surface Water: The EMWD currently has the right to divert up to 5,760 acre-feet per year of San Jacinto River flows for recharge and subsequent use from September 1st through June 30th each year. The EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is an ephemeral river and, consequently, river flows may be insufficient for any diversion at all in some years.

Demand: The EMWD delivers water to both retail customers and to wholesale customer agencies. The EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional, landscape and agricultural irrigation sectors with the residential sector being the EMWD's largest customer segment. Actual 2020 water demand and projected water demand are shown in Table 5.16-3. Projected demands for the 2020 UWMP were developed using information about planned development and land use. To track new developments, the EMWD updates a Geographic Information System database that tracks proposed development quarterly. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments. The EMWD's growth forecasts include both the retail and wholesale service areas. The EMWD's retail demand projections include the water savings needed to meet the Water Conservation Act of 2009, SB X7-7 requirements. Wholesale demand projections are based on communications with sub agencies and respective growth projections for those agencies.

Table 5.16-3: Demands for Potable and Raw Water (acre-feet)

Use Type	Actual 2020	Projected 2025	Projected 2030	Projected 2035	Projected 2040	Projected 2045
RETAIL						
Single-Family	52,162	66,900	71,700	76,700	80,500	84,000
Multi-Family	6,535	8,500	9,100	9,700	10,200	10,600
Commercial	4,267	6,100	6,500	7,000	7,300	7,600
Industrial	571	600	600	700	700	700
Institutional	1,629	2,700	2,900	3,100	3,200	3,400
Landscape	8,155	8,400	7,600	6,800	6,200	5,500
Agricultural	1,560	2,000	2,000	2,000	2,000	2,000
Other	1,287	0	0	0	0	0
Losses	8,507	7,400	7,900	8,400	8,800	9,200
Total	84,673	102,600	108,300	114,400	118,900	123,000
WHOLESALE						
Groundwater Recharge	6,467	7,500	7,500	7,500	7,500	7,500
City of Perris Water System	1,685	1,800	1,900	2,100	2,200	2,300
Western Municipal Water District (Murrieta)	1,809	1,000	1,300	1,600	2,000	2,300
Nuevo Water Company	409	500	1,000	1,100	1,200	1,200
Rancho California Water District	25,028	42,300	35,200	36,200	37,500	38,800
Lake Hemet Municipal Water District	986	5,100	5,500	5,900	6,300	6,700
City of Hemet	0	0	0	0	0	0
City of San Jacinto	0	0	0	0	0	0
Total	36,384	58,200	52,400	54,400	56,700	58,800
COMBINED TOTAL	121,057	160,800	160,700	168,800	175,600	181,800

Source: 2020 UWMP

Water Infrastructure

Within the immediate vicinity of the Project site, Webster Avenue contains a 12-inch water main, Ramona Expressway contains a 12-inch water main, and Brennan Avenue contains an 8-inch water main.

5.16.2.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-2 Have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

5.16.2.4 SERVICE METHODOLOGY

The evaluation of water supply required to service the Project is based on the Water Supply Assessment prepared for the Project by the EMWD. The assessment quantifies the amount of water that would be required to support operation of the Project and compares the demand to the EMWD's available water

supply to identify if sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the Project site was identified and evaluated to ensure design capacity would be adequate to supply the Project, or to identify if expansions would be required to serve the proposed development.

5.16.2.5 ENVIRONMENTAL IMPACTS

IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The Project would develop the 29.5-acre site and 0.29 acres of off-site improvements with a high-cube warehouse building. As discussed above, the Project would connect to the existing 12-inch water main within Webster Avenue that currently provides water supplies to the Project site and surrounding adjacent areas. In addition, the Project would include relocation of the existing 12-inch domestic water line in Ramona Expressway for 677 linear feet but would not expand this water line. Therefore, the Project would not result in the construction of new potable water facilities or expansion of existing facilities, and impacts would be less than significant.

The Project would also construct an 8-inch recycled water line which would be installed for 1,749 linear feet within Webster Avenue and for 677 linear feet within Ramona Expressway to connect to the existing recycled water line in Webster Avenue north of Ramona Expressway. The recycled water line would provide water for sustainable landscape irrigation, which would reduce the volume of potable water used by the site. The construction activities related to the new offsite recycled water infrastructure and onsite water infrastructure that would be needed to serve the proposed warehouse facility is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, construction emissions for excavation and installation of the offsite and onsite water infrastructure are included in Sections 5.2, *Air Quality* and 5.7, *Greenhouse Gas Emissions*, which were determined to result in less than significant impacts. Therefore, potential impacts related to the construction of the recycled water line would be less than significant.

IMPACT UT-2: THE PROJECT WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.

Less than Significant Impact. The Project would develop the site with an approximately 551,922-square-foot high-cube warehouse. A Water Supply Assessment (included as Appendix P) was prepared by the EMWD to evaluate the capacity for the District to supply water to the Project. Based on the General Plan land use, the 2020 UWMP assumed that the parcels comprising the Project site would be developed with light industrial uses resulting in an average demand of approximately 73.41 acre-feet per year (Appendix P). However, based on the proposed warehouse land use type, the EMWD determined that the Project would require approximately 18.16 acre-feet per year. Therefore, the Project's water demand is within the projected estimate and accounted for in the EMWD's 2020 UWMP.

The UWMP assessed the projected water demand and supply in the service area and concluded that the EMWD has an adequate water supply to meet demands under all climatic conditions (normal, single-dry, and multiple-dry years) within its service area through 2045. Further, the EMWD anticipates an increase in industrial demand from 571 acre-feet per year in 2020 to 700 acre-feet per year in 2045 and in total demand from 84,673 acre-feet per year in 2020 to 123,000 acre-feet per year in 2045 within the service area. The 2020 EMWD UWMP anticipates that the EMWD's water supply will increase from 208,900 acre-

feet in 2025 to 251,500 acre-feet in 2045 (increase of 42,600 acre-feet) to meet the EMWD's anticipated growth in water demands.

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for the EMWD's entire service area. Thus, impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.16.2.6 CUMULATIVE IMPACTS

Cumulative water supply impacts are considered on a water purveyor basis based on growth projections and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water.

As described previously, the Project site would connect to the existing water infrastructure in surrounding roadways. The construction activities related to the proposed offsite recycled water infrastructure for landscaping irrigation are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.2, *Air Quality*, and 5.7, *Greenhouse Gas Emissions* and was determined to result in less than significant impacts. Thus, potential cumulative impacts from off-site water system expansions would not be generated by the Project.

As discussed above, the Project would result in an increase in water demand of 18.16 acre-feet per year, which is within the projected demand calculated for the Project site by the EMWD 2020 UWMP. As determined by the EMWD 2020 UWMP, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand in addition to forecast demand for the EMWD's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

5.16.2.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following standard regulations and plans, programs, or policies would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11; the California Green Building Code

Plans, Programs, or Policies

None.

5.16.2.8 PROJECT DESIGN FEATURES

None.

5.16.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-1 and UT-2 would be less than significant.

5.16.2.10 PVCCSP EIR MITIGATION MEASURES

None.

5.16.2.11 PROJECT-SPECIFIC MITIGATION MEASURES

No mitigation measures are required.

5.16.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant and unavoidable adverse impacts related to water supplies or water infrastructure would occur.

5.16.3 WASTEWATER

5.16.3.1 REGULATORY SETTING

5.16.1.1.3 Local Wastewater Regulatory Setting

The City of Perris General Plan 2030 does not contain policies related to wastewater treatment that are applicable to the Project.

