PUBLIC REVIEW DRAFT

Initial Study/Mitigated Negative Declaration

# 255 East Nance Street Warehouse Project

MND No. 2385

**MARCH 2023**

*Prepared for:*

**CITY OF PERRIS**
Development Services Department, Planning Division
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Perris, California 92570
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# Acronyms and Abbreviations

| Acronym/Abbreviation | Definition |
|---|---|
| 2014 ALUCP | 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan |
| AB | Assembly Bill |
| AERMOD | American Meteorological Society/Environmental Protection Agency Regulatory Model |
| Alquist-Priolo Act | Alquist-Priolo Earthquake Zoning Act |
| APE | Area of Potential Effect |
| APN | Assessor's Parcel Number |
| AQMP | Air Quality Management Plan |
| BMP | best management practice |
| CAAQS | California Ambient Air Quality Standards |
| CAL FIRE | California Department of Forestry and Fire Protection |
| CalEEMod | California Emissions Estimator Model |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CARB | California Air Resources Board |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| City | City of Perris |
| CNEL | community noise equivalent level |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| County | Riverside County |
| CRHR | California Register of Historical Resources |
| dB | decibel |
| dBA | A-weighted decibel |
| DPM | diesel particulate matter |
| EIR | Environmental Impact Report |
| EMWD | Eastern Municipal Water District |
| EO | Executive Order |
| ESA | Environmental Site Assessment |
| GHG | greenhouse gas |
| HARP2 | Hotspots Analysis Reporting Program |
| HVAC | heating, ventilation, and air conditioning |
| I | Interstate |
| IPA | Inland Port Airport |
| IS | Initial Study |
| LACM | Natural History Museum of Los Angeles County |
| Ldn | day–night average noise level |
| Leq | equivalent noise level over a given period |

| Acronym/Abbreviation | Definition |
|---|---|
| LOS | level of service |
| MARB | March Air Reserve Base |
| mgd | million gallons per day |
| MM | Mitigation Measure |
| MND | Mitigated Negative Declaration |
| MSHCP | Multiple Species Habitat Conservation Plan |
| MT CO2e | metric tons of carbon dioxide equivalent |
| NAAQS | National Ambient Air Quality Standards |
| NO2 | nitrogen dioxide |
| NOx | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| O3 | ozone |
| PCE | passenger car equivalent |
| PM10 | particulate matter with an aerodynamic diameter less than or equal to 10 microns |
| PM2.5 | particulate matter with an aerodynamic diameter less than or equal to 2.5 microns |
| PPV | peak particle velocity |
| PVCCSP | Perris Valley Commerce Center Specific Plan |
| PVRWRF | Perris Valley Regional Water Reclamation Facility |
| PVSC | Perris Valley Storm Channel |
| RCFD | Riverside County Fire Department |
| RCSD | Riverside County Sheriff's Department |
| RTA | Riverside Transit Agency |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SoCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCE | Southern California Edison |
| SWPPP | Stormwater Pollution Prevention Plan |
| TAC | toxic air contaminant |
| TAZ | traffic analysis zone |
| TIA | Transportation Impact Analysis |
| TPA | transit priority area |
| TUMF | Transportation Uniform Mitigation Fee |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| VVUSD | Val Verde Unified School District |
| WQMP | Water Quality Management Plan |
| WRCOG | Western Riverside Council of Governments |

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# 1 Introduction

## 1.1 Project Overview

The City of Perris (City) has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the 255 East Nance Street Warehouse Project (project), located at 255 East Nance Street between Perris Boulevard and Redlands Avenue (Figure 1-1, Project Location). The project would involve the construction and operation of an approximately 202,100-square-foot, non-refrigerated industrial/warehouse building, inclusive of a ground floor office and indoor employee amenities space (Figure 1-2, Site Plan). Associated on-site improvements include loading docks, truck and vehicle parking, and landscape areas. The approximately 10.02-acre (gross) project site is comprised of a single parcel (Assessor Parcel Number 302-110-002) within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris.

## 1.2 California Environmental Quality Act Compliance

The City of Perris (City) is the lead agency responsible for the review and approval of the proposed project under the California Environmental Quality Act (CEQA). The objective of this environmental document is to inform City decisionmakers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with the project.

The project site is within the PVCCSP planning area and is designated Light Industrial in the PVCCSP. The PVCCSP was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284) and, as of the date that this Initial Study was prepared, has been subsequently amended 14 times through January 2023. The environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris City Council in January 2012. The PVCCSP EIR is a program EIR, and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCCSP planning area was anticipated. As stated in Section 15168(d)(3) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (14 CCR 15000 et seq.), the program EIR can "[p]rovide the basis in an Initial Study for determining whether the later activity may have any significant effects." As such, the environmental analysis for the Project presented in this Initial Study is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the PVCCSP EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects within the PVCCSP planning area comply with the required PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures as outlined in the MMRP, and that these requirements are to be implemented in a timely manner. Relevant Standards and Guidelines from the PVCCSP and PVCCSP EIR mitigation measures that are applicable to the Project are listed in the introduction to the analysis for each topical issue in Section 3 and are assumed in the analysis presented. Pursuant

to the provisions of CEQA and the State CEQA Guidelines, the City of Perris is the Lead Agency and is the sole agency charged with the responsibility of deciding whether or not to approve the project.

This Initial Study (IS) evaluated each of the issue areas contained in the checklist provided in Section 3 of this document. Based on the findings of the Initial Study (IS), the City has made the determination that all potential environmental impacts of the project can be reduced to less than significant levels and a Mitigated Negative Declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064.5, an MND may be prepared for a project subject to CEQA when an IS has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

This draft IS/MND has been prepared by the City as lead agency and is in conformance with Section 15070(b) of the State CEQA Guidelines. The purpose of the MND and the IS Checklist is to identify and evaluate any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce to less than significant levels or eliminate the significant or potentially significant effects of the project.

## 1.3 Findings of this Initial Study

This IS is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the State CEQA Guidelines. The Form is found in Section 3.1 of this Initial Study. It contains a series of questions about the project for each of the listed environmental topics presented in Appendix G to the 2022 State CEQA Guidelines and used by the City of Perris for CEQA purposes. The Form is used to evaluate whether or not any significant environmental effects are associated with implementation of the project, even with implementation of required PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures. The explanation for each answer is included in Section 3. The Form is used to review the potential environmental effects of the project for each of the following areas:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

As identified through the analysis presented in this Initial Study, with incorporation of applicable mitigation measures from the PVCCSP EIR and PVCCSP Standards and Guidelines, and compliance with regulatory requirements, the project would have no impacts or less than significant impacts related to Agriculture and Forestry Resources, Energy, Geology and Soils (not including Paleontological Resources), Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. The analysis for the following environmental topics indicates the potential for significant impacts and the need for incorporation of applicable mitigation measures from the PVCCSP EIR and PVCCSP Standards and Guidelines *and* Project-specific mitigation: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils (Paleontological Resources), Hazards and Hazardous Materials, and Tribal Cultural Resources. With the implementation of Project specific mitigation measures, these impacts would be less than significant. No potentially significant impacts requiring the preparation of an EIR would result from the project.

## 1.4 Public Review Process

In accordance with CEQA, a good faith effort has been made during the preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. A copy of the draft IS/MND and related documents are available for review at the City of Perris Development Services Department (see following temporary address) between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday:

City of Perris
Development Services Department, Planning Division
11 S. D Street
Perris, California 92570

The document is also available online at the City's website at:

**https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-54**

Comments on the IS/MND may be made in writing before the end of the public review period indicated on the Notice of Intent to Adopt an MND. A 30-day review and comment period, as indicated on the Notice of Intent, has been established in accordance with Section 15072(a) of the State CEQA Guidelines. Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project. Written comments on the IS/MND should be sent to Lupita Garcia, Associate Planner, at the address listed below or at lgarcia@cityofperris.org.

City of Perris
Development Services Department, Planning Division
11 S. D Street
Perris, California 92570

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# 2 Project Description

## 2.1 Project Location

The proposed project site is located on an approximately 10.02-acre (gross) property along the south side of East Nance Street between Perris Boulevard and Redland Avenue (Figure 1-1) The project site is comprised of Assessor Parcel Number (APN) 302-110-002 and is bound by East Nance Street to the north, existing industrial operations to the east and south, and a vacant parcel to the west. The project site is designated by the City's General Plan Land Use Map and zoned as Perris Valley Commerce Center Specific Plan (PVCCSP) (Figure 2-1, General Plan Land Use and Zoning) (City of Perris 2022a). The PVCCSP designates the site as Light Industrial (LI) (Figure 2-2, Perris Valley Commerce Center Specific Plan) (City of Perris 2022a; 2022b).

## 2.2 Environmental Setting

### 2.2.1 Existing Conditions

#### City of Perris and Perris Valley Commerce Center Specific Plan

Incorporated in 1911, the City of Perris is located in west Riverside County (County), approximately 80 miles southeast of the City of Los Angeles and approximately 80 miles northeast of the City of San Diego, on the inland route of Interstate (I) 215.

The proposed Project site is within the PVCCSP planning area, which covers approximately 3,500 gross acres within the northern area of the City. The project site is located east of I-215, west of the Perris Valley Storm Drain, south of March Air Reserve Base/Inland Port Airport (MARB/IPA), and north of Placentia Street. The PVCCSP planning area is characterized by industrial, commercial, residential, and agricultural uses.

The PVCCSP was adopted by the City of Perris on January 12, 2012 (Ordinance No. 1284). Environmental impacts resulting from implementation of allowed development under the PVCCSP have been evaluated in the Perris Valley Commerce Center Specific Plan Final Environmental Impact Report (PVCCSP EIR) (State Clearinghouse No. 2009081086), which was certified by the City of Perris in January 2012. The PVCCSP EIR is a program EIR and project-specific evaluations in later-tier environmental documents for individual development projects within the PVCCSP planning area was anticipated. As stated in Section 15168(d)(3) of the State CEQA Guidelines, "The program EIR can focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before". As such, the environmental analysis for the proposed project presented in this is based on, or "tiered" from, the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference.

The PVCCSP EIR analyzes the direct and indirect impacts resulting from implementation of the allowed development under the PVCCSP. Measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts resulting from that development are identified in the EIR. In conjunction with certification of the PVCCSP EIR, the City of Perris also adopted a Mitigation Monitoring and Reporting Program (MMRP). Additionally, the PVCCSP includes Standards and Guidelines to be applied to future development projects within the Specific Plan area. The City of Perris requires that future development projects in the PVCCSP planning area comply with the

required PVCCSP Standards and Guidelines and applicable PVCCSP EIR mitigation measures as outlined in the MMRP and that these requirements are implemented in a timely manner.

## Project Site

The project site consists of approximately 10.02 acres of land primarily used for tractor-trailer and construction equipment storage with a single-family residential building and storage shed located on the northeastern portion of the site. The existing single-story structures are surrounded by landscaped areas which include several large trees and a concrete driveway. The ground surface cover throughout the project site predominantly consists of gravel and exposed soil (Appendix G). Based on the relatively level topography and exposed substrate, surface water on the existing project site either infiltrates the ground water or flows overland from the northern to southern edge of the property (Appendix X). The project site is at an elevation of approximately 1,454 feet above mean sea level.

The project site is located within the jurisdiction of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but not within a criteria area (see Figure 3.4-2, Western Riverside MSHCP). The project site is characterized by disturbed habitat, with non-native grass and ruderal forb (weedy) vegetation (see Figure 3.4-1, Biological Resources). A stand of eucalyptus trees is located along the southern periphery of the project site. Large warehouses are located on the properties to the south and east, and vacant parcels with similarly disturbed ground cover are located to the west and north. As a result of a biological resources assessment survey conducted on the project site in March 2022, no natural drainages or surface waters were observed on or immediately adjacent to the project site. Similarly, no natural habitats or native vegetation communities were observed within the project site.

As illustrated in Figure 2-3, March Airforce Base Compatibility Zones, the project site is within the MARB/IPA Airport Influence Area and any development within this area is required to be compatible with applicable provisions of the City of Perris Airport Overlay Zone and the 2014 MARB/IPA Airport Land Use Compatibility Plan (2014 ALUCP) (City of Perris 2022c; County of Riverside 2014). According to Chapter 19.51 of the Perris Municipal Code, the project site is within an area designated as Zone D (Flight Corridor Buffer), which is not within the boundaries of the Accident Potential Zones. Direct flights may occur occasionally over Zone D areas; however, accident potential risk levels are low (City of Perris 2022c).

## Surrounding Land Uses

The project site is in the PVCCSP planning area, which is characterized by industrial, commercial, residential, and agricultural uses. Land uses adjacent to the project site include operational industrial uses as well as vacant industrial and vacant business/professional office designated parcels. As illustrated in Figure 2-2, adjoining and nearby properties include the following PVCCSP designations and statuses (e.g., operational, or vacant):

- North: East Nance Street, Light Industrial (vacant)
- East: Light Industrial (operational)
- South: Light Industrial (operational)
- West: Business/Professional Office (vacant)

The PVCCSP's Light Industrial (LI) zone provides for light industrial uses and related activities including manufacturing, research, warehouse, and distribution. This zone corresponds to the Light Industrial General Plan land use designation (City of Perris 2022b). The Business/Professional Office (BPO) zone allows for uses associated

with business, professional, and/or administrative services located in areas with convenient access for vehicles and public transit service. Small-scale warehousing and light manufacturing are also allowed in this zone, which combines the General Plan land use designations of Business Park and Professional Office (City of Perris 2022b).[1]

# 2.3 Project Characteristics

## 2.3.1 Project Description

The project is proposed for an approximately 10.02-acre (gross) property on the south side of East Nance Street between Perris Boulevard and Redland Avenue (Figure 1-1). Project implementation would result in the demolition of an existing residential structure on the northeastern portion of the project site and subsequent construction and operation of an approximately 202,500-square-foot non-refrigerated industrial/warehouse building, inclusive of a 5,000-square-foot ground floor office as well as an indoor employee amenities area (Figure 1-2). Associated improvements would include loading docks, truck and vehicle parking, and landscape areas. The project site is within the PVCCSP Light Industrial (LI) zone and has been designed in compliance with the applicable Development Standards and Guidelines outlined in the PVCCSP, including but not limited to building setbacks, lot coverage, Floor Area Ratio, and architectural requirements. The industrial/warehouse building would have a height of approximately 45 feet. Conceptual elevations and an architectural rendering are shown in Figures 2-4, Conceptual Elevations and Figure 2-5, Conceptual Renderings.

The project would support a variety of activities associated with the industrial/warehouse building, including the ingressing and egressing of passenger vehicles and trucks, the loading and unloading of trucks with designated truck courts/loading areas, and the internal and external movement of materials around the project site via forklifts, pallet jacks, yard hostlers, and similar equipment. In addition, the office space would support general internal office activities related to the industrial/warehouse uses.

At this time, no refrigeration is being proposed as part of the project, and the project applicant currently has no plans to lease to any tenant needing refrigerated space. Because an end user of the building has not yet been identified, specific details regarding future operational activities on the project site are not yet available. However, for the purposes of CEQA and to ensure full disclosure on all potential allowable uses on the project site, this environmental impact assessment assumes development of industrial/warehousing operating 24 hours per day, seven days per week.

A key objective of the PVCCSP is to promote sustainable development and to encourage the use of "green" technologies. The project would be constructed in compliance with California Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code.

### Site Access, Circulation, and Parking

Access to the project site would be provided by two north-facing ingress/egress driveways off East Nance Street. The western and southern portions of the project site would include paved employee parking lots, with truck courts and loading docks found adjacent to the eastern side of the industrial/warehouse building facing existing truck courts and industrial operations on adjacent parcels to the east and south (APNs 302-110-040 and 302-110-041,

[1] Generally, the City of Perris General Plan Land Use designations correspond with the Perris Valley Commerce Center Specific Plan land use designations with a few exceptions. In this instance, the General Plan Land Use Designations of Business Park (BP) and Professional Office (PO) have been combined to form one designation -- Business/Professional Office (BPO) (City of Perris 2022b)

respectively). Truck access would be limited to the northeast driveway, while passenger vehicle access would be provided via the northwest driveway. Gated entry is proposed to the truck court. As illustrated in Figure 2-6, Project Truck Route, truck circulation would be confined to the established project truck route, which would permit left turn only ingress and right turn only egress via the northeast driveway. A gate would separate the truck court from passenger parking areas to the south and east of the project, restricting regular access to the project's western driveway. However, it would be equipped with a device to allow for emergency vehicle access throughout the entire site. The project truck route would run from East Nance Street to Redlands Avenue, Redlands Avenue to Harley Knox Boulevard, and Harley Knox Boulevard to I-215.