5.16.3.2 ENVIRONMENTAL SETTING

The EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including the Project site. The EMWD operates four regional water reclamation facilities within its service area: the San Jacinto Valley Regional Water Reclamation Facility, the Moreno Valley Regional Water Reclamation Facility, the Temecula Valley Regional Water Reclamation Facility, and the Perris Valley Regional Water Reclamation Facility. The four regional water reclamation facilities have a combined capacity of 86,300 acre-feet per year (EMWD 2020). The Perris Valley Regional Water Reclamation Facility is closest to the Project site and has a treatment capacity of 26,900 acre-feet per year (EMWD 2021). In 2020, the Perris Valley Regional Water Reclamation Facility treated 15,696 acre-feet per year of wastewater (EMWD 2021).

Wastewater Infrastructure

Within the immediate vicinity of the Project site, Webster Avenue contains a 10-inch sewer main, Ramona Expressway contains a 16-inch water main, and Morgan Avenue contains a 24-inch water main.

5.16.3.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

The Initial Study established that the Project would not result in impacts related to Threshold UT-4. No comments were provided regarding wastewater treatment in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of this impact is required in the Draft EIR.

5.16.3.4 SERVICE METHODOLOGY

The evaluation of wastewater infrastructure identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.3.5 ENVIRONMENTAL IMPACTS

IMPACT UT-3: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The EMWD provides wastewater treatment to the Project area. The Project would connect to the existing 10-inch sewer main within Webster Avenue. The Project would not require new or expanded public wastewater facilities in order to serve the Project.

As previously described, the construction activities related to the onsite sewer infrastructure that would be needed to serve the Project is included as part of the Project as a whole and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. Construction emissions for excavation and installation of the onsite sewer infrastructure are included in Sections 5.2, *Air Quality* and 5.7, *Greenhouse Gas Emissions*, and were determined to result in less than significant impacts. Therefore, the Project would not result in the construction of sewer water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

5.16.3.6 CUMULATIVE IMPACTS

Cumulative wastewater infrastructure impacts are considered on a systemwide basis based on projected growth and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system that serves the Project site and conveys wastewater to the Perris Valley RWRP.

As described previously, the existing sewer system and wastewater treatment plant would have sufficient capacity to handle the increased flows resulting from implementation of the Project. The continued regular assessment, maintenance, and upgrades of the sewer system the EMWD would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less than significant cumulative impact.

5.16.3.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following standard regulations and plans, programs, or policies would reduce potential impacts related to water supplies:

Existing Regulations

California Code of Regulations Title 24, Part 11; the CALGreen Code

Plans, Programs, or Policies

None.

5.16.3.8 PROJECT DESIGN FEATURES

None.

5.16.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts UT-3 and would be less than significant.

5.16.3.10 PVCCSP EIR MITIGATION MEASURES

None.

5.16.3.11 PROJECT-SPECIFIC MITIGATION MEASURES

No mitigation measures are required.

5.16.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to wastewater infrastructure would occur.

5.16.4 STORMWATER DRAINAGE

5.16.4.1 REGULATORY SETTING

5.16.1.1.4 Local Stormwater Regulatory Setting

City of Perris Municipal Code

Chapter 14.22 (Storm Water/Urban Runoff Management and Discharge Control): This chapter sets forth the requirements for preparation of project-specific Water Quality Management Plans (WQMP). A site specific WQMP shall identify best management practices (BMPs) to ensure that water quality of receiving waters is not degrading following a development project. New projects are required to submit a project specific WQMP prior to the first discretionary project approval or permit.

5.16.4.2 ENVIRONMENTAL SETTING

The Project site does not currently contain impervious surfaces (Appendix L). Topographically, the Project site is relatively flat with an elevation of 1,486 feet above mean sea-level in the southwest corner to 1,471 feet above mean sea-level in the northeast corner. Existing onsite runoff follows the topography, which slopes approximately 0.9 percent in a southwest to northeast direction. The drainage path is characterized by sheet flows.

5.16.4.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.16.4.4 METHODOLOGY

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated from the proposed Project and identifies if runoff from the Project would be accommodated by the existing stormwater drainage infrastructure. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.4.5 ENVIRONMENTAL IMPACTS

IMPACT UT-5: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The Project would provide two underground stormwater chambers with bioscape filtering systems on the southeastern and eastern portions of the site. Storm drain pumps would slowly discharge water from the chambers to the bioscape systems for treatment. Onsite storm drain lines would be installed to connect each basin to the existing storm drain lateral within Brennan Avenue, which ranges in diameter from 33 inches to 54 inches.

Additionally, the Project would provide two bioretention basins with underground drains at the eastern and southwestern portions of the site. Runoff would be treated within the bioretention basins before flowing to the existing 57-inch storm drain lateral within Webster Avenue. The eastern bioretention basin would connect to the existing 54-inch storm drain lateral within Brennan Avenue.

In addition, the existing trapezoidal channel along Ramona Expressway would be upgraded and replaced with a 30-inch underground reinforced concrete pipe, approximately 588 feet in length. The proposed channel improvements would not provide additional stormwater capacity for other developments. Impacts associated with the Project's proposed offsite stormwater drainage infrastructure are included as part of the construction of the Project and would not result in any physical environmental effects beyond those identified throughout this EIR. As previously described, there are no environmental impacts that would occur specifically related to the Project's proposed stormwater drainage infrastructure. Therefore, Project impacts related to stormwater drainage infrastructure would be less than significant.

5.16.4.6 CUMULATIVE IMPACTS

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above the Project includes installation of an onsite storm drain system that would convey runoff to underground storage chambers for storage and a bioscape filtering system for treatment. In addition, two bioretention basins would be installed onsite for additional stormwater capacity. Unless a project is within a hydromodification exemption area, state and regional regulations require development projects to maintain pre-project hydrology, such that no net increase of offsite stormwater flows would occur. Regional Water Quality Control Board permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the Project site at rates exceeding pre-project conditions, prior to receipt of necessary permits. Development within exemption areas, such as the Project, would still require the review and approval of a WQMP to ensure post-development conditions have the capacity to retain at minimum, an 85th percentile, 24-hour storm event. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

5.16.4.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

None.

Plans, Programs, or Policies

None.

5.16.4.8 PROJECT DESIGN FEATURES

None.

5.16.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-5 would be less than significant.

5.16.4.10 PVCCSP EIR MITIGATION MEASURES

None.

5.16.4.11 PROJECT-SPECIFIC MITIGATION MEASURES

No mitigation measures are required.

5.16.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to drainage would occur.

5.16.5 SOLID WASTE**5.16.5.1 THRESHOLDS OF SIGNIFICANCE**

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

UT-6 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.

UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

The Initial Study established that the Project would not result in impacts related to Thresholds UT-6 and UT-7. No comments were provided regarding solid waste generation or disposal in the responses to the Notice of Preparation or the Draft EIR scoping meeting. No further assessment of these impacts is required in the Draft EIR.

5.16.6 DRY UTILITIES**5.16.6.1 REGULATORY SETTING****5.16.1.1.5 State Dry Utilities Regulatory Setting****Title 24 Energy Efficiency Standards and California Green Building Standards**

California Code of Regulations (CCR) Title 24 Part 11: The California Energy Code (CALGreen) is updated every three years. The most recent update is the 2022 CALGreen Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient, whichever is more stringent.

5.16.6.2 ENVIRONMENTAL SETTING

Electricity

Electricity is provided to the City of Perris by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (California Energy Commission, 2023).

Natural Gas

The City of Perris is within the service area of the Southern California Gas Company (SoCal Gas).

Telecommunications

The City of Perris is within the service area of Charter Communications. Existing communication lines are present in the roadways surrounding the Project site.

5.16.6.3 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-8 Require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.

5.16.6.4 METHODOLOGY

The evaluation of utilities identifies if utility demand from the Project would be accommodated via existing utility infrastructure available to the Project. The evaluation identifies if expansions would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.16.6.5 ENVIRONMENTAL IMPACTS

IMPACT UT-8: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF A NEW OR EXPANDED ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact. The Project site is currently undeveloped and largely vacant; therefore, the site does not generate demand for electricity, natural gas, or other dry utilities. Implementation of the proposed Project would generate demand for electricity, communication systems, street lighting, and maintenance of public facilities.

Electricity would be provided to the Project by SCE. The Project would connect to the existing electricity powerlines within Ramona Expressway. The Project would not require or result in the construction of new facilities or the expansion of existing facilities; adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Potential impacts related to the provisions of electricity would be less than significant.

As described in the setting, natural gas service is provided to this service area by SoCal Gas. However, the Project would not use natural gas and therefore would not result in impacts to natural gas facilities.

The Project would connect to the existing telecommunication lines within Ramona Expressway, which would be provided by Charter Communications. Charter Communications is a private company that provides connection to the communication system on an as needed basis. The Project is not anticipated to require or result in the construction of new communications facilities or the expansion of existing facilities. Potential impacts would be less than significant.

The Project Applicant would be responsible for coordinating with each utility company to ensure the connection of utilities occurs according to standard construction and operation procedures administered by the California Public Utilities Commission. Each of the utility systems is available within Ramona Expressway, and onsite lines would be constructed to connect the existing off-site lines to the Project. The construction activities related to dry utility connections are included as a part of the Project, and therefore have been addressed throughout this EIR. Construction emissions resulting from excavation activities are included in Sections 5.2, *Air Quality* and 5.7, *Greenhouse Gas Emissions*, which were determined to result in less than significant impacts. Therefore, potential impacts associated with utilities, including electricity, natural gas and communication systems would be less than significant and no mitigation is required.

5.16.6.6 CUMULATIVE IMPACTS

Cumulative dry utilities assessment considers development of the Project in combination with the other development projects within the vicinity of the Project area, as listed in Section 5.0 of this EIR. Cumulative impacts related to the provision of facilities for electricity and communications systems have been evaluated throughout this EIR, primarily associated with the emissions resulting from construction. Impacts related to air quality, greenhouse gas emissions, and energy have been determined to be less than significant, as further detailed in the respective sections. Therefore, cumulatively considerable impacts associated with the provision of utility facilities to serve the Project would be less than significant.

5.16.6.7 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

The following standard regulations and plans, programs, or policies would reduce potential impacts related to dry utilities:

Existing Regulations

California Code of Regulations Title 24, Part 11; the CALGreen Code

Plans, Programs, or Policies

None.

5.16.6.8 PROJECT DESIGN FEATURES

None.

5.16.6.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact UT-8 would be less than significant.

5.16.6.10 PVCCSP EIR MITIGATION MEASURES

None.

5.16.6.11 PROJECT-SPECIFIC MITIGATION MEASURES

No mitigation measures are required.

5.16.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to solid waste would occur.

5.16.7 REFERENCES

Eastern Municipal Water District (EMWD). (July 2021). *2020 Urban Water Management Plan*.
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6. Other CEQA Considerations

6.1. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

State CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” As described in detail in Section 5.0 of this Draft EIR, there are no significant and unavoidable impacts, and all potentially significant impacts of the Project can be mitigated to a less than significant level.

6.2. GROWTH INDUCEMENT

State CEQA Guidelines Section 15126.2(e), Growth Inducing Impact of the Proposed Project, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;
2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth, or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as the Southern California Association of Governments (SCAG). The Project would contribute to the economic and population growth in the City of Perris and the surrounding areas. As further discussed in Section 5.12, *Population and Housing*, of this Draft EIR, the growth would not be unexpected or constitute substantial unplanned growth. According to regional population projections included in *Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments* (Connect SoCal 2020), the City of Perris is projected to increase its population by 62 percent and its housing stock by 97 percent by 2045 at an annual growth rate of 3.3 percent (between 2016 and 2045). Over this same time period, employment in the City is expected to increase 2.2 percent annually. While the Project would contribute to employment growth through the proposed development within the Project site, the Perris Valley Commerce Center Specific Plan (PVCCSP) designates the site as Light Industrial (LI) which allows a floor-area-ratio (FAR) of up to 0.75. The Project would result in a FAR of 0.43. Thus, projected increases in employment from the Project are within the Connect SoCal 2020 increases.

The proposed Project may cause indirect economic growth as it would generate revenue for the City through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Project site would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers. The Project is highly

unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, that are available in areas near the Project site. As such, it is highly unlikely that additional commercial or retail services would be required to meet Project demands.

In addition, the proposed Project would create approximately 536 jobs, a majority of which could likely be filled by residents of Perris, unincorporated Riverside County, and the surrounding areas. Employees would live in housing either already built or planned for development in Perris or unincorporated Riverside County and the surrounding areas. Because it is anticipated that most of the future Project employees would already be living in the Perris area, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Project would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the housing-rich City of Perris, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from I-215 and would also accommodate employees in surrounding areas. The City of Perris has had unemployment rates ranging between 4.2 and 18.3 percent over the last 10 years and an unemployment rate of 6.5 percent as of June 2023 (EDD, 2022; BLS, 2023). Most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City of Perris and surrounding communities. Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from Project implementation would be filled by people within the City of Perris and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Thus, the Project would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Project.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable. The proposed Project would include expansion of existing infrastructure to serve the full buildout of the Project site. The Project would install three 4-inch onsite water lines that would connect to the existing 12-inch water line within Webster Avenue that connects to the Eastern Municipal Water District (EMWD) infrastructure. Additionally, the Project would relocate the existing 12-inch domestic water line within Ramona Expressway for 677 linear feet. Additionally, the Project would install two 2-inch reclaimed water lines onsite that would connect to a proposed 8-inch reclaimed water line that would be installed for 1,749 linear feet within Webster Avenue and for 677 linear feet within Ramona Expressway to connect to the existing 8-inch reclaimed water supply line. Regarding stormwater drainage, the existing trapezoidal channel along Ramona Expressway would be removed and replaced with a 30-inch underground reinforced concrete pipe, approximately 588 feet in length. In addition, Ramona Expressway would be widened by 12 feet. A 6-foot-wide sidewalk and a 4 to 5-foot-wide bikeway would be constructed along Webster Avenue. In addition, the existing right of way dedication on Webster Avenue would be widened by 3 feet. The Project would also install new streetlights and refresh striping on the streets. The Project does not propose roadway extensions into new undeveloped areas that would allow for additional growth and development. The Project also proposes installation of new onsite potable water lines, sewer lines, and stormwater drainage facilities that would connect to surrounding, existing infrastructure in surrounding roadways to accommodate the demands of the Project. The proposed infrastructure improvements have been designed to serve only the demands of the Project. Therefore, the Project would not result in significant growth inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Project would slightly increase the demand for fire protection and emergency response and sheriff protection. However, as described in Section 5.13, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Similar to the surrounding cities, the City of Perris is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense industrial uses and other urbanized uses as planned in the Perris General Plan and through the construction of multiple industrial developments, residential developments and other types of development. Areas to the north of the Project site are developed with commercial and industrial uses. Areas to the east of the Project site are developed with non-conforming residential uses and various light industrial uses. Areas to the south are developed with light industrial uses. Areas to the west consist of vacant land that has been approved for retail and an industrial warehouse and Val Verde High School. As such, while the Project could spur increased development in the surrounding areas, these areas are already developed or are slated for future development. Further, the proposed infrastructure improvements, including the proposed recycled water line and replacement storm drain, are only sized to serve the Project and would not have capacity to serve additional development projects in the area. The Project would not individually or cumulatively encourage or facilitate substantial growth.

Based on the foregoing analysis, the Project would not directly or indirectly result in substantial, adverse growth-inducing impacts.

6.3. SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (State CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;

- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to high-cube warehouse uses once the proposed building is constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new building and associated development (Section 5.1, *Aesthetics*)
 - Increased traffic on area roadways (see Section 5.15, *Transportation*).
 - Emissions of air pollutants associated with Project construction and operation (see Section 5.2, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Specific Plan due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Section 5.5, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from the Project (see Section 5.11, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Project, as demonstrated in the analyses contained in Section 5.5, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. In addition, as listed in Section 3.0, *Project Description*, Section 5.5, *Energy*, and Section 5.7, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features in line with Title 24 requirements that result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.5, *Energy*, of this EIR. In addition, the Project would not result in irreversible damage that could result from any potential environmental accidents as associated with the Project.