According to Section 19.69.030 of the Perris Municipal Code, the project would be required to provide 127 passenger vehicle parking spaces. As proposed, the project site would include 133 passenger vehicle parking spaces, inclusive of handicapped accessible, bicycle, and standards spaces, as well as 24 tractor-trailer dock-high doors and 40 trailer stalls (City of Perris 2022c). Pursuant to Section 5.106.5.2 of the 2019 California Green Building Standards Code (CALGreen Code) (California Code of Regulations [CCR], Title 24, Part 11 et seq.), 18 of the parking spaces would be designated for low-emitting, fuel-efficient, and carpool/vanpool vehicles. Pursuant to Section 5.106.5.3.2 of the CALGreen Code, 13 parking spaces would provide equipment for the charging of electric vehicles. Further, one bicycle parking location would be provided with space for four bicycles.

### On-Site and Off-Site Adjacent Improvements

The project would also include improvements to the project's street frontage along East Nance Street, including paving East Nance Street from Las Palmas to adjoin the adjacent development to the east. Other improvements would include a new 6-foot sidewalk and parkway on the south side of East Nance Street along the project site's frontage. Consistent with City standards, new City streetlights would be installed within the dedicated right-of-way.

In accordance with PVCCSP Section 8.2.1.4, the project would provide recreational facilities for employees. As currently designed, the project would include both indoor and outdoor employee amenities areas within and adjacent to the northwest corner of the building.

### Landscaping

As illustrated in Figure 2-7, Conceptual Landscape Plan, a variety of trees, shrubs, plants, groundcovers, and accents would be planted in the landscape areas throughout the project site, in conformance with the landscape standards and guidelines outlined in the PVCCSP. Landscaping would be provided along the perimeter of the project site and building. The landscape area would encompass approximately 15.7% of the project site, meeting the 12% landscape requirement for the site. The landscaping has been designed to meet or exceed applicable efficient irrigation requirements and would include, but not be limited to, plants with low water usage; a high-efficiency drip irrigation system, with minimal or no overhead spray sprinklers; and an evapotranspiration/weather-based smart controller using daily updated weather data. Trees included as part of the landscape plan include Blue Palo Verde, Chitalpa, Desert Willow, Crape Myrtle, Afghan Pine, Chilean Meqsquite, African Sumac, and Brisbane Box. Approximately 128 trees would be planted and would be of various sizes at the time of planting that include 36-inch box, 24-inch box, and 15 gallons. Trees would be interspersed with a variety of shrubs and groundcover.

### Stormwater System and Other Utility Improvements

The project would include an engineered stormwater system to treat and retain stormwater. Once developed, runoff would be collected by a series of roof drains, gutters, and catch basins and would be directed to an on-site

bioretention basin located along the eastern portion of the property. Captured stormwater would rain into an onsite storm drain line that would convey runoff to a proposed flood control master planned storm drain line west of the property.

Lateral water and sewer lines would be constructed as part of the project and connect to the existing water and sewer main lines within East Nance Street to provide adequate domestic water, fire flow, and sanitary sewer service. The project would connect to existing electrical, telecommunications, and natural gas lines within East Nance Street.

### Walls/Fences

The west, east, and south edges of the site would be enclosed by a combination of 8-foot tubular steel fencing and 9-foot decorative concrete screen walls. The truck court would be screened from public view by the concrete screen walls and would be gated with an 8-foot metal sliding gate.

### Lighting

The project would include installation of lighting within the parking areas and loading docks, along walkways, along the public right-of-way, and on the building. A uniform site lighting design would be provided throughout the pedestrian and automobile parking areas, as well as in the secured truck courts. The lighting design would be energy efficient pursuant to the Perris Municipal Code Section 19.02.110 and would consist of both building wall-mounted light fixtures and pole-mounted lights, all designed to provide the required light level to provide adequate security pursuant to lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination, including security lighting, would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way.

## 2.3.2 Project Construction and Scheduling

The project applicant intends to construct the project in a single continuous phase, starting in January 2023, with the intent of beginning operations in 2024. It is anticipated that construction would take approximately 18 months. Refer to Appendix A-1 and Section 3.3, Air Quality, for a more detailed breakdown of the estimated construction schedule and construction subphases.

Construction of the project would involve mass grading of the entire site (Figure 2-8, Conceptual Grading Plan). Excavation would occur to depths of up to approximately 14 feet below grade for the installation of utility improvements. The project would require demolition of approximately 5,000 square feet of existing buildings. The project is assumed to require 33,000 cubic yards of cut and 45,000 cubic yards of fill, thus requiring 12,000 cubic yards of imported earthwork material, which are assumed to be imported during grading. Required project-adjacent off-site improvements would be constructed concurrent with construction of the industrial/warehouse building and associated on-site improvements.

# 2.4 Discretionary Actions

This IS/MND is intended to serve as the primary environmental document pursuant to CEQA for actions associated with the 255 East Nance Street Warehouse Project, including discretionary approvals required to implement the project. In addition, this IS/MND is the primary reference document for the formulation and implementation of the

Mitigation Monitoring and Reporting Program for the Project, in accordance with Section 15097 of the State CEQA Guidelines. The City of Perris may approve the IS/MND if it finds, on the basis of the whole project record, that there is no substantial evidence that the Project would have a significant effect on the environment. Discretionary actions subject to City's review and approval include, but are not limited to:

- Development Plan Review (DPR 22-00015)
- Adoption of this Initial Study/Mitigated Negative Declaration

# 3 Initial Study Checklist

1. **Project title:**

   255 E. Nance Street Warehouse Project

2. **Lead agency name and address:**

   City of Perris
   101 N. D Street
   Perris, California 92570

3. **Contact person and phone number:**

   Lupita Garcia, Associate Planner
   City of Perris
   Planning Division
   135 N. D Street
   Perris, California 92570
   lgarcia@cityofperris.org
   954.943.5003 ext. 236

4. **Project location:**

   The project site is located at a 10.02-acre (gross) property at 255 E. Nance Street in the City of Perris, California. The project site is composed of one parcel (APN 302-110-002). The project site is bounded by Nance Street to the north, industrial uses to the east and south, and vacant land to the west.

5. **Project sponsor's name and address:**

   PME Oakmont Perris Nance Street, LP
   3520 Piedmont Road, Suite 100
   Atlanta, Georgia 30305

6. **General plan designation:**

   PVCCSP

7. **Zoning:**

   PVCCSP – Light Industrial

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The project includes construction and operation of a 202,500-square-foot industrial /warehouse building, inclusive of an office/mezzanine. Associated improvements include loading docks, truck and vehicle parking, and landscape areas.

9. **Surrounding land uses and setting (Briefly describe the project's surroundings):**

The project site is located in a predominately urbanized area of the City. Surrounding uses are comprised of industrial uses and vacant land.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Santa Ana Regional Water Quality Control Board: NPDES Permit.

Eastern Municipal Water District (EMWD): approval of water and sewer improvement plans.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Please refer to Section 3.5, Cultural Resources, and 3.18, Tribal Cultural Resources, of this IS/MND.

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

| | | |
|---|---|---|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology and Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials |
| ☐ Hydrology and Water Quality | ☐ Land Use and Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population and Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Resources |
| ☐ Utilities and Service Systems | ☐ Wildfire | ☐ Mandatory Findings of Significance |

## Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

## Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance

# 3.1 Aesthetics

| | | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| **I.** | **AESTHETICS** – Except as provided in Public Resources Code Section 21099, would the project**:** | | | | |
| a) | Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| b) | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☐ | ☒ |
| c) | In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site 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? | ☐ | ☐ | ☒ | ☐ |
| d) | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☒ | ☐ | ☐ |

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

Less-than-Significant Impact. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The project site is located within the Perris Valley and the terrain is generally flat. As discussed in the City's General Plan EIR, virtually all new construction consistent with land use development standards would obstruct views of the foothills from at least some vantage points (City of Perris 2005a). However, these view corridors extend for miles along current and planned roadways, preserving scenic vistas from the broad basin to the surrounding foothills.

The project site is currently used for tractor-trailer and constructions storage with a single-family residence with little topographical change and sparse vegetation. The project involves the construction of an approximately 202,500-square-foot industrial/warehouse building. The proposed use is consistent with the PVCCSP Light Industrial (LI) land use designation. The project would also be consistent with the land use development standards contained within the City's General Plan, and the project would be required to comply with the PVCCSP Standards and Guidelines relevant to aesthetics, visual character, and lighting. The project would be a similar use to the surrounding area as industrial development currently exists to the north, south, east, and west of the project site. The project site is not a designated scenic vista, nor would project construction or operation block or diminish a scenic vista. Therefore, impacts would be less than significant.

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

No Impact. The closest "Officially Designated" State Scenic Highway is the segment of Highway 74, located east of the City of Hemet (Caltrans 2022). The nearest "Eligible" State Scenic Highway is the segment of Highway 74 located approximately 4 miles south of the Project site that extends from Hemet to the coast. Based on this distance and intervening natural topography and human-made development, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, no impacts associated with state scenic highways would occur.

*c) In non-urbanized areas, would the project 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?*

Less-Than-Significant Impact. Visual character describes the aesthetic setting of a project area. The project is located within an urbanized area of the City and is surrounded by similar light industrial land uses. The proposed project would be consistent with the planned character of the area and would be consistent with the designated light industrial zoning per the City's Zoning Map and the PVCCSP. The proposed project would be developed and designed in compliance with the requirements outlined in the PVCCSP to address visual character (City of Perris 2012). The project site would be converted from tractor-trailer and constructions storage with a single-family residence to an industrial warehouse, which would be consistent with existing and planned surrounding land uses. Therefore, the proposed project would not conflict with applicable zoning governing scenic quality and impacts would be less than significant.

*d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less-than-Significant Impact With Mitigation Incorporated. The proposed project would consist of an industrial/warehouse building and would potentially increase sources of daytime glare to motorists on adjacent roadways. The proposed exterior of the warehouse would include painted concrete panels, metal frames, and blue reflective glazing on the façades. However, the potential glare created by the project's proposed design would be similar to that of surrounding development. The project would be required to go through the City's standard project review and approval process, at which point any potential impacts related to glare would be reduced to a less-than-significant level.

The proposed project is within Zone B of Riverside County Ordinance 655, or within a 45-mile radius of the Mt. Palomar Observatory. The proposed project would introduce new sources of nighttime light and glare into the area from improved street lighting and additional security lighting at the project site. However, all lighting at the project site would be designed pursuant to the Perris Municipal Code Section 19.02.110, which includes requirements for installing energy-efficient lighting and shielding parking lot lights to minimize spillover onto adjacent properties and right-of-way. The proposed project would also be required to comply with lighting requirements contained in the PVCCSP. Therefore, although the proposed project would introduce new lighting to the project vicinity, the proposed project would comply with existing policies.

The PVCCSP EIR does not include mitigation measures relevant to the analysis of aesthetics impacts; however, it does include mitigation measures to address potential hazards to MARB/IPA operations that

are also relevant to the analysis of light and glare impacts. Although the operational impacts would be less than significant, the project is required to adhere to the following applicable mitigation measures identified in the PVCCSP EIR.

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

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

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

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 motorists on East Nance Street, such security lights may result in glare to motorists. However, impacts would be reduced to a less-than-significant level through the City's standard project review and with implementation of mitigation measure MM-AES-1.

MM-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 outside of the staging area or direct broadcast of security light into the sky.

# 3.2 Agriculture and Forestry Resources

| | | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|---|
| II. | **AGRICULTURE AND FORESTRY RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project: | | | | |
| a) | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| b) | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| c) | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| d) | Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| e) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

***a)*** ***Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact**.** The project site is primarily used for tractor-trailer and constructions storage with a single-family residence and shed located on the northeastern portion of the site. The California Department of Conservation (DOC) (2022) has not identified the site as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

As illustrated in Figure 3.2-1, Agricultural Resources, the project site is predominately designated as "Other Land", which is a DOC Farmland Mapping and Monitoring Program (FMMP) category assigned to low density, rural development, and other types of lands determined to be largely unsuitable for agricultural use (DOC 2018; 2022a). Project adjacent lands are designated as Other Land to the north, "Urban and Built-Up Land" to the east and south, and "Farmland of Local Importance" to the west. In accordance with CEQA, the FMMP designations assigned to the project site and immediate vicinity are not applicable to the significance determination under this threshold (DOC 2018). Farmland of Local Importance is land of importance to the local economy, as defined by each county's local advisory committee and adopted by its Board of Supervisors. In Riverside County, the Farmland of Local Importance designation is assigned to lands containing soils that meet the criteria for Prime Farmland and/or Farmland of Statewide Importance, but which lack suitable access to irrigation water. In this case, the DOC's designation does not recognize the fact that this adjacent site has a land use designation and zoning for industrial uses, and has surrounding industrial land uses, which suggests a potential use for farmland is highly unlikely to occur because of the site location.

Because the project site is not identified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), and because the Other Land and Farmland of Local Importance designations are not applicable to this significance determination pursuant to CEQA, there would be no impact related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact**.** The project site has a land use designation and zoning for industrial uses (Figures 2-1 and 2-2) The site is not planned for or used for any agricultural or forestry purposes. The project is not subject to a Williamson Act contract. Therefore, there would be no impact related to conflict with existing zoning or a Williamson Act Contract.

*c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

No Impact**.** Per the Perris Valley Commerce Center Specific Plan, the project site is zoned for Light Industrial and surrounding areas are either developed with industrial uses or zoned to accommodate future commercial, office and/or industrial uses (Figure 2-2). No portion of the site is considered forest land[2] as defined in California Public Resources Code Section 12220(g). Timberland[3] (as defined by California Public Resources Code Section 4526) or timberland-zoned timberland production[4] (as defined by Section 51104[g] of the Government Code) are not present on site, nor are there any active or potential commercial timber operations present in the area. In addition, according to the City of Perris General Plan 2030 (General Plan) Conservation Element, there is no native forest or woodland present within the City limits

[2] "Forest land" is land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

[3] "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

[4] "Timberland production zone" means an area is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

(City of Perris 2005b). Therefore, the project would not conflict with lands zoned for forest land, timberland, or timberland production and there would be no impact.

*d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. As previously described, the project site is located within an urbanized and industrial part of the City. The project site is not located on or adjacent to forest land and there is no designated forest land within the City. Therefore, no impact associated with the loss or conversion of forestland would occur.

*e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. The project site is not located on or adjacent to any land identified as Important Farmland or forestland. While the project is adjacent to Farmland of Local Importance, impacts associated with a potential loss of Farmland would be considered less than significant as the site and surrounding area are not currently used for agricultural purposes and the proposed use would be consistent with the uses that are planned for the project site under the PVCCSP. Construction and operation of the project would not involve changes to the existing environment that would result in the conversion of existing farmland or forestland. Therefore, no impacts would occur as a result of the project.

## 3.3 Air Quality

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☒ | ☐ | ☐ |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Less-than-Significant Impact. The City of Perris is located within the South Coast Air Basin (SoCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

The SCAQMD administers the SoCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recent adopted AQMP for the SoCAB is the 2016 AQMP (SCAQMD 2017), which was adopted by the SCAQMD's Governing Board in March 2017. The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in GHGs and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017). Notably, the 2022 update to the AQMP is currently being developed but has yet to be adopted.

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the regional air quality plans, and if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook. These criteria are (SCAQMD 1993):

Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.

- Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.2.2. Detailed results of this analysis are included in Attachment A, CalEEMod Emissions Outputs. As presented in Section 3.2.2, construction and operation of the project would not generate criteria air pollutant emissions that exceed SCAQMD's thresholds.

The second criterion regarding the project's potential to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). This document, which is based on general plans for cities and counties in the SoCAB, is used by SCAQMD to develop the AQMP emissions inventory (SCAQMD 2017). The SCAG 2016 RTP/SCS and the associated Regional Growth

Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

The project site is designated by the City's General Plan Land Use Map and zoned as Perris Valley Commerce Center Specific Plan (PVCCSP). The proposed project would be consistent with this zoning in the PVCCSP, the industrial warehouse use is within the allowed land uses within the PVCCSP. Therefore, implementation of the project would not generate an increase in growth demographics that would conflict with existing projections within the region. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in the SCAQMD AQMP development.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

*b) Would the project 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?*

Less-than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether the project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone ($O_3$), nitrogen dioxide ($NO_2$), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns ($PM_{10}$), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen ($NO_x$), which are important because they are precursors to $O_3$, as well as CO, sulfur oxides ($SO_x$), $PM_{10}$, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[5] the SoCAB is designated as a nonattainment area for federal and state $O_3$ and $PM_{2.5}$ standards (CARB 2019; EPA 2020a). The SoCAB is also designated as a nonattainment area for state $PM_{10}$ standards; however, it is designated as an attainment area for federal $PM_{10}$ standards. The SoCAB is designated as an attainment area for federal and state CO and $NO_2$ standards, as well as for state sulfur dioxide standards. Although the SoCAB has been designated as

[5] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.[6]

The project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in April 2019, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the current SCAQMD Air Quality Significance Thresholds (SCAQMD 2019).