6.4. EFFECTS FOUND NOT TO BE SIGNIFICANT

State CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment.” However, State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the Project as detailed below.

Agricultural & Forestry Resources

The Project site has a PVCCSP land use designation of Light Industrial (LI) which is not intended for agricultural use. The Project site is identified by the Farmland Mapping and Monitoring Program as Urban and Built-Up Land and Farmland of Local Importance. There are no surrounding areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program. Per CEQA § 21060.1, Farmland of Local Importance is not considered Farmland. Further, the Project site is

not under a Williamson Act contract. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) at the Project site, no impacts would occur.

None of the parcels within the Project are currently zoned as forest land, timberland, or Timberland Production, and the Project would not result in the conversion of farmland to non-agricultural or forest land to non-forest land, either directly or indirectly. As such, the Project would not involve other changes in the existing environment that could result in conversion of farmland to non-agricultural use or forest land to non-forest land.

Mineral Resources

No active mining operations exist on or adjacent to the Project site. The mapping by the California Geological Survey does not indicate that any significant mineral deposits are present within the Project site or vicinity. Furthermore, the Project site is in MRZ Zone 1, an area with no mineral resources. Therefore, implementation of the Project would not cause the loss of availability of mineral resources valuable to the region or state, and no impact would occur.

Wildfire

According to the CalFire Fire Hazard Severity Zone Map for the City of Perris and the Fire Hazards Map in the City's Safety Element, the Project site is not within a Very High Fire Hazard Severity Zone. The proposed Project would be required to adhere to the 2022 California Fire and Building Code which would minimize the demand upon fire stations, personnel, and equipment. Additionally, site access would be subject to plan check review by the City of Perris Engineering Department to ensure compliance with fire protection standards. The proposed warehouses would be of concrete tilt up construction which contains a low fire hazard risk rating. The buildings would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-action sprinkler systems, fire alarm systems, fire pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code, California Building Code, and other existing regulations regarding fire safety. Therefore, the Project would not result in any impacts related to wildfire.

6.5. REFERENCES

California Department of Conservation. (n.d.). *California Department of Conservation Farmland Mapping & Monitoring Program*. <https://www.conservation.ca.gov/dlrp/fmmp>

California Department of Conservation (n.d.). *Doc maps: Mines and mineral resources*. <https://maps.conservation.ca.gov/mineralresources/#webmaps>

California Department of Forestry and Fire Protection (CAL FIRE). (n.d.). *Fire Hazard Severity Zones Map 2007*.

California Department of Forestry and Fire Protection (CAL FIRE). <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>

California Employment Development Department (EDD). (n.d.). *Local Area Unemployment Statistics (LAUS)*. <https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data>

U.S. Bureau of Labor Statistics. (n.d.). *BLS Data Finder*. <https://beta.bls.gov/dataQuery/search>

7. Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for evaluating them in the Draft EIR. The section also discusses the potential environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project. In addition, this section describes the extent to which each alternative meets the Project objectives.

7.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is [...] to identify alternatives to the project."

Pursuant to State CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to a proposed project or to a project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. State CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, State CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative."

Pursuant to State CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this Draft EIR section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the Draft EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (State CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (State CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the State CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (State CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the State CEQA Guidelines, nor court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (State CEQA Guidelines 15126(f)).

7.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. The analysis in Chapter 5 of this Draft EIR determined that there are no significant and unavoidable impacts, and all potentially significant impacts of the Project can be mitigated to a less than significant level. However, the analysis of alternatives in this EIR is intended to avoid or substantially lessen the environmental impacts of the Project, even where such impacts are already less than significant. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures.

Biological Resources

As detailed in Section 5.3, *Biological Resources*, the Project contains trees and shrubs that can support nesting songbirds or raptors. Mitigation measures would lessen impacts associated with Impact BIO-4. Mitigation measure BR-1 requires compliance with the Federal Migratory Bird Treaty Act by only allowing ground disturbance and development outside of the nesting bird season. If vegetation removal occurs during nesting season, a pre-construction nesting bird survey shall be conducted. With implementation of mitigation measure BR-1, impacts to nesting birds would be less than significant.

Cultural Resources

As detailed in Section 5.4, *Cultural Resources*, earthmoving activities, including grading and trenching activities, are expected to result in excavation to a depth of at least 6 feet below the existing grade or to a depth of at least 5 feet below the proposed building pad subgrade elevation. Due to the previous ground-disturbing activities onsite from previous agricultural activities, the Cultural Resources Assessment determined that the Project site has a low potential to contain archaeological resources and human remains are not anticipated to be uncovered during Project construction mitigation measure CR-1 would require archaeological monitoring and mitigation measure CR-2 includes provisions for incidental discovery of human remains. With implementation of mitigation measures CR-1 and CR-2, impacts to archaeological resources would be less than significant.

Geology and Soils

As discussed in Section 5.6, *Geology and Soils*, while no paleontological resources were identified during the field survey, there is a potential to disturb previously unknown paleontological resources. The Paleontological Assessment describes that the Project site is underlain by Pleistocene very old alluvial fan deposits that are considered to be of high paleontological sensitivity. Mitigation measure GS-1 is included to require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and that excavation activities be monitored by a qualified professional paleontologist to identify and recover any potentially significant fossil remains identified during earthmoving activities. With implementation of mitigation measure GS-1, potential impacts to paleontological resources would be less than significant.

Tribal Cultural Resources

As discussed in Section 5.15, *Tribal Cultural Resources*, the Project site has been previously disturbed from past use as an agricultural field and from modern disking. Therefore, it is unlikely that intact TCRs exist on the surface, and any potential resources near the subsurface are likely to have been disturbed or destroyed. Nevertheless, due to the Project's proposed soil-disturbing activities that could extend beyond six feet below ground surface, it is possible that the development of the Project could disturb native soils that may inadvertently uncover archaeological resources, including those of tribal heritage. As such, Project-specific mitigation measure CR-1 would be implemented to require archaeological and tribal monitoring during any ground disturbing activities on the Project site and to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. Project-specific mitigation measure CR-2 would be implemented if any human remains – including Native American human remains – are unearthed by Project construction activities. With implementation of mitigation measures CR-1 and CR-2, impacts to tribal cultural resources would be less than significant.

7.3 PROJECT OBJECTIVES

The Project objectives are designed to ensure the Project develops a quality industrial development. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

- To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.
- To attract new business and employment to the City of Perris and thereby promote economic growth.
- To reduce the need for members of the local workforce to commute outside the Project vicinity to work.
- To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.
- To develop a new industrial project that would utilize a major truck route to limit truck traffic through residential neighborhoods.
- To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.

7.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to State CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (State CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

- **Alternate Site Alternative.** An alternate site for the Project was eliminated from further consideration. Based on a review of available sites for sale and the City of Perris General Plan land use map, there are no other available, undeveloped properties of similar size (29 developable acres) that are zoned for industrial uses. There are no suitable sites within the control of the Project applicant; however, in the event land could be purchased of suitable size, due to the built-out nature of the City of Perris,

development of a 551,922-square-foot warehouse at a different location would likely require demolition of existing structures and require similar, and potentially additional, mitigation. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Project would be avoided or substantially lessened by having the Project at another location. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternative Site Alternative was rejected from further consideration.

- **No Project/Buildout of Existing PVCCSP Designation Alternative.** This alternative consists of the Project not being approved, and the Project site would be fully built out based on the existing underlying land use and zoning designations. As this alternative would be built out fully based on the existing underlying land use and zoning designations, which allow for development at up to a 0.75 floor-area-ratio for the 29.5-acre site, this alternative would result in construction and operation of a 963,765 square-foot warehouse. Development under the No Project/Buildout of Existing Perris Valley Commerce Center Specific Plan (PVCCSP) Designation Alternative would increase Project square footage by approximately 75 percent. As such, development of this alternative would likely require similar, and potentially additional, mitigation and could result in significant impacts related to air quality or greenhouse gas emissions. In addition, development of a project at a 0.75 floor-area-ratio would be infeasible as it would likely not meet other development standards. Therefore, the No Project/Buildout of Existing PVCCSP Designation Alternative was rejected from further consideration.

7.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives have been identified for further analysis as representing a reasonable range of alternatives that would be capable of reducing the potential impacts of the Project. These alternatives have been developed based on the criteria identified in Section 7.1. The following alternatives are further described and analyzed in Section 7.6.

Alternative 1: No Project/No Development Alternative. This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (October 20, 2023).

Alternative 2: Reduced Intensity Alternative. This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in operational intensity onsite. Based on a reasonable reduction in development intensity, this alternative assumes no cold storage would be included in the proposed building. Therefore, the Reduced Intensity Alternative would result in development of a 551,922-square-foot building with no refrigerated storage. This alternative would include the same amount of parking as proposed by the Project. As with the Project, the entire 29.5-acre developable portion of the site would be developed. Areas planned for physical impact on and off-site would be identical to those required for development of the proposed Project.

Alternative 3: Multiple Building Alternative. This alternative consists of development of the Project site with two smaller light industrial buildings for an overall reduction in square footage. Based on a reasonable reduction in square footage in order to develop two buildings onsite, each building is assumed to be 170,000 square feet. Therefore, this alternative would develop a total square footage of 340,000 square feet, which would decrease overall building square footage by 38 percent. Each building would include a 5,000 square foot office and 2,500 square foot mezzanine. The alternative would also include 25 percent or 42,500 square feet of cold storage for each building. In order to account for two buildings onsite, additional parking would be required. As with the Project, the entire 29.5-acre developable portion of the site would be

developed, but the reduced square footage would allow for increased setbacks. Areas planned for physical impact on and off-site would be identical to those required for development of the proposed Project.

7.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to State CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Project site is undeveloped and vacant. The Project site would continue to be disked for weed abatement. See Section 4, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

7.6.1 ENVIRONMENTAL IMPACTS

Aesthetics

Under this alternative, the Project site would remain in its existing condition, which includes undeveloped and disturbed conditions. The visual character and quality of the site would be maintained, and no new structures or landscaping would be introduced. This alternative would not result in a change in the visual height, scale, and mass of the development on the site. This alternative would not create new sources of light and glare. However, landscaping would not be added to the site and along the roadways would not be improved. Overall, this alternative would result in no impacts to aesthetics.

Air Quality

Under this alternative no new development would occur in the Project site, and as such, no new stationary sources of air pollution would be introduced; however, existing mobile sources of air pollution (i.e., from combustible engine vehicles) would remain. Although both the Project and the No Project/No Development alternative would be consistent with the South Coast AQMD 2022 Air Quality Management Plan (AQMP), because no new development would occur under this alternative, it would avoid the Project’s less than significant impacts related to conflict with the AQMP. In addition, although the Project’s construction and operational air quality emissions would be below applicable South Coast Air Quality Management District (AQMD) regional, local, and health risk thresholds, the alternative would result in no increase in emissions of criteria pollutants or diesel particulate matter emissions over existing conditions. Therefore, this alternative would result in reduced impacts to regional air quality and sensitive receptors. This alternative would also avoid the Project’s less than significant impacts related to odors. Therefore, the No Project/No Development alternative would not result in any air quality impacts.

Biological Resources

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement is expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. While periodic disturbances could potentially impact biological resources, no grading would occur and there would be no potential impacts to special status plants, animals, or sensitive vegetation communities in the Project site. As such, existing vegetation communities within the Project site would remain in their existing conditions minus impacts related to periodic disturbances. Although mitigation measures required of the Project would

reduce biological resource impacts to less than significant levels, this alternative would generate less impacts to biological resources as compared with the Project and would not require mitigation.

Cultural Resources

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement is expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading for construction would occur and there would be no potential impacts to archaeological resources that may be buried below ground. Although mitigation measures required of the Project would reduce cultural resource impacts to less than significant levels, this alternative would avoid impacts to cultural resources associated with the Project and would not require mitigation.

Energy

No construction activities would occur at the Project site or operation of new structures that would increase consumption of energy sources under this alternative. As there are no existing structures onsite, there would be no regular consumption of electricity, natural gas, or gasoline (with the exception of any vehicles that visit the site). While this alternative would not generate an increase in electrical demand, it would also not provide upgraded energy efficient infrastructure, plumbing, and water efficient irrigation. While this Draft EIR determined the Project's impacts to energy would be less than significant, energy use associated with this alternative would be substantially lower, therefore, resulting in a lessened degree of impacts.

Geology and Soils

No new construction activities, including grading, would occur under this alternative. Thus, there would be no potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or to paleontological resources would not occur. While the Project impacts would be less than significant with mitigation incorporated, this alternative would result in less impacts and no mitigation measures are required.

Greenhouse Gases

No new construction activities would occur at the Project site or operation of new structures that would generate greenhouse gas (GHG) emissions under this alternative. Periodic disturbances related to discing fallow fields for weed abatement are expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. These activities would continue to generate small levels of GHG emissions from onsite activities. Therefore, this alternative would result in negligible GHG emissions compared to the Project and would avoid the Project's less than significant impacts regarding GHG emissions.

Hazards and Hazardous Materials

No new construction activities would occur at the Project site or operation of new high-cube warehouse building that would generate, and result in transport of, hazardous materials. As there are no existing structures onsite, there would be no operation onsite that would generate hazardous materials. The No Project/No Build Alternative would not include major construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's impacts related to hazards and hazardous materials would be less than significant with mitigation, this alternative would result in less impacts since no grading or construction would occur. In addition, this alternative would not result in construction of any buildings onsite; therefore, the alternative would avoid the Project's impacts related to safety hazards from aircraft associated with March Air Reserve Base/Inland Port Airport (MARB/IPA).

Hydrology and Water Quality

No changes to existing hydrology and drainage conditions would occur under this alternative. There are currently no existing stormwater drainage facilities within the Project site and no stormwater improvements would be constructed. Additionally, under this alternative, the stormwater leaving the site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, this alternative would generate fewer sources of potential water-borne pollutants due to lack of onsite buildings and number of vehicles onsite. Overall, hydrology and water quality impacts of the No Project/No Build Alternative would be less than significant, and neutral in comparison to the proposed Project.

Land Use and Planning

This alternative would not result in new development, and as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Overall, this alternative would result in no impacts to land use and planning, and therefore, would be less than the Project's impacts.

Noise

Under this alternative, no development would occur onsite, and no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. In addition, this alternative would not result in construction onsite and no construction noise or vibration would occur. Furthermore, this alternative would not result in new noise within the Project site or new traffic that would result in roadway noise level increases. Therefore, while the Project's impacts would be less than significant with compliance with regulatory requirements, the alternative would result in no impacts.

Population and Housing

This alternative would not result in new development, and as such, would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which would help result in a more balanced jobs-housing ratio. Therefore, while the Project's impacts would be less than significant upon implementation of standard conditions of approval, the alternative would result in no impacts.

Public Services

This alternative would not result in new development, and as such, would not result in increased demand for public services such as fire and sheriff services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the payment of development impact fees pursuant to City Ordinance No. 1182. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, the alternative would result in no impacts.

Transportation

This alternative would not result in new development, and as such, would not result in any trips, traffic, or VMT related to operation of the Project site. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. As the Project site would not be developed and trips would not be generated, the No Project/No Development alternative would not require design features or compliance with South Coast AQMD Rule 2202 to reduce vehicle miles traveled (VMT).