## Table 3.3-1. SCAQMD Air Quality Significance Thresholds

| Criteria Pollutants Mass Daily Thresholds | | |
|---|---|---|
| **Pollutant** | **Construction (Pounds per Day)** | **Operation (Pounds per Day)** |
| VOCs | 75 | 55 |
| $NO_x$ | 100 | 55 |
| CO | 550 | 550 |
| $SO_x$ | 150 | 150 |
| $PM_{10}$ | 150 | 150 |
| $PM_{2.5}$ | 55 | 55 |
| Lead[a] | 3 | 3 |
| **TACs and Odor Thresholds** | | |
| TACs[b] | Maximum incremental cancer risk ≥ 10 in 1 million<br>Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million)<br>Chronic and acute hazard index ≥ 1.0 (project increment) | |
| Odor | Project creates an odor nuisance pursuant to SCAQMD Rule 402 | |

**Source:** SCAQMD 2019.
**Notes:** SCAQMD = South Coast Air Quality Management District; VOCs = volatile organic compounds; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

[a] The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and non-carcinogens.

The project would result in a cumulatively considerable net increase for $O_3$, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or $NO_x$ thresholds shown in Table 3.3-1. These emission-based thresholds for $O_3$ precursors are intended to serve as a surrogate for an $O_3$ significance threshold (i.e., the potential for adverse $O_3$ impacts to occur) because $O_3$ itself is not emitted directly, and the effects of an individual project's emissions of $O_3$ precursors (i.e., VOCs and $NO_x$) on $O_3$ levels in ambient air cannot be determined through air quality models or other quantitative methods.

[6] Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SoCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

### Construction Emissions

Proposed construction activities would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road vendor trucks, haul trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity; the specific type of operation; and, for particulate matter, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated.

The CalEEMod Version 2020.4.0 was used to estimate emissions from construction of the project. Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of VOCs, $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$. $PM_{10}$ and $PM_{2.5}$ emissions would also be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. CalEEMod input parameters, including the land use type used to represent the project and its size, construction schedule, and anticipated use of construction equipment, were based on information provided by the applicant or default model assumptions if project specifics were unavailable.

Construction was assumed to commence in January 2023 and last approximately 18 months. The first full year of operation was assumed to be 2024. For the analysis, it was generally assumed that heavy construction equipment would be operating at the site for up to 8 hours per day (depending on phase), 5 days per week (22 days per month), during project construction. The project would require demolition of approximately 5,000 square feet of existing buildings. The project is assumed to 33,000 cubic yards of cut and 45,000 cubic yards of fill requiring 12,000 cubic yards of imported earthwork material, which were assumed to be imported during grading

The construction equipment mix and estimated hours of equipment operation per day used for the air emissions modeling of the project are shown in Table 3.3-2. Additional details regarding construction assumptions are provided in the modeling output, Appendix A.

**Table 3.3-2. Construction Scenario Assumptions**

| Construction Phase | One-Way Vehicle Trips | | | Equipment | | |
|---|---|---|---|---|---|---|
| | Average Daily Worker Trips | Average Daily Vendor Truck Trips | Total Haul Truck Trips | Equipment Type | Quantity | Daily Usage Hours |
| Demolition | 16 | 0 | 24 | Concrete/Industrial Saws | 1 | 8 |
| | | | | Excavators | 3 | 8 |
| | | | | Rubber Tired Dozers | 2 | 8 |
| Site Preparation | 18 | 0 | 0 | Rubber Tired Dozers | 3 | 8 |
| | | | | Tractors/Loaders/Backhoes | 4 | 8 |
| Grading | 18 | 0 | 1,500 | Graders | 1 | 8 |
| | | | | Excavators | 1 | 8 |
| | | | | Rubber Tired Dozers | 1 | 8 |
| | | | | Tractors/Loaders/Backhoes | 3 | 8 |
| | 16 | 54 | 0 | Cranes | 1 | 7 |

## Table 3.3-2. Construction Scenario Assumptions

| Construction Phase | One-Way Vehicle Trips | | | Equipment | | |
|---|---|---|---|---|---|---|
| | Average Daily Worker Trips | Average Daily Vendor Truck Trips | Total Haul Truck Trips | Equipment Type | Quantity | Daily Usage Hours |
| Building Construction | | | | Forklifts | 3 | 8 |
| | | | | Generator Sets | 1 | 8 |
| | | | | Tractors/Loaders/Backhoes | 3 | 7 |
| | | | | Welders | 1 | 8 |
| Paving | 16 | 0 | 0 | Pavers | 2 | 8 |
| | | | | Paving Equipment | 2 | 8 |
| | | | | Rollers | 2 | 8 |
| Architectural Coating | 28 | 0 | 0 | Air Compressors | 1 | 6 |

**Notes:** See Appendix A for details.

Emissions generated during construction (and operation) of the project are subject to the rules and regulations of the SCAQMD. Rule 403, Fugitive Dust,[7] requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily, resulting in an approximately 55% reduction of fugitive dust (CalEEMod default value), to represent compliance with SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD's Rule 1113, Architectural Coatings.[8]

Table 3.3-3 shows the estimated maximum daily construction emissions associated with the construction phase of the project.

## Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

| Year | VOC | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | pounds per day | | | | | |
| 2023 | 2.73 | 27.57 | 21.96 | 0.07 | 9.92 | 5.72 |
| 2024 | 43.28 | 15.99 | 21.56 | 0.05 | 2.50 | 1.10 |
| **Maximum** | ***43.28*** | ***27.57*** | ***21.96*** | ***0.07*** | ***9.92*** | ***5.72*** |

7 SCAQMD Rule 403 requires implementation of various best available fugitive dust control measures for different sources for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds 6 inches. While SCAQMD Rule 403 requires fugitive dust control beyond watering control measures, compliance with Rule 403 is represented in CalEEMod by assuming twice daily watering of active sites (55% reduction in $PM_{10}$ and $PM_{2.5}$ [CAPCOA 2021]).

8 SCAQMD Rule 1113, Architectural Coatings, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

## Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

| | | | | | | |
|---|---|---|---|---|---|---|
| *SCAQMD Threshold* | *75* | *100* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | No | No | No | No | No | No |

**Notes:** VOC = volatile organic compound; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
Emissions include compliance with SCAQMD Rules 403
See Appendix A for complete results.

As shown in Table 3.3-3, project construction would not exceed SCAQMD's daily thresholds. Therefore, construction impacts associated with criteria air pollutant emissions would be less than significant.

Although the short-term construction impacts would be less than significant, the project is required to adhere to the following applicable air quality mitigation measures identified in the PVCCSP EIR. By preparing this Initial Study analysis, the project has already complied with PVCCSP EIR mitigation measure MM Air 1.

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

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

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain);
- Keeping disturbed/loose soil moist at all times;
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered;
- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip;
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site;
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation;

- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials; and/or,
- Replacement of ground cover in disturbed areas as quickly as possible.

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

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

**MM Air 6**: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.

**MM Air 7**: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division. PVCCSP MM Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

**MM Air 8**: *E*ach individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

**MM Air 9**: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

## Operational Emissions

Emissions from the operational phase of the project were also estimated using CalEEMod. Operational year 2024 was assumed consistent with the project's Traffic Impact Analysis (Appendix I).

## Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2021). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SCAQMD 2016). CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days.

## Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for GHGs in CalEEMod, since criteria pollutant emissions occur at the power plant, which is typically off site.

CalEEMod default values for energy consumption for each land use were applied for the project. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end-use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning (HVAC) system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

### Mobile Sources

Following the completion of construction activities, the project would generate criteria air pollutant emissions from mobile sources (vehicular traffic) as a result of employees and visitors of the project. Based on the transportation analysis or the project, there would be 346 total vehicle trips per day, 96 of which are trucks and 251 are passenger cars (Appendix I). The truck breakdown by axle was also taken from the transportation analysis CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Appendix A). CalEEMod default data, including, trip characteristics, variable start information, and emissions factors, were conservatively used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use (as discussed below), as modeled within CalEEMod, which is based on the CARB EMFAC2017 model. Emission factors representing the vehicle mix and emissions for year 2024 were used to estimate emissions associated with vehicular sources. Two land uses in CalEEMod were used to model emissions from mobile sources. The "unrefrigerated warehouse-rail" land use was used to model trucks and the "unrefrigerated warehouse-no rail" was used to model passenger cars. The trip rates (as stated above) were apportioned to each land use from the transportation analysis. The fleet mix for trucks was determined based off the transportation analysis and included the following vehicle categories: 2-axle trucks (50% LHD1 and 50% LHD2), 3-axle trucks (MHD), and 4-axle trucks (HHD). The fleet mix for passenger vehicles was assumed consistent with the EMFAC fleet mix for the air basin for the following vehicle categories: LDA, LDT1, LDT2, and MDV. Vehicle trip lengths were assumed to be 40 miles for truck trips (in accordance with SCAQMD guidance) and 16.6 miles for employee passenger car trips, which is the CalEEMod default for the air basin.

#### Off-Road Equipment (Forklifts)

The exact operational off-road equipment is unknown at this time; however, in a good faith effort to include anticipated forklifts, forklifts were estimated based on the warehouse square footage and the SCAQMD study, as described below.

The SCAQMD published a summary of operational survey results from 34 operating high-cube warehouses (SCAQMD 2014). The SCAQMD survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the project. Note that this estimate is for total forklifts and pallet jacks. Pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. For the project, a total of 24 forklifts were assumed. The forklifts were modeled as 89-horsepower electric forklifts that would operate for 8 hours per day, 365 days per year.

Table 3.3-4 presents the maximum daily emissions associated with operation of the project in 2024 at buildout. The values shown are the maximum summer and winter daily emissions results from CalEEMod for area, energy, and off-road emissions sources, plus the estimated mobile source emissions using a CalEEMod. Complete details of the emissions calculations are provided in Appendix A.

**Table 3.3-4. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions**

| Emissions Source | VOC | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | Pounds per Day | | | | | |
| Area | 4.55 | <0.01 | 0.03 | <0.01 | <0.01 | <0.01 |
| Energy | 0.01 | 0.12 | 0.09 | <0.01 | <0.01 | <0.01 |

**Table 3.3-4. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions**

| Emissions Source | VOC | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | Pounds per Day | | | | | |
| Mobile | 0.67 | 14.32 | 10.85 | 0.10 | 6.32 | 1.85 |
| **Total** | **5.15** | **14.43** | **9.58** | **0.10** | **6.33** | **1.86** |
| *SCAQMD Threshold* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | No | No | No | No | No | No |

**Notes:** VOC = volatile organic compound; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.
See Appendix A for complete results.

As shown in Table 3.3-4, maximum daily operational emissions of VOC, $NO_x$, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$ generated by the project would not exceed the SCAQMD's significance thresholds, and long-term operational impacts would be less than significant.

As previously discussed, the SoCAB has been designated as a federal nonattainment area for $O_3$ and $PM_{2.5}$ and a state nonattainment area for $O_3$, $PM_{10}$, and $PM_{2.5}$. However, as indicated in Tables 3.3-3 and 3.3-4, project-generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, $NO_x$, $PM_{10}$, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.[9] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD as well as the applicable PVCCSP EIR mitigation measures.Cumulative $PM_{10}$ and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all sites in the SCAQMD.

Although the long-term operational impacts would be less than significant, the project is required to adhere to the following applicable air quality mitigation measures identified in the PVCCSP EIR. By preparing this Initial Study analysis, the project has already complied with PVCCSP EIR mitigation measure MM Air 10.

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

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

**MM Air 13**: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such

[9] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.

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

**MM Air 18**: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project 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 in the project.

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

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

As required by PVCCSP EIR mitigation measure MM Air 18, the Riverside Transit Authority (RTA) was contacted to discuss plans for future bus stop. Planning Analyst Mauricio Alvarez confirmed on June 24, 2022 that RTA does not have plans for a future bus stop in the immediate vicinity of the project site and that the agency does not have any concerns with the project as currently designed (Alvarez, M. 2022).

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

*c) Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-than-Significant Impact with Mitigation Incorporated. The project would not expose sensitive receptors to substantial pollutant concentrations, as evaluated below.

### Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include sites such as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors are residential uses located approximately 100 feet north of the project site.

### Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project as a result of project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). The project site is located within Source-Receptor Area 24 (Perris Valley). This analysis applies the SCAQMD LST values for a 1.5 and 5-acre for construction and operation respectively site within Source-Receptor Area 24 with a receptor distance of 25 meters (82 feet), which is the shortest available distance provided in the SCAQMD's methodology.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Off-site emissions from truck trips were limited to 1,000 feet of estimated on-site activity within the LST analysis. The maximum daily on-site emissions generated by construction of the project in each construction year are presented in Table 3.3-5 and compared to the SCAQMD localized significance criteria for Source-Receptor Area 34 to determine whether project-generated on-site emissions would result in potential LST impacts.

**Table 3.3-5. Localized Significance Thresholds Analysis for the Project**

| Pollutant | Project Emissions (Pounds per Day) | LST Criteria (Pounds per Day) | Exceeds LST? |
|---|---|---|---|
| **Construction[a]** | | | |
| $NO_2$ | 27.53 | 187 | No |
| CO | 19.72 | 999 | No |
| $PM_{10}$ | 5.28 | 8 | No |
| $PM_{2.5}$ | 3.23 | 5 | No |
| **Operations[b]** | | | |
| $NO_2$ | 22.87 | 270 | No |
| CO | 29.76 | 1,577 | No |
| $PM_{10}$ | 1.29 | 4 | No |
| $PM_{2.5}$ | 1.15 | 2 | No |

**Source:** SCAQMD 2009.
**Notes:** LST = localized significance threshold; $NO_2$ = nitrogen dioxide; CO = carbon monoxide; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.

See Appendix A for detailed results.
These estimates reflect control of fugitive dust required by Rule 403 and represent the worst-case operating scenario during construction.
[a] For construction, localized significance thresholds were determined based on the values for a interpolated 1.5-acre disturbed area at a distance of 25 meters (82 feet) from the nearest sensitive receptor.
[b] For operations, localized significance thresholds were determined based on the values for a 5-acre site at a distance of 25 meters (82 feet) from the nearest sensitive receptor.

As shown in Table 3.3-5, the project LST would not exceed the established significance thresholds, and thus, would result in a less than significant localized impact to sensitive receptors during construction and operation.

### CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots." CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

Title 40 of the Code of Federal Regulations, Section 93.123(c)(5), Procedures for Determining Localized CO, PM10, and PM2.5 Concentrations (Hot-Spot Analysis), states that "CO, $PM_{10}$, and $PM_{2.5}$ hot-spot analyses are not required to consider construction-related activities, which cause temporary increases in emissions. Each site which is affected by construction-related activities shall be considered separately, using established 'Guideline' methods. Temporary increases are defined as those which occur only during the construction phase and last five years or less at any individual site" (40 CFR 93.123). While project construction would involve on-road vehicle trips from trucks and workers during construction, construction activities would last approximately 18 months and would not require a project-level construction hotspot analysis.

For long-term operations, as provided in the Transportation Impact Analysis (Appendix I), the project screened out of focused analysis for vehicle miles traveled (VMT) and LOS because it would result in a minimal increase in on-road vehicles (i.e., less than 500 ADT), which supports that the project is not a large traffic generator. Based on these considerations, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SoCAB is steadily decreasing. Overall, the proposed project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

### Toxic Air Contaminants

In addition to impacts from criteria pollutants, impacts may include emissions of pollutants identified by the state and federal government as TACs or hazardous air pollutants (HAPs). State law has established the framework for California's TAC identification and control program, which is generally more stringent

than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal HAPs, and is adopting appropriate control measures for sources of these TACs.

Health impacts associated with TACs are generally associated with long-term exposure. There are no meaningful sources of TACs for the operating phase of the project and, therefore, no reason to expect health impacts related to TACs. The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks. In an abundance of caution, a voluntary construction health risk assessment (HRA) was performed for the project. The following paragraphs describe the construction HRA, and the detailed assessment is provided in Appendix A.

The Office of Environmental Health Hazard Assessment's (OEHHA's) most recent guidance is the *2015 Risk Assessment Guidelines Manual* (OEHHA 2015), which was adopted in 2015 to replace the 2003 HRA Guidance Manual. The Children's Environmental Health Protection Act of 1999 (Senate Bill [SB] 25), which requires explicit consideration of infants and children in assessing risks from air toxics, requires revisions of the methods for both non-cancer and cancer risk assessment and of the exposure assumptions in the 2003 HRA Guidance Manual. Cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors, were based on the values and data recommended by OEHHA as implemented in HARP2. SCAQMD's Modeling Guidance for American Meteorological Society/EPA Regulatory Model (AERMOD) (SCAQMD 2018) and Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD 2003b) provides guidance to perform dispersion modeling for use in HRAs within the SoCAB.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index (HIC) is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The HIC estimates for all receptor types used the 'OEHHA Derived' calculation method, which uses high-end exposure parameters for the inhalation and next top two exposure pathways and mean exposure parameters for the remaining pathways for non-cancer risk estimates. The HIC is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.[10] A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The SCAQMD recommends a HIC significance threshold of 1.0 (project increment) and an acute hazard index of 1.0. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. Diesel particulate matter (DPM) has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and are therefore not addressed in this assessment.

The dispersion modeling was performed using AERMOD, which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD (version 21112) is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2019b).