Tribal Cultural Resources

Under this alternative, existing conditions would remain, and no new development would occur. Periodic disturbances related to discing fallow fields for weed abatement are expected to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although mitigation measures required of the Project would reduce tribal cultural resource impacts to less than significant levels, this alternative would avoid impacts to tribal cultural resources associated with the Project and would not require mitigation.

Utilities and Service Systems

Under this alternative, existing conditions would remain, and no new development would occur. No additional domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would avoid all of the Project's impacts to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in no impacts due to no change in demand of these service systems.

7.6.2 CONCLUSION

Ability to Reduce Impacts

The No Project/No Build Alternative would eliminate less than significant impacts related to the topical sections analyzed in this EIR and would not necessitate identified mitigation measures related to biological resources, cultural resources, geology and soils, and tribal cultural resources that would result in the identified impacts being reduced to less than significant levels under the Project.

However, the potential benefits of the proposed Project would also not be realized including providing jobs onsite that would result in a better jobs-housing balance in Perris, which is currently considered housing rich.

Ability to Achieve Project Objectives

As shown in Table 7-3, below, the No Project/No Development Alternative would not meet any of the Project objectives.

7.7 ALTERNATIVE 2: REDUCED INTENSITY

This Reduced Intensity Alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in operational intensity onsite. Based on a reasonable reduction in development intensity, this alternative assumes no cold storage would be included in the proposed building. Therefore, the Reduced Intensity Alternative would result in the development of a 551,922-square-foot building with no cold storage. This alternative would include the same amount of parking as proposed for the Project. As with the Project, the entire 29.5-acre developable portion of the site would be developed. Areas planned for physical impact on and off-site would be identical to those required for development of the proposed Project.

Infrastructure and circulation improvements would still be required to adequately serve the development. Like the proposed Project, this alternative would not require a Specific Plan Amendment from the existing PVCCSP designation of Light Industrial (LI).

7.7.1 ENVIRONMENTAL IMPACTS

Aesthetics

The building footprint, setbacks, and proposed landscaping would not change under the Reduced Intensity Alternative. The alternative would remain visually compatible with surrounding industrial development to the north, south, east, and west of the Project site. Proposed lighting plans would be consistent with the proposed Project, which would be subject to the Perris Municipal Code regulating light and glare. Thus, the impacts from this alternative would be less than significant and consistent with the proposed Project's impact.

Air Quality

Under the Reduced Intensity Alternative, the building size would remain consistent with the proposed Project, but with no cold storage proposed. Air quality impacts would be less than those under the proposed Project due to the omission of transport refrigerated units (TRUs), which would result in decreased mobile source emissions. In addition, the Reduced Intensity Alternative would not require intensive air conditioning within the warehouse, further decreasing potential operational emissions. While this alternative's maximum peak construction emissions would be less than significant like the Project, since the same acreage would be developed under the Project, construction emissions would be the same as those under the proposed Project and require the same mitigation. As the Project would result in emissions below South Coast AQMD thresholds of significance, the Reduced Intensity Alternative would also result in emissions below South Coast AQMD thresholds. Therefore, this alternative would result in less than significant impacts to air quality but would result in slightly less overall air quality impacts compared to the Project.

Biological Resources

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed. Development of this alternative would require removal of existing vegetation in open areas and vacant lots and could potentially impact special status plants, animals, or sensitive vegetation communities. As such, the potential impacts to biological resources at the Project site would be the same as the Project and require the same mitigation. This mitigation would also reduce potential impacts from this alternative to a less than significant level. This alternative would result in less than significant impacts to biological resources, and therefore, would be consistent with the Project's impact.

Cultural Resources

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed. Potential archaeological impacts would be the same as the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures. Therefore, impacts from this alternative would be the same as the Project, and archaeological mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

Energy

The same building footprint is proposed under the Reduced Intensity Alternative however, no cold storage would be provided. Consequently, this alternative would consume less energy in comparison to the proposed Project due to the decreased need for intensive air conditioning and truck TRUs. This alternative would also be required to be in compliance with Title 24 requirements. Therefore, potential impacts to energy from the Reduced Intensity Alternative would be less than those associated with the proposed Project and remain less

than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be less than those under the Project.

Geology and Soils

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measure regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

The same building footprint is proposed under the Reduced Intensity Alternative; however, no cold storage would be proposed. Therefore, a reduced production of GHG emissions would occur, as intensive air conditioning would not be needed. This alternative would result in less mobile source emissions from the omission of TRUs. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project. Due to the decrease in operational intensity under the Reduced Intensity Alternative, emissions of GHG emissions would be reduced in comparison to the proposed Project and would be below the South Coast AQMD's 10,000 MTCO_{2e} threshold of significance for industrial facilities. While GHG emissions associated with the Project were determined to be less than significant, this alternative would result in less overall GHG emissions.

Hazards and Hazardous Materials

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. Like the proposed Project, this alternative would not require any mitigation. In addition, the alternative would not pose a safety hazard to the people working in the area, as the exterior building design and footprint would remain consistent. This alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed. The proposed coverage of impermeable surfaces would be consistent with what was analyzed under the proposed Project. Construction of this alternative would still construct the identified stormwater drainage system as the Project. In addition, preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) would be required for development of this alternative. Therefore, this alternative would result in similar less than significant impacts as the Project; and therefore, would be consistent with the Project's impact.

Land Use and Planning

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed, consistent with the

existing General Plan and zoning designation. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. Both the Project and the Reduced Intensity Alternative would be consistent with Connect SoCal 2020, the Perris General Plan, and the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. With implementation of measures to address other environmental issues (e.g., transportation, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Intensity Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Noise

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with one warehouse building and 0.29 acres of off-site improvements would be constructed. Construction of this alternative would result in construction on the entirety of the site, which would not result in noise levels above the City's 80 dBA Lmax threshold at the nearby sensitive receptors. As such, this alternative would result in less than significant impacts, similar to the Project. Roadway noise would increase as well from the increase in employee and truck trips. As this alternative would result in the same amount of trips as the proposed Project, roadway noise impacts would be consistent with those for the proposed Project and would be less than significant. Short-term noise and vibration impacts would occur during construction. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's noise standards. Therefore, impacts would be similar under the Reduced Intensity Alternative as compared to the Project.

Population and Housing

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with a 551,922-square-foot warehouse building and 0.29 acres of off-site improvements would be constructed. Since employee generation factors are estimated using building square footage, this alternative would potentially result in the same number of employees as the proposed Project (536 employees). This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with a 551,922 square foot warehouse building and 0.29 acres of off-site improvements would be constructed, consistent with the proposed Project. Construction of this alternative would result in generally similar impacts, since employee generation factors are estimated using building square footage. The same fire and sheriff's stations would serve the alternative, and this alternative would also require the payment of development impact fees pursuant to Perris Ordinance No. 1182 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be reduced to less than significant under this alternative as under the Project.

Transportation

Under this alternative, the warehouse building would be developed to the same square footage as the proposed Project. New trips would be introduced from developing a 551,922-square-foot warehouse building. As this alternative would result in a similar high-cube warehouse use and square footage as the proposed Project, the number of daily trips would be consistent. However, no TRUs would be utilized, potentially reducing the number of truck trips but having more automobile trips. With respect to VMT, this alternative would result in greater than 500 daily trips and would not screen out of conducting a VMT

analysis pursuant to the City's screening criteria. However, like the proposed Project, this alternative would include sidewalks and a bike lane as part of the Project design and would be required to implement a TDM program consistent with South Coast AQMD Rule 2202. With implementation of these design features and regulatory requirements, like the proposed Project, this alternative would result in less than significant impacts related to VMT. Overall, this alternative would result in similar impacts in comparison to the proposed Project.

Tribal Cultural Resources

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with a 551,922 square foot warehouse building and 0.29 acres of off-site improvements would be constructed. Potential tribal cultural resource impacts would be the same as the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures. Therefore, impacts from this alternative would be the same as the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project's impact.

Utilities and Service Systems

The level of development onsite under this alternative would be consistent with the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the PVCCSP and Perris General Plan, which are used by the Eastern Municipal Water District (EMWD) for long-term planning purposes.

Project-specific estimates for utility consumption were calculated using the building square footage. Thus, this alternative would result in impacts consistent with the proposed Project. Impacts to water supply would still be less than significant. Similarly, the EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill or Badlands Landfill capacity. Overall, this alternative would result in less than significant impacts related to utilities and service systems, and therefore, would be consistent with the Project's impact.

7.7.2 CONCLUSION

Ability to Reduce Impacts

The Reduced Intensity Alternative would result in development of 551,922 square feet of building area, inclusive of 536,992 square feet of warehouse space, 10,000 square feet of ground floor office, and 5,000 square feet of mezzanine, consistent with the proposed Project. However, no cold storage would be proposed. As with the Project, the entire 29.5-acre developable site would be developed. This alternative would result in lessened impacts to 4 of the 16 environmental topics analyzed in this Draft EIR. However, this alternative would also require the same mitigation measures as the proposed Project (see Table 7-2).

Ability to Achieve Project Objectives

As shown in Table 7-3, below, the Reduced Intensity Alternative would meet all of the identified Project objectives to the same extent as the proposed Project. This alternative would develop an underutilized property by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Reduced Alternative would reduce the need for the local workforce to commute outside of

the Project vicinity. This alternative would develop a light industrial warehouse building along a major truck route, within close proximity to I-215.

7.8 ALTERNATIVE 3: MULTIPLE BUILDING ALTERNATIVE

This alternative consists of development of the Project site with two smaller light industrial buildings for an overall reduction in square footage. Based on a reasonable reduction in square footage in order to develop two buildings onsite, each building is assumed to be 170,000 square feet. Therefore, this alternative would develop a total square footage of 340,000 square feet, which would decrease overall building square footage by 38 percent. Each building would include a 5,000-square-foot office and 2,500-square-foot mezzanine. The alternative would also include 25 percent or 42,500 square feet of cold storage for each building. In order to account for two buildings onsite, additional parking would be required. As with the Project, the entire 29.5-acre developable portion of the site would be developed, but the reduced square footage would allow for increased setbacks. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project.

Infrastructure and circulation improvements would still be required to adequately serve the development. Like the proposed Project, this alternative would not require a Specific Plan Amendment from the existing PVCCSP designation of Light Industrial (LI).

7.8.1 ENVIRONMENTAL IMPACTS

Aesthetics

This alternative would introduce two new buildings and landscaping into the Project site. The alternative would result in increased setbacks; however, would likely result in an increase in parking in support of two distinct buildings, which would in turn result in less landscaping than what is proposed by the Project. While the alternative would result in smaller buildings onsite, the alternative would be visually compatible with surrounding industrial development to the north, south, east, and west of the Project site. This alternative would introduce new sources of light and glare but would be similarly subject to the Perris Municipal Code. This alternative would result in less than significant impacts to aesthetics, and therefore, would be consistent with the Project's impact.

Air Quality

Under the Multiple Building Alternative, approximately 38 percent less building area would be developed within the Project site. However, as shown in Table 7-1, this Alternative could result in 1,656 daily trips in comparison to the Project's 1,176 daily trips if the smaller buildings are used for other light industrial uses such as assembly/production which requires more employees than warehouse uses. This would result in an increase in mobile source, area source, and stationary source emissions. If the smaller buildings are used for warehouse uses, then the emissions would be reduced compared to the proposed Project since it would generate fewer vehicle trips. As shown in Tables 5.2-8 and 5.2-11 are well below South Coast AQMD thresholds for air pollutants. Therefore, despite the increase in vehicle trips, this alternative is unlikely to result in emissions that exceed thresholds. Nevertheless, the Multiple Building Alternative could increase operational air pollutant and diesel particulate matter emissions over those resulting from the proposed Project. Therefore, while this alternative would be expected to result in less than significant impacts to air quality, it could result in greater overall air quality impacts compared to the Project.

Biological Resources

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. Development of this alternative

would require removal of existing vegetation in open areas and vacant lots and could potentially impact special status plants, animals, or sensitive vegetation communities. As such, the impacts to biological resources at the Project site would be similar to the Project and require the same mitigation measures. These mitigation measures would also reduce potential impacts from this alternative to a less than significant level. This alternative would result in less than significant impacts to biological resources, and therefore, would be consistent with the Project's impact.

Cultural Resources

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the buildings and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

Energy

Under the Multiple Building Alternative, approximately 38 percent less building area would be developed within the Project site. This would result in an approximately 38 percent decrease in the demand for electrical energy in comparison to the proposed Project, which was determined to be less than significant. However, this alternative would result in 1,656 daily trips in comparison to the Project's 1,176 daily trips if the smaller buildings are used for other light industrial uses such as assembly/production which requires more employees than warehouse uses. This would result in a higher demand for transportation fuels and facility energy supplies. If the smaller buildings are used for warehouse uses, then the energy demand would be reduced compared to the proposed Project since it would generate fewer vehicle trips. This alternative would also be required to be in compliance with Title 24 requirements. Therefore, impacts to energy from the Multiple Building Alternative would be similar to those associated with the proposed Project, and remain less than significant. Therefore, while Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be consistent with those under the Project.

Geology and Soils

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. Potential impacts related to the potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation regarding paleontological resources would be required for this alternative. This alternative would result in less than significant impacts to geology and soils, and therefore, would be consistent with the Project's impact.

Greenhouse Gases

Under the Multiple Building Alternative, approximately 38 percent less building area would be developed within the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment. However, this alternative would result in 1,656 daily trips in comparison to the Project's 1,176 daily trips if the smaller buildings are used for other light industrial uses such as assembly/production which requires more employees than warehouse uses. This would, in turn, result in an increase in mobile source, area source, and stationary source GHG emissions in comparison to

the Project. If the smaller buildings are used for warehouse uses, then the GHG emissions would be reduced compared to the proposed Project since it would generate fewer vehicle trips. However, as demonstrated in Table 5.7-2, Project GHG emissions would be substantially below the South Coast AQMD's 10,000 MTCO_{2e} threshold of significance for industrial facilities. Therefore, the increase in mobile emissions would still be expected to result in GHG emissions below South Coast AQMD thresholds. While greenhouse gas emissions associated with the Project were determined to be less than significant, this alternative could result in greater overall GHG emissions.

Hazards and Hazardous Materials

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. Like the proposed Project, this alternative would not require mitigation. In addition, as this alternative would result in a decrease in building square footage and employees onsite, the alternative would not pose a safety hazard to the people working in the area. This alternative would result in less than significant impacts to hazards and hazardous materials, and therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. Due to the need for additional parking areas to support two buildings, it is likely that development of this alternative would result in an increase in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system as the Project but would likely require a smaller sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Therefore, this alternative would result in similar less than significant impacts as the Project; and therefore, would be consistent with the Project's impact.

Land Use and Planning

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. As such, there would be no conflicts with applicable land use plans, policies, or regulations resulting in significant environmental effects. Both the Project and the Multiple Building Alternative would be fully consistent with Connect SoCal 2020, the Perris General Plan, and the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. With implementation of measures to address other environmental issues (e.g., transportation, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Multiple Building Alternative would be less than significant; and therefore, would be consistent with the Project's impacts.