10 The Chronic Hazard Index estimates for all receptor types used the OEHHA Derived calculation method (OEHHA 2015).

The project's potential cancer and noncancer health impacts was evaluated using exposure periods appropriate to evaluate short-term emission increases (third trimester of pregnancy to 18 months). Emissions dispersion of DPM was modeled using AERMOD, then cancer risk and noncancer health impacts subsequently using the CARB HARP2. HARP2 (ADMRT, version 22118). The HRA followed the 2015 OEHHA guidelines and SCAQMD guidance to calculate the health risk impacts at all receptors as further discussed below. The chemical exposure results were then compared to SCAQMD thresholds to assess project significance. Principal parameters of this modeling are presented in Table 3.3-6.

### Table 3.3-6. Construction Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Construction Principal Parameters

| Parameter | Details |
|---|---|
| Meteorological Data | The SCAQMD requires the use of AERMOD for air dispersion modeling. The latest 5-year meteorological data for the Perris Valley from SCAQMD were downloaded, then input to AERMOD. For cancer or chronic noncancer risk assessments, the average cancer risk of all years modeled was used. |
| Urban versus Rural Option | Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines. |
| Terrain Characteristics | Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate. Per SCAQMD guidance, the National Elevation Dataset (NED) dataset with resolution of 1/3 arc-second was used (SCAQMD 2022a). |
| Source Release Characterizations | Air dispersion modeling of DPM emissions was conducted assuming the equipment would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A). The construction equipment DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 3.4 meters, plume height of 6.8 meters, and plume width of 8.6 meters (EPA 2018). |

**Notes:** AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; DPM = diesel particular matter; CalEEMod = California Emissions Estimator Model; DPM = diesel particulate matter.
See Appendix A.

This HRA evaluated impacts using a uniform Cartesian grid of receptors spaced 50 meters apart, 1,000 meters from the project site, and then converted to discrete receptors.

Construction of project components would require use of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions, and would involve use of diesel trucks, which are also subject to an Airborne Toxics Control Measure. Construction of project components would occur over a total of 18 months and would be periodic and short term within each phase. Following completion of construction activities, project-related TAC emissions would cease. The results of the HRA during construction are provided in Table 3.3-7

### Table 3.3-7. Construction Health Risk Assessment Results Unmitigated

| Impact Parameter | Units | Project Impact | CEQA Threshold | Level of Significance |
|---|---|---|---|---|
| Maximum Individual Cancer Risk – Residential | Per Million | 23.99 | 10 | **Potentially Significant** |
| Chronic Hazard Index – Residential | Index Value | 0.03 | 1.0 | Less than Significant |

**Source**: SCAQMD 2019.
**Note**: CEQA = California Environmental Quality Act.
See Appendix A

As shown in Table 3.3-7, project construction activities would result in a Residential Maximum Individual Cancer Risk of 23.99 in 1 million, which exceeds the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.1, which is below the 1.0 significance threshold.

MM-AQ-1: Construction Equipment Emissions Reductions**.** The following measures shall be incorporated into the project to reduce construction Diesel particulate matter generated by construction equipment used for the project. Prior to the issuance of a grading permit, the following shall be incorporated into the grading plan and/or grading permit conditions:

For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment[11].

Before an exemption may be considered, the applicant shall be required to demonstrate that two construction fleet owners/operators in the region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could not be located in the region To ensure that Tier 4 construction equipment or better would be used during the Project's construction, the applicant will include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

Implementation of Mitigation Measure **MM-AQ-1** would reduce project construction-generated DPM missions to the extent feasible. The HRA results after incorporation of mitigation measure **MM-AQ-1** are presented in Table 3.3-8.

## Table 3.3-8. Construction Health Risk Assessment Results Mitigated

| Impact Parameter | Units | Project Impact | CEQA Threshold | Level of Significance |
|---|---|---|---|---|
| Maximum Individual Cancer Risk – Residential | Per Million | 5.73 | 10 | **Less than Significant** |
| Chronic Hazard Index – Residential | Index Value | 0.01 | 1.0 | **Less than Significant** |

**Source**: SCAQMD 2019.
**Note**: CEQA = California Environmental Quality Act.

[11] For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

See Appendix A

Implementation of mitigation measure **MM-AQ-1** would reduce construction-generated health risks to levels below SCAQMD thresholds. Thus, impacts would be less than significant with mitigation.

## Operational Health Risk Assessment

A HRA was performed to evaluate potential health risk associated with operation of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting operational HRA documentation, including detailed assumptions, is presented in Appendix A.

For the operational health risk, the operation year 2024 was assumed consistent with completion of project construction. Emissions from the operation of the project include truck trips and truck idling emissions and onsite offroad equipment. For risk assessment purposes, $PM_{10}$ in diesel exhaust is considered DPM, originating mainly from truck traveling on site and off site and truck idling located at the loading docks. Truck travel and idling emission rates were obtained from CARB's EMFAC2021. Emission factors representing the vehicle mix and emissions for 2024 were used to estimate emissions associated with operation of the project. Truck idling would be limited to 5 minutes in accordance with CARB's adopted Airborne Toxic Control Measure; however, truck idling was conservatively assumed to idle for 15 minutes.[12] Therefore, the analysis conservatively overestimates DPM emissions from idling. All deliveries would occur Monday through Sunday.

Conservatively, a 2024 EMFAC2021 run was conducted, and a constant 2024 emission factor data set was used for the entire duration of the analysis (i.e., 30 years). Use of the 2024 emission factors would overstate potential impacts since this approach does not include reductions in emissions due to fleet turnover or cleaner technology with lower emissions. The truck travel DPM emissions were calculated by applying the exhaust $PM_{10}$ emission factor from EMFAC2021 and the total truck trip number over the length of the distance traveled. In addition, the on-site truck idling exhaust emissions were calculated by applying the idle exhaust $PM_{10}$ emission factor from EMFAC2021 and total truck trip over the total idling time (i.e., 15 minutes).

The dispersion modeling was performed using AERMOD (version 21112). The truck traffic was modeled as a line of adjacent volume sources from I-215 to the project site and truck travel on site to estimate emissions at proximate receptors. Truck idling was modeled as stationary sources.

As previously described, health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and are therefore not addressed in this assessment.

Dudek evaluated the project's potential cancer and noncancer health impacts using exposure periods appropriate to evaluate long-term emission increases (third trimester of pregnancy to 30 years). Emissions

[12] Although the project is required to comply with CARB's idling limit of 5 minutes, on-site idling emissions was estimated for 15 minutes of truck idling, which would take into account on-site idling while the trucks are waiting to pull up to the loading dock, idling at the loading dock, and idling during check-in and check-out.

dispersion of DPM was modeled using AERMOD, then cancer risk and noncancer health impacts subsequently using the CARB HARP2 (ADMRT, version 22118). The chemical exposure results were then compared to SCAQMD thresholds to assess project significance. Principal parameters of this modeling are presented in Table 3.3-9.

## Table 3.3-9. Operational Health Risk Assessment American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model Operational Principal Parameters

| Parameter | Details |
|---|---|
| Meteorological Data | The SCAQMD requires the use of AERMOD for air dispersion modeling. The latest 5-year meteorological data for the Perris station (Station ID 3171) from SCAQMD were downloaded, then input to AERMOD. For cancer or chronic noncancer risk assessments, the average cancer risk of all years modeled was used. |
| Urban versus Rural Option | Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines. San Bernardino County's population 2,189,641 was used in the analysis (SCAQMD 2018). |
| Terrain Characteristics | Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate. Per SCAQMD guidance, the National Elevation Dataset (NED) dataset with resolution of 1/3 arc-second was used (SCAQMD 2018). |
| Emission Sources and Release Parameters | Air dispersion modeling of operational activities was conducted using emissions generated using EMFAC2017. |
| Source Release Characterizations | Off-site and on-site truck travel were modeled as a line of adjacent volume sources, and based on EPA methodology, the modeled sources would result in a release height of 3.4 meters, a plume height of 6.8 meters, and a plume width of 8.59 meters (SBCAPCD 2020; EPA 2015). The truck idling emissions at loading docks were modeled as point sources with a release height of 3.962 meters, inside stack diameter of 0.305 meters and an exist velocity of 11.83 m/s (EPA 2015; SCAQMD 2003b; SJVAPCD 2006). The project warehouse building was modeled to account for building downwash for point sources. |

**Notes:** AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; EPA = U.S. Environmental Protection Agency.
See Appendix A

This HRA evaluated impacts using a uniform Cartesian grid of receptors spaced 50 meters apart, 1,000 meters from the project site, and then converted to discrete receptors.

For the operational health risk, the HRA assumes exposure would start in the third trimester of pregnancy through 30 years for all residential sensitive receptor locations. The SCAQMD has also established noncarcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures. Noncarcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or REL, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system, similarly, calculated for acute hazard index. The results of the HRA during operation are provided in Table 3.3-10.

**Table 3.3-10. Operational Health Risk Assessment Results**

| Impact Parameter | Units | Project Impact | CEQA Threshold | Level of Significance |
|---|---|---|---|---|
| MICR—Residential | Per Million | 4.25 | 10 | Less than Significant |
| HIC | Index Value | 0.001 | 1.0 | Less than Significant |

**Source**: SCAQMD 2019; Appendix A.
**Notes**: CEQA = California Environmental Quality Act; MICR = maximum individual cancer risk; HIC = Chronic Hazard Index.

The results of the operational analysis demonstrate that the exhibit maximum individual cancer risk for the student and residential receptors are below the 10 in a million threshold and HIC threshold. Therefore, long-term operational impacts associated with exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

### Health Impacts of Criteria Air Pollutants

Construction of the project would generate criteria air pollutant emissions; however, the project would not exceed the SCAQMD mass-emission thresholds.

The SoCAB is designated as nonattainment for $O_3$ for the NAAQS and CAAQS. Thus, existing $O_3$ levels in the SoCAB are at unhealthy levels during certain periods. The health effects associated with $O_3$ generally relate to reduced lung function. Because the project would not involve construction activities that would result in $O_3$ precursor emissions (VOC or $NO_x$) that would exceed the SCAQMD thresholds, the project is not anticipated to substantially contribute to regional $O_3$ concentrations and associated health impacts. Similar to construction, no SCAQMD threshold would be exceeded during operation.

In addition to $O_3$, $NO_x$ emissions contribute to potential exceedances of the NAAQS and CAAQS for $NO_2$ (since $NO_2$ is a constituent of $NO_x$). Exposure to $NO_2$ can cause lung irritation, bronchitis, and pneumonia, and lower resistance to respiratory infections. As depicted in Table 3.3-3 and Table 3.3-4, project construction and operation would not exceed the SCAQMD localized thresholds for $NO_2$. Thus, construction and operation of the project are not expected to exceed the $NO_2$ standards or contribute to associated health effects.

CO tends to be a localized impact associated with congested intersections. CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. CO hotspots were discussed previously as a less than significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

The SoCAB is designated as nonattainment for $PM_{10}$ under the CAAQS and nonattainment for $PM_{2.5}$ under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA 2016). As with $O_3$ and $NO_x$, the project would not generate emissions of $PM_{10}$ or $PM_{2.5}$ that would exceed SCAQMD's LSTs. Accordingly, the project's $PM_{10}$ and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the project would not result in any potentially significant contribution to local or regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Impacts would be less than significant.

*d) **Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Less-than-Significant Impact. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and asphalt pavement application. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project would replace an existing warehouse with a new warehouse facility and would not create any new sources of odor during operation. Therefore, project operations would result in an odor impact that is less than significant.

## 3.4 Biological Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES** – Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) 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? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d) Interfere substantially with the movement of any 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? | ☐ | ☒ | ☐ | ☐ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☒ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☒ | ☐ | ☐ |

The following analysis relies on a biological reconnaissance conducted by Dudek Biologists Tommy Molioo and Kimberly Narel on March 2, 2022. This assessment included a review of the most recent relevant literature, published research, maps, soil data, data on special-status habitats, and species distributions to determine those resources that have the potential to occur within the project site and surrounding 100-foot buffer (the study area). A field assessment was conducted to characterize the environmental conditions, vegetation communities/land covers, and any plants or wildlife (including their habitats) that could be impacted during project implementation. During the biological reconnaissance, vegetation communities and land covers were catalogued and confirmed based on existing site conditions. Vegetation communities within the study area were mapped according to the natural communities and land cover types described within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Vegetation Community Classifications (County of Riverside 2004).

Dudek compiled a general inventory of plant and wildlife species detected by sight, calls, tracks, scat, or other field indicators, and determined the potential for special-status species to occur within the study area. Additionally, Dudek conducted a preliminary investigation of the extent and distribution of potential jurisdictional waters of the U.S. regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW)-jurisdictional streambed and associated riparian habitat.

Dudek queried the CDFW's California Natural Diversity Database (CNDDB; CDFW 2022a-d) and the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS 2022) to identify special-status biological resources from the region (Appendix B). The CNDDB and CNPS were searched based on the U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map for Perris, where the study area is located, as well as the surrounding eight quadrangle maps (i.e., Riverside East, Sunnymead, El Casco, Steele Peak, Lakeview, Lake Elsinore, Romoland, and Winchester) (Appendix B). Potential and/or historic drainages and aquatic features were investigated based on a review of USGS topographic maps (1:24,000 scale), aerial photographs, the National Wetland Inventory database (USFWS 2022), and the Natural Resource Conservation Service Web Soil Survey (USDA 2022). APN 302-110-002 was also searched in the Regional Conservation Authority (RCA) MSHCP Information Map for MSHCP specific covered biological resources.

The study area is characterized by entirely disturbed habitat, with compacted bare ground, scattered non-native grasses and ruderal (weedy) forbs (Appendix B). The study area is surrounded by large warehouses to the east and south, with agricultural and residential land to the west and north. A row of red gum eucalyptus (*Eucalyptus camaldulensis*) trees is located along the southern boundary of the study area. No permanent structures or buildings are located on the study area, however numerous semi-trucks and other vehicles are stored on the study area. Due to previous disturbances, no native vegetation communities or natural habitats were observed within the study area (Figure 3.4.1, Biological Resources Map).

A limited number of wildlife species were observed or detected during the field survey including song sparrow (*Melospiza melodia*), American crow (*Corvus brachyrhynchos*), and side-blotched lizard (*Uta stansburiana*). These species typically occur in urban and developed areas. Other species expected to occur in urban and developed areas include house sparrow (*Passer domesticus*), California ground squirrel (*Otospermophilus beecheyi*), mourning dove (*Zenaida macroura*), and western fence lizard (*Sceloporus occidentalis*). Appendix B lists all plant and wildlife species observed within the study area during the biological reconnaissance.

***a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less-than-Significant Impact. The project site is entirely disturbed from previous grading and is currently used as a vehicle storage lot which has compacted the observed surface soils. Vegetation on the project site consists of non-native grasses and ruderal (weedy) forbs. Vegetative cover is relatively sparse with areas of compacted bare ground and imported rock aggregate. Additionally, previous and ongoing disturbances related to vehicle traffic and storage further reduce the habitat quality on site through continued soil compaction and introduction of non-native species.

The results of the CNDDB and CNPS database query determined 47 special-status plant species have been recorded in the vicinity of the study area with a potential to occur. However, based on the habitat requirements of all 47 species queried and existing habitat conditions on site, there is no potential for any of these special-status plant species to occur on site. Therefore, the project will have no impact on any state or federally listed or ranked special-status plant species known to occur in the region.

The CNDDB database query also determined that 42 special-status wildlife species have been recorded within the nine quadrangles surrounding the study area. While species such as burrowing owl (*Athene cunicularia*) can occur in disturbed habitats, the existing conditions and current uses on site reduce the suitability of the habitat to support any special-status wildlife species. Additionally, the adjacent existing

development reduces the potential for special-status wildlife to move onto the project site. Therefore, the proposed project will have no direct impact on any special-status wildlife species known to occur in the region.

However, the undeveloped land to the north, west, and northwest of the project site, within the study area, provide moderately suitable habitat to support burrowing owl. These undeveloped off-site areas display evidence of previous agricultural use and appear to be currently fallow, allowing opportunities for burrowing owl to nest or stopover when migrating through area. Therefore, the project may result in potential indirect impacts to burrowing owl if this species is found in adjacent off-site areas prior to the start of construction. Additional avoidance measures addressed under Section 3.4(f) regarding compliance with local Habitat Conservation Plans will be implemented by the project to reduce any potential indirect impact to a less than significant level.

Lastly, the MSHCP requires analysis of potential project impacts to additional plant and wildlife species covered by the MSHCP in order to demonstrate compliance with the MSHCP. These species will be addressed in Section 3.4(f) further below.

*b) Would the project 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?*

No Impact. The project site is characterized by disturbed habitat with predominantly compacted bare ground, and scattered vegetation consisting of non-native grasses and ruderal vegetation . A row of planted red gum trees occurs along the southern project boundary. The topography on the site is generally flat and does not contain any natural drainage features that could support riparian vegetation. Additionally, due to the high amount of previous and ongoing disturbances on site there are no other sensitive natural communities present that were identified in local or regional plans, policies, regulations, or by the CDFW or U.S. Fish and Wildlife Service (USFWS). Therefore, there would be no impact to riparian habitat or other sensitive natural communities, and no mitigation is required.