Noise

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings and offsite improvements would be constructed. Construction of this alternative would result in construction on the entirety of the site, which would not exceed the City's 80 dBA Lmax threshold at the nearby sensitive receptors. As such, this alternative would also result in less than significant construction noise impacts. Roadway noise would increase as well from the increase in employee and truck trips. Operation of this alternative could result in approximately 480 additional daily trips in comparison to

the proposed Project if the smaller buildings are used for other light industrial uses such as assembly/production which requires more employees than warehouse uses. Therefore, this alternative could result in an increase in roadway noise when compared to the proposed Project. However, the land uses along the adjacent roadway are not classified as sensitive uses, and the City of Perris does not consider noise level increases to non-sensitive uses to be significant. As such, this alternative would also result in less than significant roadway noise impacts. Short-term noise and vibration impacts would occur during construction. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's noise standards. Therefore, this alternative would also result in less than significant operational noise impacts. However, due to the decrease in overall square footage on site under this alternative, operational noise impacts would be slightly reduced under the Multiple Building Alternative as compared to the Project. Therefore, this alternative would result in similar impacts to those associated with the Project.

Population and Housing

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings totaling 340,000 square feet and offsite improvements would be constructed. Based on the Riverside County General Plan EIR's generation rate of one worker for every 1,030 square feet of Light Industrial (LI) building area, this alternative has the potential to result in the need for approximately 330 employees in comparison to the Project's 536 estimated employee generation. This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings totaling 340,000 square feet and offsite improvements would be constructed. Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff's stations would serve the alternative, and the decrease in square footage developed would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees pursuant to Perris Ordinance No. 1182 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be reduced to less than significant under this alternative as under the Project.

Transportation

Under this alternative, new trips would be introduced from developing two 170,00-square-foot light industrial buildings. Under this alternative, development of the two 170,000 square foot light industrial buildings would result in approximately 1,656 daily trips if the smaller buildings are used for other general light industrial uses such as assembly/production which requires more employees than warehouse uses, as shown in Table 7-1.

Table 7-1: Alternative 3 Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Rates</u>								
General Light Industrial	TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65
<u>Trip Generation</u>								
Alt 3	340,000 TSF	1,656	221	31	252	31	190	221

TSF = Thousand Square Feet

¹ Trip rates from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021. Land Use Code 110- General Light Industrial

This alternative could result in more trips than the Project, which is calculated to generate 1,176 daily trips including 87 AM peak hour and 94 PM peak hour trips. If the smaller buildings are used for warehouse uses, then the trip generation would be reduced compared to the proposed Project since it would represent a reduction in warehouse space at the site. With respect to VMT, this alternative would result in greater than 500 daily trips and would not screen out of conducting a VMT analysis pursuant to the City’s screening criteria. However, like the proposed Project, this alternative would include sidewalks and a bike lane as part of the Project design and would be required to implement a TDM program consistent with South Coast AQMD Rule 2202. With implementation of these design features and compliance with regulatory requirements, like the proposed Project, this alternative would result in less than significant impacts related to VMT. Therefore, the Multiple Building Alternative would avoid the need for mitigation measures to reduce VMT. Overall, this alternative would result in similar impacts in comparison to the proposed Project.

Tribal Cultural Resources

Under this alternative, the entire 29.5-acre developable portion of the Project site would be developed with two light industrial buildings totaling 340,000 square feet and offsite improvements would be constructed. Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the buildings and require the same mitigation measures. Therefore, impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources, and therefore, would be consistent with the Project’s impact.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the PVCCSP and Perris General Plan, which are used by the EMWD for long-term planning purposes. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, the EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill or Badlands Landfill capacity.

However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would result in less than significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the proposed Project.

7.8.2 CONCLUSION

Ability to Reduce Impacts

The Multiple Building Alternative would result in development of two light industrial buildings totaling 340,000 square feet. Each building would be approximately 170,000 square feet and would include 25 percent cold storage. Development under the Multiple Building Alternative would reduce Project square footage by approximately 38 percent. As with the Project, the entire 29.5-acre developable site would be developed. However, this alternative could result in approximately 480 additional daily trips in comparison to the proposed Project. This alternative could result in increased impacts to 5 of the 16 environmental topics analyzed in this Draft EIR. In addition, this alternative would also require the same mitigation measures as the proposed Project (see Table 7-3).

Ability to Achieve Project Objectives

As shown in Table 7-3, below, the Multiple Building Alternative would meet the majority of Project objectives, and to the ones it partially meets, it would not meet them to the same extent as the proposed Project. This alternative would develop an underutilized property by adding employment-generating uses and would attract new businesses and employment. Furthermore, the Multiple Building Alternative would reduce the need for the local workforce to commute outside of the Project vicinity. This alternative would develop two light industrial buildings along a major truck route, within close proximity to I-215. However, this alternative would not develop a high-cube warehouse, which is the main development objective of the Project.

7.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed Project. The Environmentally Superior Alternative for this Project would be Alternative 1: No Project/No Development. The No Project/No Development Alternative would avoid the implementation of the mitigation measures that are identified in Chapter 5.0 of this Draft EIR that are related to: biological resources, cultural resources, geology and soils, and tribal cultural resources.

Additionally, State CEQA Guidelines Section 15126.6(3)(1) states:

The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. (Emphasis added.)

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 2: Reduced Intensity Alternative, which would involve developing the Project site with a 551,922-square-foot warehouse building without cold storage.

This alternative would result in lessened impacts to 4 of the 16 environmental topics analyzed in this EIR. The Reduced Intensity Alternative would also meet the Project objectives to the same extent as the Project. However, this alternative would be required to implement the same mitigation measures regarding biological resources, cultural resources, geology and soils, and tribal cultural resources.

CEQA does not require the Lead Agency (the City of Perris) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 7-2 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 7-3 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 7-2: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Intensity	Alternative 3 Multiple Building Alternative
Aesthetics	Less than significant	No impact	Same as Project	Same as Project
Air Quality	Less than significant	No impact	Less than Project	Greater than Project
Biological Resources	Less than significant with mitigation	No impact and no mitigation	Same as Project	Same as Project
Cultural Resources	Less than significant with mitigation	No impact and no mitigation	Same as Project	Same as Project
Energy	Less than significant	No impact	Less than Project	Greater than Project
Geology and Soils	Less than significant with mitigation	No impact and no mitigation	Same as Project	Same as Project
Greenhouse Gases	Less than significant	No impact	Less than Project	Greater than Project
Hazards and Hazardous Materials	Less than significant	No impact	Same as Project	Same as Project
Hydrology and Water Quality	Less than significant	No impact	Same as Project	Same as Project
Land Use and Planning	Less than significant	No impact	Same as Project	Same as Project
Noise	Less than significant	No impact	Same as Project	Greater than Project
Population and Housing	Less than significant	No impact	Same as Project	Same as Project
Public Services	Less than significant	No impact	Same as Project	Same as Project
Transportation	Less than significant	No impact	Same as Project	Greater than Project
Tribal Cultural Resources	Less than significant with mitigation	No impact and no mitigation	Same as Project	Same as Project
Utilities and Service Systems	Less than significant	Less than Project	Less than Project	Same as Project
Reduce Impacts of the Project?		Yes	Yes	No
Areas of Reduced Impacts Compared to the Project		16	4	0

Table 7-3: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project / No Development	Alternative 2 Reduced Intensity	Alternative 3 Multiple Building Alternative
1. To make efficient use of underutilized property in the City of Perris by adding to its potential for employment-generating uses.	Yes	No	Yes	Yes, but to a lesser extent
2. To attract new business and employment to the City of Perris and thereby promote economic growth.	Yes	No	Yes	Yes, but to a lesser extent
3. To reduce the need for members of the local workforce to commute outside the Project vicinity to work.	Yes	No	Yes	Yes, but to a lesser extent
4. To develop an underutilized property to host industrial uses as permissible under current land use and zoning code.	Yes	No	Yes	Yes, but to a lesser extent
5. To develop a new industrial project that would utilize a major truck route to limit truck traffic through residential neighborhoods.	Yes	No	Yes	Yes, but to a lesser extent
6. To develop an underutilized property consistent with the current General Plan and zoning that is conveniently located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	No	Yes	Yes, but to a lesser extent

8. EIR Preparers and Persons Contacted

8.1 EIR PREPARERS

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