*c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The project site is significantly disturbed with surrounding mixed development. There are no natural drainages or surface water present on or immediately adjacent to the project site. The topography on site is relatively flat and does not contain any depressional areas where wetlands or vernal pools could occur. Soils on the project site are mapped as Domino silt loam-saline/alkaline, which are non-hydric, and have been significantly altered due to previous development activities and ongoing vehicle storage on site, thereby reducing the potential for wetland conditions to occur. Additionally, no hydrophytic vegetation was observed in the study area that would indicate the presence of potential waters or wetlands.

Based on the assessment of waters on the project site, no hydrology, hydric soils, or hydrophytic vegetation are present, eliminating the potential for state or federally protected waters and wetlands to occur on the project site. Additionally, there are no mapped wetlands within or adjacent to the project site according to the Perris, California USGS topographic quadrangle map and National Wetlands Inventory (NWI) (USFWS 2022). Therefore, the project would result in no impact to state or federally protected waters or wetlands.

*d) Would the project 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?*

Less-than-Significant Impact with Mitigation Incorporated. Wildlife movement corridors, also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. The project site does not contain any greenbelts for wildlife movement or native vegetation and undeveloped land capable of supporting the movement of wildlife, particularly corridors that facilitate movement of species between larger stands of native habitat. Additionally, there are no MSHCP designated Linkages or corridors that connect habitat blocks that are mapped within or in the vicinity of the project site. Therefore, the project will result in no impact to wildlife corridors or linkages.

However, construction of the project would involve the removal of a stand of red gum trees on the southern boundary of the project site that may provide suitable nesting opportunities for common bird species. Birds and their nests are protected by the Migratory Bird Treaty Act and California Fish and Game Code Section 3500 et seq. If construction activities were to occur during the nesting season (typically between February 1 and August 31), there could be a potential impact to nesting birds that would be considered significant. Project implementation of Mitigation Measure MM BIO-1 (replacing PVSCCSP EIR mitigation measure MM Bio 1 per CDFW direction) would ensure compliance with the MBTA and CFG Code and would reduce impacts to a less than significant level.

MM BIO-1: In order to avoid violation of the MBTA and the California Fish and Game Code, site-preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species.

If site-preparation activities for an implementing 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 shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The 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.

*e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less-than-Significant Impact. The City of Perris Municipal Code Section 12.12.030 prohibits the removal of any tree planted in the right-of-way (ROW) of any city street or on city property without first obtaining a permit. Additionally, Municipal Code Section 19.71.050 protects from damage and unauthorized removal of public trees and some private trees that contribute to the city's urban canopy cover and do not fall into the category of hazardous or nuisance trees. Public trees are defined as street trees within the public ROW, trees incorporated into city-themed identification and/or enhancements to freeway overpasses (such as embankments on state-owned property), and public trees located on other types of city-owned or controlled land. Protected privately owned trees include trees required as a project condition of approval and trees on environmentally sensitive land, including, but not limited to, open space, flood zones, MSHCP conservation areas, and areas to be included within the city's future trail system.

Implementation of the project would result in the removal of several eucalyptus trees; however, because these trees are located on private property, were not planted as a condition of public approval (the existing eucalyptus trees were ornamentally planted on site between 1985 and 2002), and are not located on environmentally sensitive land, their removal would not conflict with the City's tree preservation policies. Therefore, the project would result in a less-than-significant impact with regard to conflicting with local policies or ordinances protecting biological resources.

*f) Would the project 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 Impact with Mitigation Incorporated. This section addresses the consistency of the proposed project with the requirements of the MSHCP. The project site is located within the San Jacinto Valley Area Plan, which has portions of 12 conservation areas: Proposed Constrained Linkage 20, Proposed Constrained Linkage 21, Proposed Core 3, Proposed Core 4, Proposed Core 5, Proposed Linkage 11, Proposed Linkage 14, Proposed Noncontiguous Habitat Block 5, Proposed Noncontiguous Habitat Block 6, Proposed Noncontiguous Habitat Block 7, Existing Constrained Linkage C, and Existing Core J. The project site is not located within any of these mapped conservation areas, linkages, or core areas (Figure 3.4.2, Western Riverside MSHCP).

Chapter 6 of the MSHCP outlines additional implementation measures with which permittees must comply. The relevant sections of the MSHCP, requirements, and proposed project's consistency with the requirements are outlined below.

- MSHCP Section 6.1.3, Narrow Endemic Plant Species
- MSHCP Section 6.1.4, Urban Wildlands/Interface Guidelines
- MSHCP Section 6.3.2, Additional Survey Requirements

### MSHCP Section 6.1.3, Narrow Endemic Plant Species

The project site is mapped within a MSHCP-designated Narrow Endemic Plant (NEP) assessment area for San Diego ambrosia (*Ambrosia pumila*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii*) (County of Riverside 2004). Additionally, the project is mapped within a MSHCP-designated area for the following Criteria Species: San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana var. davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), round-leaved filaree (*California macrophylla*), smooth tarplant (*Centromadia pungens ssp. laevis*), Coulter's goldfields (*Lasthenia glabrata ssp. coulteri*), little mousetail (*Myosurus minimus ssp. apus*), and mud nama (*Nama stenocarpa*). Due to the existing habitat conditions and existing disturbances, no suitable vegetation or soils capable of supporting these NEP and Criteria species occur within the project site. As such, focused surveys for the identified NEP and Criteria species are not required. Therefore, the proposed project would result in less-than-significant impacts to NEPs and Criteria plant species.

### MSHCP Section 6.1.4, Urban/Wildlands Interface Guidelines

As discussed above, the project site is not located within any Core areas and does not overlap any Criteria Cells. Development within or in proximity to MSHCP Conservation Areas requires compliance with the MSHCP Section 6.1.4, Urban/Wildlands Interface Guidelines, to address potential indirect effects. Standard construction best management practices (BMPs) and construction-related minimization measures to control dust, erosion, and runoff, including, but not limited to, straw bales and silt fencing, will be implemented during the proposed project to minimize these effects. Specific elements addressed in the proposed project design include the following:

**Drainage**. The project would not adversely alter the quantity or quality of runoff discharged to the MSHCP Conservation Area. No mapped NWI wetlands or potentially jurisdictional features occur on the project site. Therefore, no drainage flows will enter into or adversely affect the MSHCP Conservation Areas to the north and further to the east within Lake Perris.

**Toxics**. There would be no change to the handling and use of toxic chemicals (such as pesticides and fertilizers) currently used on the project site. As a result, no toxic discharges that would adversely affect the MSHCP Conservation Area are anticipated.

**Lighting**. Night lighting for the project would be similar to existing adjacent properties and would not illuminate MSHCP Conservation Areas. As a result, no adverse lighting effects to the MSHCP Conservation Area are anticipated.

**Noise**. Noise levels during and after construction will not exceed residential noise standards. The proposed improvements will complement the project design and not result in adverse noise effects to the MSHCP Conservation Area.

**Invasives**. The project would implement landscaping and weed abatement that would limit the introduction of invasive plans. The project site is currently used for commercial vehicle storage and is proposed for commercial warehouse development. As such, use of non-native, invasive plant species would be avoided. As a result, no adverse invasive effects to the MSHCP Conservation Area are anticipated.

**Barriers**. Existing fencing surrounding the project site will be removed and replaced with commercial warehouses and ancillary structures. As a result, no adverse barrier effects to the MSHCP Conservation Area are anticipated.

**Grading and Land Development**. Land clearing and minor grading is anticipated to implement the proposed project. However, standard construction BMPs and construction-related minimization measures will be implemented to minimize potential dust, erosion, and runoff effects. Additionally, no manufactured slopes within the MSHCP Conservation Area are proposed as part of the project design. As a result, no adverse grading effects to the MSHCP Conservation Area are anticipated.

The proposed project would not result in long-term adverse edge effects that may affect biological resources within areas proposed for conservation for the MSHCP that are located in off-site areas. The project would not facilitate unauthorized public access, domestic animal predation, illegal trespass, or dumping into any MSHCP Conservation Areas. Therefore, the proposed project is consistent with the MSHCP Urban/Wildlands Interface Guidelines.

### MSHCP Section 6.9.4, Additional Survey Requirements

The project site is located within a WRMSHCP survey area for burrowing owl, as well as certain NEP and Criteria plant species. As described above, NEP and Criteria area species are considered absent from the project site. Additionally, suitable habitat for burrowing owl does not occur on the project site and focused surveys for burrowing owl were not conducted. However, the western and northern portions of the study area outside of the project site boundaries provide suitable habitat for burrowing owl. These offsite areas are also within a burrowing owl assessment area. If burrowing owl is found within 500-feet of the project site boundaries, potential indirect impacts to this species may occur that would be considered significant. Therefore, project implementation of Mitigation Measure MM-BIO-2 would reduce potential indirect impacts to a less than significant level.

MM-BIO-2: The project proponent shall retain a qualified biologist to conduct a pre-construction clearance survey according to MSHCP protocol to determine if burrowing owl is occupying any adjacent offsite areas that contain suitable habitat. The survey shall be conducted within 30 days das prior to commencement of grading and construction activities at the project site and shall consist of a one-day survey walking transects spaced no more than 30 meters apart throughout all suitable habitat areas. The biologist shall search for any evidence of burrowing owl occupancy including the presence of owls, suitable burrows, feathers, pellets, or whitewash. If burrowing owl is discovered during the pre-construction survey, additional avoidance/measures may be required to ensure no indirect take of an occupied burrow occurs. Additional measures may include establishing a buffer around the burrow and/or onsite monitoring during construction. However, since the owls would be located in offsite areas, no passive relocation or replacement burrow construction is required.

# 3.5 Cultural Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **V. CULTURAL RESOURCES** – Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | ☐ | ☐ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☐ | ☐ | ☐ | ☐ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☐ | ☐ |

The following analysis is based in part on the Phase I Cultural Resources Assessment for the 255 East Nance Street Warehouse, Perris, California, prepared by Dudek in May 2022 (Appendix C). By preparing and submitting the Phase I Cultural Resources Assessment, the project has complied with PVCCSP EIR mitigation measure MM Cultural 1.

***a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Less-than-Significant Impact. As part of preparing the Cultural Resources Assessment (Appendix C) for the proposed project, a records search to identify previously documented historic resources was conducted. This search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Property Data File, and the lists of California State Historical Landmarks, California Points of Historical Interest, the Archaeological Determinations of Eligibility, and historical aerials and maps. Additionally, an intensive-level archaeological pedestrian survey of the project site was completed on April 7, 2022 by Dudek Staff Archaeologists.

The proposed Project site has been subject to ground disturbance associated with vegetation clearing, grading, agricultural discing and use, and use as a storage yard since at least 1966. The single-family residential structure was constructed in 1987.

As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the NRHP or CRHR, has been identified as significant in a historical resource survey, or is listed on a local register of historical resources.

The criteria for listing resources in the CRHR were developed to be in accordance with previously established criteria developed for listing in the NRHP. Thus, the criteria listed below is expressed in accordance with the NRHP criteria. According to California Public Resources Code, Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad pattern of our history

(2) Is associated with the lives of persons important in our 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 values

(4) Has yielded, or may be likely to yield, information important in prehistory or history

Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[b]). If a site is listed or eligible for listing in the CRHR, included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code, Section 5024.1[q]), it is a "historical resource" and is presumed to be historically or culturally significant for the purposes of CEQA (California Public Resources Code, Section 21084.1; 14 CCR 15064.5[a]).

Preliminary research was conducted for this project and included a review of historic aerial photography. Based on aerial photography, the property was not developed until after 1978; thus the property is not more than 45 years of age and does not warrant evaluation as a potential historic built environment resource for the purposes of CEQA. Additionally, a review of assessor information on the ParcelQuest system indicated that the building has a date of construction of 1987, which further confirms it is not of historic age.

No historical resources were identified within the project site as a result extensive archival research and filed survey, and the existing structures onsite do not meet the 45-year threshold for evaluation and are not eligible for NRHP, CRHR, or City of Perris designation due to a lack of significant historical associations, architectural merit, and requisite integrity to convey significance. Therefore, impacts associated with historical resources would be less than significant.

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less-than-Significant Impact With Mitigation Incorporated. An archaeological records search was conducted by Dudek at the Eastern Information Center at the University of California, Riverside. The Cultural Resources Report prepared by Dudek (Appendix C) includes the following components: (1) a California Historical Resources Information System records search conducted at the Eastern Information Center addressing the proposed project site plus a 1-mile radius surrounding the project location, (2) a review of the California Native American Heritage Commission's Sacred Lands File, (3) an intensive pedestrian survey of the project site for cultural resources, and (4) associated recommendations.

The Cultural Resources Report found that although no resources were recorded within the project boundaries (Area of Potential Effect [APE]), the records search identified 13 cultural resource properties within 1 mile of the APE. Of the resources identified, two are prehistoric archaeological sites, nine are historic sites, and two are historic structures or buildings. None of the thirteen (13) resources identified are located within the project site. The Cultural Resources Report also indicated that there has been a total of 49 cultural resource studies conducted within a 1-mile radius of the APE, one of which covered the APE. The previous studies on and near the APE did not identify any resources within the project site.

Dudek archaeologists conducted an intensive pedestrian survey on April 7, 2022, using standard archaeological procedures and techniques. All field practices met the Secretary of Interior's standards and guidelines for a cultural resources inventory. Pedestrian transects were spaced at 10-meter intervals. Ground disturbances were also visually inspected for exposed subsurface materials and to record locational information. No artifacts were encountered or collected during the surveys.

The archaeological survey divided the site into two sections; the majority is currently in use as a storage yard for tractor trailer trucks, construction machinery, and personal vehicles. A small section in the northeastern corner contains a residence, a series of sheds, as well as appliances, machinery, a shopping cart corral, and other assorted large pieces of equipment. The storage yard was covered in a layer of manufactured gravel and manufactured fill, which provided fair to excellent (30 to 90 percent) ground surface visibility. The residential section provided none to very good ground surface visibility (0 to 70 percent), due to the large portion of it being covered in structures and pavement. Disturbances include industrial debris; evidence of grading; large machine and vehicle use and modern debris. No cultural materials were observed as a result of this survey.

Soils observed were consistent with manufactured fill, native soils were only observed surrounding the residence, in the northwestern corner. Native soils observed were consistent with the USDA's description of Domino silt loam (USDA 2022).

Based on this information, and because of the disturbed nature of the project area, the archaeological sensitivity of the project site is considered to be low. However, it is always possible that intact archaeological deposits could be present at subsurface levels. For this reason, the project site should be treated as potentially sensitive for archaeological resources. Therefore, mitigation measures MM-CUL-1 and MM-CUL-2 are required to reduce potential impacts to unanticipated archaeological resources to less than significant. Mitigation measure MM CUL-1 implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4 as subsequently revised by the City of Perris. Mitigation measure MM CUL-2 is recommended in the Phase I Cultural resources Assessment.

MM-CUL-1 Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the project site or within the off-site project improvement areas until the archaeologist has been approved by the City.

The archaeologist shall be responsible for monitoring ground-disturbing activities, including initial vegetation removal, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

In the event that archaeological resources are discovered at the project site or within the off-site project improvement areas, the handling of the discovered resource(s) will differ, depending on the

nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist.

If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American as deemed possible. The designated tribal representative will be given ample time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the tribe. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts.

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

Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied on-site and in an area of permanent protection, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist.

Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

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

Once grading activities have ceased and/or the archaeologist, in consultation with the designated Luiseño 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 (EIC) and the tribe(s) involved with the project.

MM-CUL-2 Prior to the issuance of grading permits, the project archaeologist shall prepare a Worker Environmental Awareness Program (WEAP). All construction personnel and monitors participating in ground disturbing activities who are not trained archaeologists shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the WEAP training is to provide specific details on the kinds of cultural materials that may be identified during project implementation and explain the importance of and legal basis for the protection of significant cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground- disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor and if present, Tribal representative. Necessity of training attendance shall be stated on all project site/construction plans.

*c) Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less-than-Significant Impact With Mitigation Incorporated. The project site has been historically used for vehicle storage and residential use. No known cemetery has occurred at the project site, and the project area is not expected to contain human remains, including those interred outside of formal cemeteries. However, it is possible that unanticipated archaeological discoveries, including human remains, could be encountered subsurface during ground-disturbing activities associated with construction of the proposed project. With the implementation of mitigation measure MM-CUL-3, potential impacts to unknown human remains on site as a result of project construction would be reduced to less than significant. Mitigation measure MM-CUL-3 replaces PVCCSP EIR mitigation measure MM Cultural 6 as subsequently revised by the City of Perris.

**MM-CUL-3** In the event that human remains (or remains that may be human) are discovered at the project site or within the off-site project improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner will notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent"

(MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(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 (EIC).

## 3.6 Energy

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. Energy** – Would the project: | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Less-than-Significant Impact. The electricity and natural gas used for construction of the proposed project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in vehicle miles traveled (VMT) over time.

## Construction

### Electricity

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by Southern California Edison (SCE). The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption.

### Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would be substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

### Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A lists the assumed equipment usage for each phase of construction. Energy calculations are also included in Appendix A.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide ($CO_2$) emissions from each construction phase to gallons using the conversion factors for $CO_2$ to gallons of gasoline or diesel. Construction is estimated to occur in 2023 and 2024 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton $CO_2$ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton $CO_2$ per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction equipment is shown in Table 3.6-1.

**Table 3.6-1. Project Construction Petroleum Demand**

| Phase | Off-Road Equipment (diesel) | Trucks (diesel) | Worker Vehicles (gasoline) |
|---|---|---|---|
| | Gallons | | |
| Construction | 40,461 | 14,187 | 16,187 |
| | | Total Petroleum Consumed | 70,835 |

**Notes:** See Appendix A for details.

In summary, construction of the project is anticipated to consume 16,187 gallons of gasoline and 54,648 gallons of diesel over the course of 19 months. The project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than

25 horsepower. The regulation: (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology (BACT) requirements. The project is also located in an urban area and worker, vendor, and haul truck trip lengths would be shorter compared to a suburban project location, resulting in less energy use. Therefore, impacts to energy resources during construction would be less than significant.

## Operation

### Electricity

The operation of the project would require electricity for multiple purposes, including cooling, lighting, appliances, and powering various equipment, such as electric forklifts. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs and energy calculations presented in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses). According to these estimations, the project would consume approximately 1,118,442 kilowatt-hours (kWh) per year.

### Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances and natural gas forklifts. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous “plug-in” uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California’s building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became

effective on January 1, 2020. According to these estimations, the project would consume approximately 407,025 thousand British thermal units per year.[13]

### Petroleum

During operations, the majority of fuel consumption resulting from the project would involve the use of the yard truck and motor vehicles traveling to and from the project site.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A and as discussed in Section 3.3 Air Quality and Section 3.8, Greenhouse Gas Emissions, the annual VMT attributable to the project is expected to be 2,193,358 miles. Similar to the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total $CO_2$ emissions from operation of the project to gallons using the conversion factors for $CO_2$ to gallons of gasoline or diesel. Mobile source emissions were estimated using EMFAC2017. Calculations for annual mobile source fuel consumption are provided in Table 3.6-4.

**Table 3.6-2. Annual Mobile Source Petroleum Demand**

| Fuel | Vehicle MT $CO_2$ | kg/$CO_2$/Gallon | Gallons |
|---|---|---|---|
| Gasoline | 1,930.79 | 8.78 | 219,907.34 |
| Diesel | 1,278.46 | 10.21 | 125,216.80 |
| | | **Total** | **345,124.14** |

**Sources:** Trips and vehicle $CO_2$ (Appendix A); energy calculations (Appendix A); kg/$CO_2$/Gallon (The Climate Registry 2019).
**Notes:** MT = metric ton; $CO_2$ = carbon dioxide; kg = kilogram

As shown in Table 17, total petroleum consumption for the project annually is estimated to be 54,955 gallons. [14]

### Summary

Statewide emission reduction measures proposed in the CARB-adopted amendments to the Pavley regulations include measures aimed at reducing GHG emissions associated with transportation.

CARB has adopted a new approach to passenger vehicles—cars and light trucks—by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2017).

The project would create additional electricity and natural gas demand by adding warehouse facilities. New facilities associated with the project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new

[13] For context, the non-residential natural gas consumption in 2020 was 134,892,256 thousand British thermal units for Riverside County (CEC 2022).

[14] For context, California as a whole is expected to consume approximately 18.0 billion gallons of petroleum per year by 2023 (CARB 2021). Countywide total petroleum use by vehicles is expected to be 123.71 million gallons per year by 2023 (CARB 2021).

construction of nonresidential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting.

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project would be subject to the State Building Energy Efficiency Standards. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be less than significant.

*b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less-than-Significant Impact. The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California to reduce energy demand and consumption. As such, the project would comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards, also known as CALGreen. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. On this basis, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

# 3.7 Geology and Soils

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VII. GEOLOGY AND SOILS** – Would the project: | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most 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 42. | ☐ | ☐ | ☒ | ☐ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☒ | ☐ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☒ | ☐ | ☐ |

The following analysis is based, in part, on the Geotechnical Investigation, Proposed Warehouse, South Side of East Nance Street, 800± feet West of Redlands Avenue, Perris, California (Geotechnical Investigation) prepared by Southern California Geotechnical in December 2021 (Appendix D). By submitting the Geotechnical Investigation Report, the project has complied with PVCCSP EIR mitigation measure MM Geo 1, which requires the project proponent of the implementing development project to 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. Additionally, a portion of the following analysis is based on the Paleontological Resources Review Memorandum, Nance Street Warehouse Project (Paleontological Resources Memorandum), prepared by Dudek in April 2022 (Appendix E).

***a)*** ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

***i)*** ***Rupture of a known earthquake fault, as delineated on the most 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 42.***

Less-than-Significant Impact. The Alquist-Priolo Earthquake Zoning Act (Alquist-Priolo Act) requires the delineation of fault zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce hazards associated with fault rupture. The Alquist-Priolo Earthquake Fault Zones are the regulatory zones that include surface traces of active faults. According to the California Department of Conservation and the Geotechnical Investigation, the project site is not located in an Alquist-Priolo Earthquake Fault Zone (DOC 2022b). The closest fault zones are the El Casco Fault Zone and the Lakeview Fault Zone, located approximately 8 and 8.14 miles to the northeast,

respectively. Additionally, as stated in the Geotechnical Investigation, because the project site is not within an Alquist-Priolo Earthquake Fault Zone or any other Riverside County fault zone, the possibility of significant fault rupture on the site is considered to be low (Appendix D). Therefore, potential impacts associated with a rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map are considered less than significant.

*ii) Strong seismic ground shaking?*

Less-than-Significant Impact. Similar to other areas located in seismically active Southern California, the City is susceptible to strong ground shaking during an earthquake. However, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, and the site would not be affected by ground shaking more than any other area in this seismic region. The closest faults are the El Casco Fault Zone and the Lakeview Fault Zone, located approximately 8 and 8.14 miles to the northeast, respectively. Appropriate measures to mitigate and minimize the effects of earthquakes and other geotechnical hazards are included in the California Building Code (CBC), with specific provisions pertaining to seismic load and design. These provisions include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height (Appendix D). According to the Geotechnical Investigation, the proposed development is expected to be designed in accordance with the requirements of the 2019 edition of the CBC, which was adopted on January 1, 2020. The design and construction of the project, in accordance with the CBC, would minimize the adverse effects of strong ground shaking to the greatest degree feasible during an earthquake. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

*iii) Seismic-related ground failure, including liquefaction?*

Less-than-Significant Impact. Soil liquefaction is a seismically induced form of ground failure that has been a major cause of earthquake damage in Southern California. Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state because of a sudden shock or strain such as an earthquake. This poses significant problems for buildings and other structures in areas where liquefaction can occur, as the ground may give way under the weight of the structure and its foundation (City of Perris 2005b). The primary factors which influence the potential for liquefaction include groundwater table elevation, soil structure, and intensity and duration of ground shaking. Liquefaction generally has the potential to impact buildings and other surface or subsurface structures when the underlying water table is 50 feet or less below the surface (Appendix D). The historic groundwater table underlying the project-site is considered to exist at a depth of approximately 20.5 feet below the existing grade (Appendix D).

According to the General Plan Safety Element, the project site is located in an area of the City with “Very High” liquification susceptibility (City of Perris 2005b). Based on the location of this site, the Geotechnical Investigation prepared for the project included additional subsurface exploration, laboratory testing, and engineering analysis in order to determine the project site-specific liquefaction potential (Appendix D). Subsurface exploration included two borings extended to depths of approximately 50 feet. As a result of the subsurface exploration, potentially liquefiable soils were encountered between depths of 12 to 17 feet, 32 to 37 feet, and 47 to 50 below the existing grades, confirming that the potential exists for substantial adverse effects, including liquification induced “differential settlement” (Appendix D).

Differential settlement can cause damage to structures, pipelines, and other surface and subsurface improvements (City of Perris 2005b). According to the General Plan Safety Element, differential settlement occurring as a result of seismic induced liquification events (or otherwise) can be mitigated with (1) proper site preparation that involves the "densification" (i.e., overexcavation and recompaction) of the subsurface soils, and (2) with proper foundation design that can accommodate a limited degree of settlement due to seismic shaking (City of Perris 2005b). In accordance with recommendations from the Safety Element, the Geotechnical Investigation concluded the following: "Based on our understanding of the proposed development, it is considered feasible to support the proposed structure on shallow foundations. Such a foundation system can be designed to resist the effects of the anticipated differential settlements…" (Appendix D). The Geotechnical Investigation goes on to add that the post-liquefaction damage that could occur within structures or other improvements proposed by the project would be "…typical of similar buildings in the vicinity of this project" (Appendix D).

Due to the presence of artificial fill and other loose native soils underlying the project site, the Geotechnical Investigation recommends that the existing soils within the proposed Project's building area be overexcavated and recompacted to a depth of no less than 3 feet below the proposed foundation bearing grade. The presence of the recommended layer of newly placed compacted fill soils above the observed liquefiable soils would reduce the potential for ground failure and other surface manifestations that could occur as a result of liquification. In addition, the shallow foundation design recommendations set forth in the Geotechnical Investigation would provide additional rigidity to the project site structure and would reduce the potential effects of liquification induced settlement.

In accordance with the California Building Code (CBC) Sections 1804A, and 1809A, the compacted fill and the design of the recommended shallow foundation shall comply with the provisions of an approved final geotechnical report, which is required by the CBC. The proposed project would be required to meet the most recent building safety criteria and construction design recommendations of the site-specific final geotechnical report(s) that would be prepared for the construction of project buildings, including overexcavation and recompaction of existing soils and the recommended shallow foundation design. Therefore, upon project compliance with CBC requirements and the recommendations set forth in Geotechnical Investigation and final site-specific geotechnical report(s), the project site would not directly or indirectly cause substantial adverse effects involving seismic related ground failure, including liquification, and impacts would be less than significant.

*iv) Landslides?*

No Impact**.** The project site is relatively flat with a gently sloping overall topography at less than 1% gradient (Appendix D). According to the General Plan Safety Element, the most significant factors contributing to slope failure (i.e., landslides) include slope height and steepness (i.e., 30% or higher gradient), shear strength and orientation of weak layers in the underlying geologic units, and pore water pressure (City of Perris 2005b). The City of Perris identifies areas within the City that could be susceptible to landslides. According to the City's Landslide Susceptibility map, the project site is not within an area identified as having a potential for seismic slope instability. Because the project site relatively flat (i.e., less than 1% gradient) and is not located within an area identified by the City as having potential for seismic slope instability, geologic hazards associated with landslides are not anticipated at the site. No impacts would occur.

***b) Would the project result in substantial soil erosion or the loss of topsoil?***

Less-than-Significant Impact. The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities must comply with all applicable federal, state, and local regulations for erosion control. The project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

Since project construction activities would disturb 1 or more acres, the project must adhere to the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Construction activities subject to this permit include clearing, grading, and ground disturbances such as stockpiling and excavating. The NPDES Construction General Permit requires implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include construction features for the project (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Upon compliance with these standard regulatory requirements, the project would not be anticipated to result in substantial soil erosion or the loss of topsoil. Therefore, short-term impacts to soil erosion and topsoil loss during construction activities would be less than significant.

Upon completion of construction, the majority of the project site would be paved and developed with an industrial/warehouse building, a truck court, and truck and/or passenger vehicle parking areas. Therefore, long-term impacts associated with substantial soil erosion or the loss of topsoil during operation of the project would be less than significant.

***c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less-than-Significant Impact. As discussed in Section 3.7(a)(iii), the project site is located in area that has been determined to have a high potential for liquefaction. However, as determined above, upon project compliance with CBC requirements, and the recommendations set forth in Geotechnical Investigation and final site-specific geotechnical report(s), the project site would not directly or indirectly cause substantial adverse effects related to liquification. According to the Geotechnical Investigation, the potential for other geologic hazards such as seismically induced settlement, lateral spreading, and subsidence affecting the site is considered low (Appendix D). Further, the project would comply with the most recent version of the CBC, which contains universal standards related to the project site's specific soil characteristics. Compliance with the CBC would ensure structural integrity in the event of seismic-related issues occurring at the project site. Additionally, the Geotechnical Investigation specifies grading and compaction measures that are designed to further reduce the potential to expose people or structures to substantial risk of loss or injury due to unstable geologic units or soils (Appendix D). Therefore, impacts would be less than significant.

***d) Would the project 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?***

Less-than-Significant Impact. Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

The project's site-specific Geotechnical Investigation (Appendix D) included an analysis of on-site soils. According to the geotechnical investigation, the expansion potential of near-surface soils at the project site is "very low". Notwithstanding, to ensure all potential impacts relating to on-site soils are adequately addressed, the Geotechnical Investigation provided additional grading and compaction measures to further reduce the potential to cause risks to life or property. Therefore, impacts associated with expansive soils would be less than significant.

***e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact**.** The project would connect to the existing system and would not require use of a septic tank. Therefore, impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems would not occur.

***f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less-than-Significant Impact With Mitigation Incorporated. Pleistocene older alluvial deposits, characteristically reddish-brown in color, have been known to produce Pleistocene, or "Ice-Age" plants, invertebrates, amphibians, reptiles, birds, and mammals in the project vicinity and throughout Riverside County, as confirmed by the records search results obtained from the Natural History Museum of Los Angeles County ([LACM] 2022-confidential) and the Western Science Center (2022-confidential). No fossils were documented within the project area or within a one-mile radius buffer of the project area. A previous survey conducted by Brian F. Smith and Associates (2021) also did not yield any paleontological resources north of the project area.

According to the LACM (2022-confidential), fossil locality LACM VP (Vertebrate Paleontology) 4540 from the gravel pits west of Jack Rabbit trail, yielded the remains of an extinct horse, family Equidae. Localities LACM VP (CIT) 572 and LACM VP 6059 in the vicinity of Lake Elsinore yielded specimens of fossil camel (family Camelidae). Locality LACM VP (CIT) 570-571, located south of Lake Elsinore, produced horse (*Equus*), peccary (*Platygonus*), and camel (*Camelops*) remains. Locality LACM VP 5168, also produced a fossil specimen of horse in the East Bay section of Canyon Lake. Locality LACM VP 7261, near Skinner Reservoir, yielded proboscidean (e.g., mammoths) and ungulate remains. Locality LACM VP 1207, approximately one mile north-northwest of Corona, east of the sewage disposal plant, bovid (e.g. bison and other bovid relatives) remains were uncovered. Locality LACM VP 1653 and LACM IP (Invertebrate Paleontology), on the Soboba Indian Reservation, approximately 5 miles east of San Jacinto, yielded an assemblage of vertebrates, including monkfish (*Squatina*) and stickleback (*Gasterosteus*), in addition to invertebrates including insect (*Sobobapteron kirkbaye*) and brachiopod (*Terebratalia hemphili*) remains.

No paleontological resources were identified within the project area as a result of the institutional records searches or desktop geological review. However, intact paleontological resources may be present below the original layer of younger, Holocene age alluvial deposits or throughout unweathered, Pleistocene alluvial deposits mapped in the southwestern portion of the project area. Given the proximity of past fossil discoveries in the surrounding area and the underlying older Pleistocene age deposits, the project area is moderately to highly sensitive for supporting paleontological resources at depth. In the event that intact paleontological resources are located on the project area, ground-disturbing activities associated with construction of the proposed project, such as grading during site preparation, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of mitigation measure MM-GEO-1, impacts would be reduced to below a level of significance. Impacts of the proposed project are considered less than significant with mitigation incorporated during construction. Mitigation measure MM-GEO-1 replaces PVCCSP EIR mitigation measure MM Cultural 5 as subsequently revised by the City of Perris.

MM-GEO-1 Prior to the issuance of grading permits, the project applicant shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and offsite subsurface excavation that exceeds five (5) feet in depth below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the site or within offsite project improvement areas until the paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

# 3.8 Greenhouse Gas Emissions

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. GREENHOUSE GAS EMISSIONS** – Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less-than-Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include $CO_2$, methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5).[15] The three GHGs evaluated herein are $CO_2$, $CH_4$, and $N_2O$ because these gases would be emitted during project construction and operation.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is $CO_2$; therefore, GWP-weighted emissions are measured in metric tons (MT) of $CO_2$ equivalent ($CO_2e$). Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumed the GWP for $CH_4$ is 25

[15] Climate-forcing substances include greenhouse gases (GHGs) and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in the California Health and Safety Code Section 38505; impacts associated with other climate-forcing substances are not evaluated herein.

(i.e., emissions of 1 MT of $CH_4$ are equivalent to emissions of 25 MT of $CO_2$), and the GWP for $N_2O$ is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

For GHG emissions, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While the CARB published some draft thresholds in 2008, they were never adopted, and the CARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

As discussed in Section 3.3, the project is located within SCAQMD jurisdictional boundaries. In 2008, the SCAQMD convened a GHG CEQA Significance Threshold Working Group to develop significance thresholds for use by lead agencies in assessing GHG impacts in their CEQA documents In December 2008, the SCAQMD adopted an interim 10,000 MT $CO_2e$ per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008). The 10,000 MT $CO_2e$ per-year threshold, which was derived from GHG reduction targets established in Executive Order (EO) S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

The Working Group also considered a range of significance thresholds for projects where the SCAQMD is not the lead agency. The most recent proposal issued by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

**Tier 1.** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

**Tier 2.** Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

**Tier 3.** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT $CO_2e$ per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT $CO_2e$ per year), commercial projects (1,400 MT $CO_2e$ per year), and mixed-use projects (3,000 MT $CO_2e$ per year). Under option 2, a single numerical screening threshold of 3,000 MT $CO_2e$ per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

**Tier 4.** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MT $CO_2e$ per service population for project level analyses and 6.6 MT $CO_2e$ per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MT $CO_2e$ per service population for project level analyses and 4.1 MT $CO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

**Tier 5.** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If the CARB adopts statewide significance thresholds, SCAQMD staff plans to report back to the SCAQMD Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold.

In the absence of other thresholds of significance promulgated by the SCAQMD, the City of Perris has been using the SCAQMD's 10,000 MT $CO_2e$ threshold for industrial projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. By complying with the SCAQMD GHG thresholds of significance, the project is considered to be in compliance with the applicable State GHG legislation. Other lead agencies through the SoCAB have also been using these adopted and draft thresholds. The City's evaluation of impacts under the 10,000 MT $CO_2e$/year threshold is also considered to be conservative since it is being applied to all of the GHG emissions generated by the project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the SCAQMD's 10,000 MT $CO_2e$/year threshold applies only to the new stationary sources generated at industrial facilities.

### Construction Greenhouse Gas Emissions

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 10,000 MT $CO_2e$ per year for industrial projects. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to estimate GHG emissions during construction. Construction of the project is anticipated to last up to 18 months. On-site sources of GHG emissions include off-road equipment and off-site sources include on-road vehicles (haul trucks, vendor trucks, and worker vehicles). Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emission sources.

**Table 3.8-1. Estimated Annual Construction GHG Emissions**

| Year | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|
| | Metric Tons | | | |
| 2023 | 575.21 | 0.09 | 0.02 | 584.22 |
| 2024 | 127.06 | 0.02 | <0.01 | 128.48 |
| | | | Total | 712.70 |
| | | | *Annualized emissions over 30 years (metric tons per year)* | *23.76* |

**Notes:** CO2 = carbon dioxide; CH4 = methane; N2O = nitrous oxide; CO2e = carbon dioxide equivalent; GHG = greenhouse gas. Values of "<0.01" indicate that the estimated emissions are less than two decimals.

As shown in Table 3.8-1, the estimated total GHG emissions during construction would be approximately 713 MT CO2e. Estimated project-generated construction emissions amortized over 30 years would be approximately 24 MT CO2e per year.

## Operational Emissions

CalEEMod was used to estimate potential operational GHG emissions from energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment for the project. In addition, GHGs generated by forklifts were estimated for the project. For additional details, see Appendix A for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas and electricity), and mobile sources. Operational year 2024 was assumed, consistent with the project's Traffic Impact Analysis.

### Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, which include operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. See Section 3.3(b) for a discussion of landscaping equipment emissions calculations. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and little to no GHG emissions.

### Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and units or total area (i.e., square footage) of the project's land uses. For nonresidential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or thousand British thermal units for natural gas) for $CO_2$ and other GHGs. Annual natural gas and electricity emissions were estimated in CalEEMod using the emissions factors for SCE, which would be the energy source provider for the project. CalEEMod default assumptions were used for electricity and natural gas use.

### Mobile Sources

All details for criteria air pollutants discussed in Section 3.3(b) are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include AB 1493 and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and U.S. Environmental Protection Agency have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated by using the CARB EMFAC 2017 emission factors for motor vehicles in year 2024.

### Solid Waste

The project would generate solid waste and therefore would result in $CO_2$ equivalent emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

### Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

### Off-Road Equipment

The SCAQMD published a high cube warehouse truck trip study white paper summary of business survey results (SCAQMD Survey), which summarizes various operational results from 34 operating high cube warehouses (SCAQMD 2014). The SCAQMD Survey reported an average of 0.12 forklifts/pallet jacks per 1,000 square feet of building area, which was applied to the proposed project. Note that this estimate is for total forklifts and pallet jacks while pallet jacks are small as they are primarily used to lift small loads in tight quarters (and are electric or manual); therefore, assuming all pieces of equipment are forklifts is conservative. The high cube warehouse factor of 0.12 forklifts/pallet jacks per 1,000 square feet of building area was applied for the project, resulting in a total of 24 forklifts. The forklifts were modeled in CalEEMod as 89-horsepower electric forklifts that would operate at 8 hours per day, 365 days per year.

The estimated operational (year 2024) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, and off-road equipment are shown in Table 3.8-2.

**Table 3.8-2. Estimated Annual Operation GHG Emissions**

| Emissions Source | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|
| | Metric Tons per Year | | | |
| Area | 0.01 | <0.01 | 0.00 | 0.01 |
| Energy | 108.34 | 0.01 | <0.01 | 108.92 |
| Mobile | 1,803.15 | 0.02 | 0.022 | 1,868.27 |
| Offroad (Forklifts) | 40.72 | <0.01 | <0.01 | 40.93 |
| Waste | 38.67 | 2.29 | 0.00 | 95.79 |
| Water | 126.58 | 1.54 | 0.04 | 176.05 |
| | | | **Total** | **2,289.97** |
| | | | *Amortized Construction Emissions* | *23.76* |
| | | | **Total with Amortized Construction Emissions** | **2,313.73** |

**Notes:** $CO_2$ = carbon dioxide; $CH_4$ = methane; $N_2O$ = nitrous oxide; $CO_2e$ = carbon dioxide equivalent.
See Appendix A for complete results. Values of "<0.01" indicate that the estimated emissions are less than two decimals.

As shown in Table 3.8-2, the estimated net increase in GHG emissions from operation of the project would be approximately 2,314 MT $CO_2e$ per year, including amortized construction emissions. Annual operational GHG emissions with amortized construction emissions would not exceed the SCAQMD recommended threshold of 10,000 MT $CO_2e$ per year for industrial projects. This impact would be less than significant.

*b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less-than-Significant Impact. The project would result in less-than-significant impacts related to conflicts with GHG emission reduction plans, for the reasons described as follows.

### Consistency with the City of Perris' Climate Action Plan

The City adopted a Climate Action Plan (CAP) on February 23, 2016. The City's CAP serves as a long-range comprehensive plan for reducing GHG emissions that is consistent with AB 32 and implements the goals and policies of the City's General Plan. The City's CAP builds upon the Western Riverside Council of Government's Subregional CAP. The CAP does not identify GHG reduction measures for achieving goals beyond 2020. The CAP is not a qualified GHG emission reduction plan under CEQA Guidelines Section 15183.5; nonetheless, the project's consistency with the City's CAP is discussed. The project's consistency with the local measures included in the City's CAP is summarized in Table 3.8-3.

**Table 3.8-3. Project Consistency with the City of Perris' Climate Action Plan**

| CAP Measure | Proposed Project Consistency |
|---|---|
| Measure E-1: Energy Action Plans. Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plan. | *Not applicable*. The project would not inhibit the City from adopting local Energy Action Plans. |
| Measure T-1: Bicycle Infrastructure Improvements. Expand on-street and off-street bicycle infrastructure, including bicycle lanes and bicycle trails. | *Not applicable*. The project would not inhibit the City from implementing bicycle infrastructure improvements. |
| Measure T-2: Bicycle Parking. Provide additional options for bicycle parking. | *Not applicable*. The project would not inhibit the City from implementing bicycle infrastructure improvements. |
| Measure T-3: End of Trip Facilities. Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters. | *Not applicable*. The project would not inhibit the City from encouraging non-motorized transportation modes. |
| Measure T-4: Transit Frequency Expansion. Collaborate with local and regional transit providers to provide more frequent transit in the subregion. | *Not applicable*. The project would not inhibit the City from increasing transit frequency. |
| Measure T-5: Traffic Signal Coordination. Incorporate technology to synchronize and coordinate traffic signals along local arterials. | *Not applicable*. The project would not inhibit the City from implementing traffic signal coordination. |
| Measure T-6: Density. Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities. | *Consistent*. The project would provide jobs to the region. |
| Measure T-7: Mixed-Use Development. Provide for a variety of development types and uses. | *Consistent*. The project would provide jobs to the region and contribute to the variety of development types in the area. |

**Table 3.8-3. Project Consistency with the City of Perris' Climate Action Plan**

| CAP Measure | Proposed Project Consistency |
|---|---|
| Measure T-8: Design/Site Planning. Design neighborhoods and sites to reduce vehicle miles traveled. | *Not applicable*. The project would not inhibit the City from designing neighborhoods and sites to reduce vehicle miles traveled. |
| Measure T-9: Pedestrian-Only Areas. Encourage walking by providing pedestrian-only community areas. | *Not applicable*. The project would not inhibit the City from developing pedestrian-only community areas. |
| Measure T-10: Limit Parking Requirements for New Development. Reduce requirements for vehicle parking in new development projects. | *Not applicable*. The project would not inhibit the City from reducing vehicle parking requirements for new development projects. |
| Measure T-11: Voluntary Transportation Demand Management. Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving. | *Not applicable*. The project would not inhibit the City from implementing transportation demand management strategies. |
| Measure T-12: Accelerated Bike Plan Implementation. Accelerate the implementation of all or specified components of a jurisdiction's adopted bike plan. | *Not applicable*. The project would not inhibit the City from accelerating the implementation of the bike plan. |
| Measure SW-1: Yard Waste Collection. Provide green waste collection bins community-wide. | *Not applicable*. The project would not inhibit the City from diverting yard waste. |
| Measure SW-2: Food Scrap and Compostable Paper Diversion. Divert food and paper waste from landfills by implementing collection system. | *Not applicable*. The project would not inhibit the City from implementing food scrap and compostable paper diversion. |

**Source:** City of Perris 2016.

As shown in Table 3.8-3, the project would not conflict with the local strategies outlined in the City's CAP. Furthermore, the project would be subject to the current California Green Building Standards and 2019 Title 24 building energy efficiency standards, which would require energy and water conservation measures.

### Consistency with the CARB's Scoping Plan

The Scoping Plan (approved by the CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires the CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.[16] Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. The CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential [GHGs in consumer products]) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG

[16] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

emissions. Table 3.8-4 highlights measures that have been, or will be, developed under the Scoping Plan and presents the project's consistency with Scoping Plan measures. The project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the project.

### Table 3.8-4. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

| Scoping Plan Measure | Measure Number | Proposed Project Consistency |
|---|---|---|
| **Transportation Sector** | | |
| Advanced Clean Cars | T-1 | *Consistent.* The project's employees would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. |
| Low Carbon Fuel Standard | T-2 | *Consistent.* Motor vehicles driven by the project's employees would use compliant fuels. |
| Regional Transportation-Related GHG Targets | T-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Advanced Clean Transit | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Last-Mile Delivery | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Reduction in VMT | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Vehicle Efficiency Measures<br>1. Tire Pressure<br>2. Fuel Efficiency Tire Program<br>3. Low-Friction Oil<br>4. Solar-Reflective Automotive Paint and Window Glazing | T-4 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Ship Electrification at Ports (Shore Power) | T-5 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Goods Movement Efficiency Measures<br>1. Port Drayage Trucks<br>2. Transport Refrigeration Units Cold Storage Prohibition<br>3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification<br>4. Goods Movement Systemwide Efficiency Improvements<br>5. Commercial Harbor Craft Maintenance and Design Efficiency<br>6. Clean Ships<br>7. Vessel Speed Reduction | T-6 | *Consistent.* The project trucks would be in compliance with the CARB's measure. |
| Heavy-Duty Vehicle GHG Emission Reduction<br>▪ Tractor-Trailer GHG Regulation | T-7 | *Consistent.* The project trucks would be in compliance with the CARB's measure. |

## Table 3.8-4. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

| Scoping Plan Measure | Measure Number | Proposed Project Consistency |
|---|---|---|
| ▪ Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I) | | |
| Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Proposed Project | T-8 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Medium and Heavy-Duty GHG Phase 2 | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| High-Speed Rail | T-9 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Electricity and Natural Gas Sector** | | |
| Energy Efficiency Measures (Electricity) | E-1 | *Consistent.* The project would be subject to the current Title 24 and CALGreen standards. |
| Energy Efficiency (Natural Gas) | CR-1 | *Consistent.* The project would be subject to the current Title 24 and CALGreen standards. |
| Solar Water Heating (California Solar Initiative Thermal Program) | CR-2 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Combined Heat and Power | E-2 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Renewables Portfolio Standard (33% by 2020) | E-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Renewables Portfolio Standard (50% by 2050) | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| SB 1 Million Solar Roofs<br>(California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs | E-4 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Water Sector** | | |
| Water Use Efficiency | W-1 | *Consistent.* The project would be subject to the current Title 24 and CALGreen standards. |
| Water Recycling | W-2 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Water System Energy Efficiency | W-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Reuse Urban Runoff | W-4 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Renewable Energy Production | W-5 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Green Buildings** | | |
| 1. State Green Building Initiative: Leading the Way with State | GB-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |

## Table 3.8-4. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

| Scoping Plan Measure | Measure Number | Proposed Project Consistency |
|---|---|---|
| Buildings (Greening New and Existing State Buildings) | | |
| 2. Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings) | GB-1 | *Consistent.* The project would be subject to the current Title 24 and CALGreen standards. |
| 3. Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings) | GB-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| 4. Greening Existing Buildings (Greening Existing Homes and Commercial Buildings) | GB-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Industry Sector** | | |
| Energy Efficiency and Co-Benefits Audits for Large Industrial Sources | I-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Oil and Gas Extraction GHG Emission Reduction | I-2 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Reduce GHG Emissions by 20% in Oil Refinery Sector | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| GHG Emissions Reduction from Natural Gas Transmission and Distribution | I-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Refinery Flare Recovery Process Improvements | I-4 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Work with the Local Air Districts to Evaluate Amendments to Their Existing Leak Detection and Repair Rules for Industrial Facilities to Include Methane Leaks | I-5 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Recycling and Waste Management Sector** | | |
| Landfill Methane Control Measure | RW-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Increasing the Efficiency of Landfill Methane Capture | RW-2 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Mandatory Commercial Recycling | RW-3 | *Consistent.* To the maximum extent practicable, the project would include recycling during both construction and operation, as required by local and state regulations. |
| Increase Production and Markets for Compost and Other Organics | RW-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Anaerobic/Aerobic Digestion | RW-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |

## Table 3.8-4. Proposed Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies

| Scoping Plan Measure | Measure Number | Proposed Project Consistency |
|---|---|---|
| Extended Producer Responsibility | RW-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Environmentally Preferable Purchasing | RW-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Forests Sector** | | |
| Sustainable Forest Target | F-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **High GWP Gases Sector** | | |
| Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing | H-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| $SF_6$ Limits in Non-Utility and Non-Semiconductor Applications | H-2 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Reduction of Perfluorocarbons in Semiconductor Manufacturing | H-3 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Limit High GWP Use in Consumer Products | H-4 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Air Conditioning Refrigerant Leak Test During Vehicle Smog Check | H-5 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program | H-6 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration | H-6 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| $SF_6$ Leak Reduction Gas Insulated Switchgear | H-6 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| 40% Reduction in Methane and Hydrofluorocarbon Emissions | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| 50% Reduction in Black Carbon Emissions | N/A | *Not applicable.* The project would not prevent the CARB from implementing this measure. |
| **Agriculture Sector** | | |
| Methane Capture at Large Dairies | A-1 | *Not applicable.* The project would not prevent the CARB from implementing this measure. |

**Source:** CARB 2008, 2017.
**Notes:** CALGreen = California Green Building Standards Code; CARB = California Air Resources Board; GHG = greenhouse gas; VMT = vehicle miles traveled; N/A = not applicable; SB = Senate Bill; $SF_6$ = sulfur hexafluoride; GWP = global warming potential.

Based on the analysis in Table 3.8-4, the project would be consistent with the applicable strategies and measures in the Scoping Plan.

The project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (EO) S-03-05 and SB 32. EO S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby the CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, the CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory toward meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

To begin, the CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that "California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states the following (CARB 2014):

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, the CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and EO S-03-05. This is confirmed in the Second Update, which states the following (CARB 2017):

> The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The project is consistent with the GHG emission reduction measures in the Scoping Plan and would not conflict with the state's trajectory toward future GHG reductions. In addition, since the specific path to compliance for the state in regard to the long-term goals will likely require development of technology or other changes that are not currently known or available, specific additional mitigation measures for the project would be speculative and cannot be identified at this time. The project's consistency would assist in meeting the City's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and EO S-03-05, CARB has also made clear its legal interpretation is that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet SB 32's 40% reduction target by 2030 and EO S-03-05's 80% reduction target by 2050; this legal

interpretation by an expert agency provides evidence that future regulations will be adopted to continue the state on its trajectory toward meeting these future GHG targets.

Based on the considerations previously outlined, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. Therefore, impacts associated with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would be less than significant.

## 3.9 Hazards and Hazardous Materials

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HAZARDS AND HAZARDOUS MATERIALS** – Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☒ | ☐ | ☐ |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☒ | ☐ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☒ | ☐ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

The following analysis is based, in part, on the Phase I Environmental Site Assessment (ESA) prepared by Stantec Consulting Services Inc. in December 2021 (Appendix F).

*a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

## Short-Term Construction Impacts

Less-Than-Significant With Mitigation Incorporated. The Phase I ESA was prepared in accordance with American Society of Testing and Materials Standards and Standards and Practices for All Appropriate Inquiries. The Phase I ESA covered the entirety of the project site. Based on the results of the research, available data, and a site survey, the Phase I ESA found no evidence of recognized environmental conditions in connection with the property.

Construction would require the use of heavy equipment and machinery. Hazardous materials that may be used during construction and demolition activities of the proposed Project include, but are not limited to, gasoline, diesel fuel, lubricants, grease, adhesives, welding gases, solvents, paints, and vehicle and equipment-maintenance related materials. These materials would be stored in designated construction staging areas within the boundaries of the Project site and the construction contractor must ensure that they would be transported, handled, used, stored, and disposed of in accordance with all applicable federal, state, and local laws and regulations. Proper use, handling, and storage of materials must be conducted in accordance with the manufacture's specifications. The use of these hazardous materials for their intended purpose would not pose a significant risk to the public or environment. Many of the anticipated construction materials may be recycled. Hazardous wastes that cannot be recycled would be transported by a licensed hazardous waste hauler following manifest procedures disposed of at an appropriately permitted offsite facility. The use and handling of these substances are subject to applicable federal, state, and local health and safety laws and regulations, including Title 40 U.S. Code, Chapter 1, with subchapters pertaining to management of solid wastes (including hazardous wastes) and oil pollution prevention, which would minimize health risk to the public associated with hazardous materials.

Based on information provided in the Phase I ESA (Appendix F) asbestos containing material and lead-based paint may be present on-site. Hazardous wastes, including the multiple drums of hydraulic fluid and other petroleum based lubricants located on the southwest portion of the project site, would require collection and off-site disposal prior to demolition and rehabilitation. Should remaining hazardous materials and hazardous wastes be present, including petroleum products and hydraulic fluid, these would be disturbed during the demolition process if not removed. These materials, if not properly removed, could be transported offsite with demolition debris, and therefore the proposed project has the potential to create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials associated with demolition activities. In accordance with mitigation measure MM-HAZ-1, demolition must include abatement of any asbestos- and lead-containing materials and/or other hazardous materials. Abatement must be conducted by licensed contractors, and materials must be transported offsite for recycling and/or disposal by licensed transporters in accordance with federal, state, and local laws. The Phase one ESA also determined that, due to the long history of commercial and industrial uses in the western portion of the project site, there is potential that unknown subsurface impacts and/or structures may be encountered during earthwork activities. In accordance with mitigation measure MM-HAZ-2, prior to issuance of grading permits or any work that requires excavation, a Soil Management Plan (SMP) shall be developed to establish management practices for handling contaminated soils and other

hazardous materials encountered during excavation of the project site. The SMP shall be submitted to the Riverside County Department of Environmental Health for approval, and a copy of the approved SMP shall be submitted to the City's Director of Development Services prior to the issuance of grading permits.

Site reconnaissance conducted for the Phase 1 ESA observed material storage in the central and eastern potions of the project site, including construction materials (wood, concrete, scrap metal) and appliances. The Phase 1 ESA concluded that potential chemicals stored in these areas may have leaked onto the ground surface, resulting in contamination of soils and/or groundwater (Appendix F). PVCCSP EIR mitigation measure MM Haz 7 requires that complete characterization of the soil and/or groundwater shall be conducted 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 during any pre-construction or construction activities (City of Perris 2011). In accordance with mitigation measure MM-HAZ-2, provisions for soil sampling and the transportation and disposal of any encountered contaminated soils or materials would ensure that any contaminated soil and/or groundwater present on-site would be evaluated and appropriately abated or otherwise disposed of in accordance with all applicable federal, state, and local requirements.

With implementation of mitigation measures MM-HAZ-1 and MM-HAZ-2, impacts associated with the routine transport of potential asbestos-containing materials, lead based paint, contaminated soils, and/or other hazardous materials for offsite disposal during construction would be less than significant with mitigation incorporated.

MM-HAZ-1 Prior to the issuance of grading permits, the project applicant/developer shall ensure that the demolition contractor's contract specifications incorporate abatement procedures for the removal of materials containing asbestos, lead, hazardous material and hazardous wastes. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District.

MM-HAZ-2 A Soil Management Plan (SMP) shall be prepared, submitted to, and approved by the Riverside County Department of Environmental Health (Agency). The SMP shall be developed to establish management practices for handling contaminated soil or other hazardous materials, including free floating petroleum product, encountered during construction activities. The Agency-approved SMP shall be submitted to the City of Perris prior to the issuance of grading permits. The plan shall include, at a minimum, but not limited to, the following elements:

- Procedures for transporting and disposing the waste material generated during removal activities
- Procedures for stockpiling soil on-site
- Provisions for collecting soil samples to confirm the extent of soil contamination, following demolition activities.
- Confirmation soil sampling to verify achievement of remediation goals

- Procedures to ensure that fill and cap materials are verified as clean
- Confirmation of truck routes and staging and loading procedures
- Procedures to ensure adherence to applicable record keeping requirements

Prior to issuance of grading permits or any work that requires excavation, the applicant shall submit to City's Director of Development Services a copy of the SMP that has been approved by the Agency.

### Long-Term Operational Impacts

Less Than Significant Impact. Potentially hazardous materials associated with project operations would include materials used during typical cleaning and maintenance activities. Although these potentially hazardous materials would vary, they would generally include household cleaning products, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the U.S. Environmental Protection Agency, which considers these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2020b). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste.

In addition, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. Further, as mandated by the Occupational Safety and Health Administration (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary remediation procedures in the case of accidental release. Therefore, long-term operational impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

*b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less-Than-Significant With Mitigation Incorporated. Refer to response provided in Section 3.9(a).

*c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The nearest school to the project site is Rancho Verde High School (17750 Lasselle St, Moreno Valley, California), located approximately 0.7 mile northwest of the project site. In addition, the project would not emit hazardous air emissions. Further, any potentially hazardous material handled on the project site would be limited in both quantity and concentrations, consistent with other similar industrial uses located in the City, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations. As mandated by the Occupational Safety and Health Administration (OSHA n.d.), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet, which would inform employees and first responders as to the necessary

remediation procedures in the case of accidental release. Therefore, no impacts associated with emitting hazardous emissions or handling hazardous or acutely hazardous materials within 0.25 mile of a school would occur.

*d) Would the project 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, would it create a significant hazard to the public or the environment?*

No Impact. The Hazardous Waste and Substances Sites list (Cortese List) is a planning document providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List. The Cortese List and other environmental databases were reviewed as part of the Phase I ESA in December 2021 (Appendix F). The Phase I ESA did not identify the project site as being present on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Additionally, a review of Cortese List online data resources does not identify hazardous materials or waste sites on the project site or immediately surrounding area (DTSC 2022a; 2022b). Therefore, no impacts associated with Cortese List hazardous materials sites would occur.

*e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

Less-Than-Significant Impact. The project site is located approximately 1.3 miles southeast of MARB/IPA and is subject to the 2014 Airport Land Use Compatibility Plan (ALUCP). The 2014 ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks and sets forth development restrictions for each zone to protect property and life. The project site is located within the Flight Corridor Buffer (Zone D) (Figure 2-3). The development standards as they apply to the project and project site are listed below in Table 3.9-1. Additionally, the project's consistency with these development standards is provided in Table 3.9-1. As demonstrated in Table 3.9-1, the project would not conflict with applicable development restrictions or cause a significant safety hazard for people working in the project area.

## Table 3.9-1. Development/Intensity Standard and Project Consistency

| Development/Intensity Standard | Project Consistency |
|---|---|
| The following uses are prohibited:<br>▪ Hazards to flight. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. | *Consistent.* The project would not involve the development of any hazards to flight, such as tall objects or uses that may cause the attraction of birds. |
| Major spectator-oriented sports stadium, amphitheaters, concert halls discouraged. Although no explicit upper limit on usage intensity is defined for Zone D, land uses of the types listed—uses that attract very high concentrations of people in confined areas— | *Consistent.* The project would not involve the development of a sports stadium, amphitheater, concert hall. |

**Table 3.9-1. Development/Intensity Standard and Project Consistency**

| Development/Intensity Standard | Project Consistency |
|---|---|
| are discouraged in locations below or near the principal arrival and departure flight tracks. | |
| Electromagnetic radiation notification. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions. | *Not Applicable.* The project would not involve the use of any equipment that would emit electromagnetic radiation. |
| Deed notice and disclosure. As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Countywide Policy 4.4.2 for details. | *Not Applicable.* The project site is not a residential property, and thus, deed notice and disclosure are no required. |

**Source:** County of Riverside 2014; County of Riverside 2004

As discussed above, the project would not result in a safety hazard people residing or working in the project area. Therefore, impacts would be less than significant.

Although impacts associated with aircraft activities would be less than significant, the proposed Project is required to comply with the following mitigation measures identified in the PVCCSP EIR to reduce impacts associated with MARB/IPA operations:

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

MM Haz 4: The following notice shall be provided to all potential purchasers and tenants:

"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)."

MM Haz 5: The following uses shall be prohibited:

Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

**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 would encroach into the 100-to-1 imaginary surface surrounding the MARB. If it is determined that there would 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 would work with FAA to resolve any adverse effects on aeronautical operations.

*f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less-than-Significant Impact. The City has developed and adopted a Local Hazard Mitigation Plan (LHMP), which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City. The LHMP complies with all requirements set forth under the federal Disaster Mitigation Act of 2000 and received approval from the Federal Emergency Management Agency (FEMA) in 2018 (City of Perris 2005b). The Emergency Operations Plan (EOP) is primarily responsible for informing the City of Perris's emergency management strategies. The EOP, in conjunction with the LHMP, identifies and assesses the natural and human-caused hazards that threaten the City and recommends proactive policy and procedural actions that reduce the risks associated with these hazards. The City also participates in the Riverside County Multi-Agency Multi-Hazard Functional Plan (MHFP) which outlines requirements for emergency access and standards for emergency responses. The PVCCSP Initial Study determined that because emergency access will be maintained and improved throughout the Specific Plan area in accordance with the MHFP, development within the PVCCSP will not interfere with adopted emergency response plans.

In accordance with General Plan Safety Element Policy S-2.5,[17] which requires all new developments to provide adequate ingress/egress, access to the project site would be provided via two ingress/egress access points East Nance Street. A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in East Nance Street would be limited to street frontage improvements and lateral utility connections (e.g., water, sewer) that will be limited to nominal potential traffic diversion. Control of access would ensure emergency access to the site and project site

[17] Per the General Plan Safety Element: 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 (City of Perris 2022d)

during construction through the submittal and approval of a traffic control plan PVCCSP EIR mitigation measure MM Air 2.

The traffic control plan (TCP) is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the project site and area will remain as was prior to the proposed project. All project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed project is also required to comply with the California Fire Code as adopted by the Perris Municipal Code, which would help ensure appropriate access to the site and immediate vicinity is maintained.

Once the project is constructed, emergency access to the project site would be maintained via driveways along East Nance Street, in compliance with applicable emergency plans and the General Plan Safety Element. Based on the above, including mandatory compliance with existing state and local regulations and incorporation of PVCCSP EIR mitigation measure MM Air 2, implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, and impacts would be less than significant.

***g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact. Neither the City's General Plan nor the California Department of Forestry and Fire Protection (CAL FIRE) designate the project site as an area that would be at risk from wildland fires. Although there are currently several isolated vacant lots in the vicinity of the project site, the area surrounding the project site is largely developed and would not likely aid the spread of wildfire. In addition, as discussed above under Section 3.9(f), the project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. Therefore, no direct or indirect impacts due to wildfire would occur.

# 3.10 Hydrology and Water Quality

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **X. HYDROLOGY AND WATER QUALITY** – Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| v) result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| vi) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☒ | ☐ |
| vii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| viii) impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☒ | ☐ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

## Surface Water Quality

Less-than-Significant Impact. Construction associated with the project involves grading activities that would disturb the existing site. Although the project site already contains disturbed soil, soil erosion could result from such construction activities, thereby potentially affecting the water quality of local downstream waterways and groundwater. The Santa Ana RWQCB sets water quality standards for all ground and surface waters within the project's region. The project site is located within the Santa Ana Watershed and San Jacinto Sub-Watershed. Runoff from the PVCCSP area, which includes the project site, discharges into the Perris Valley Storm Channel (PVSC), which is tributary to the San Jacinto River, Canyon Lake, and Lake Elsinore.

Activities associated with the construction of the project would include grading, which may have the potential to release pollutants and silt off site, which could impact water quality. Because the project would disturb 1 or more acres of soil, the project is subject to the NPDES General Construction Permit. A SWPPP is required, as part of compliance with the NPDES Permit, to ensure that water quality standards are met and that stormwater runoff from the construction work areas do not cause degradation of water quality in

receiving water bodies. The SWPPP consists of BMPs designed to reduce and capture soil erosion under the guidance of a qualified SWPPP practitioner. Sediment control BMPs may include stabilized construction entrances, sediment filters on existing inlets, or the equivalent to reduce erosion impacts. Implementation of the SWPPP and incorporation of BMPs would ensure proper measures are in place to prevent, to the extent feasible, stormwater runoff conveying sediments to downstream receiving waters. Additionally, a Water Quality Management Plan (WQMP) will be prepared and implemented prior to the issuance of grading/building permits, in accordance with the most recently adopted Riverside County Municipal Separate Stormwater Sewer System NPDES Permit. The WQMP will implement measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation, runoff, and the use of fertilizers; maintaining landscaping using minimal or no pesticides; utilizing covered and leak proof trash dumpsters; sweeping and litter control of loading areas; and collecting wash water containing any cleaning agent or degreaser in order to prevent pollutants from entering runoff.

Upon completion of construction, development of the project would add impervious surfaces to the site through associated parking, loading areas, and the building footprint. By increasing the impervious surfaces on site, less water would percolate into the ground and more surface runoff would be generated. BMPs required by the NPDES General Construction Permit would include spill prevention and cleanup guidelines, dewatering operations guidelines, and stormwater runoff prevention. These BMPs would protect the groundwater from contamination by project construction and operational activities. Implementation of proposed BMPs, the SWPPP, and the WQMP and compliance with applicable regulations would ensure impacts to water quality as a result of project construction and operation would be less than significant.

*b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less-than-Significant Impact. The project site overlies the bounds of the San Jacinto Groundwater Basin 8-005 and the Perris North Groundwater Management Zone. The Eastern Municipal Water District (EMWD) manages groundwater resources in this area and has implemented the West San Jacinto Groundwater Management Plan. The project would be subject to all applicable City and EMWD regulations, and as described above, a project-specific WQMP will be prepared for the project to manage and treat stormwater flows. While the project would increase the amount of impervious surface area on site in comparison to existing conditions, the proposed on-site bioretention basin and approximately 65,000 square feet of landscaping and would allow for percolation. Due to the proposed project's small size of 10 acres in relationship to the size of the San Jacinto Groundwater Basin, there will not be a substantial effect upon groundwater recharge within the groundwater basin. Furthermore, the project would have a low water demand and would not use local groundwater sources for potable water supply. Therefore, the project is not expected to directly cause a decrease in groundwater supplies or interfere substantially with groundwater recharge, and impacts are determined to be less than significant.

*c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

*i) Result in substantial erosion or siltation on- or off-site?*

Less-than-Significant Impact. As previously described under Section 3.10(a), a SWPPP will be required and implemented as part of project compliance with the NPDES Permit to ensure that water quality standards are met and that stormwater runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. The SWPPP consists of BMPs designed to reduce and capture soil erosion or siltation during project construction and operation. Sediment control BMPs may include stabilized construction entrances, sediment filters on existing inlets, or the equivalent to reduce erosion impacts. Implementation of the SWPPP and incorporation of BMPs would ensure proper measures are in place to prevent, to the extent feasible, stormwater runoff conveying sediments to downstream receiving waters.

Upon completion of construction, all exposed areas would be paved with new asphalt and structures. Overall, once operational, the project would have decreased the amount of exposed soils on the project site while increasing the amount of impervious surfaces found on the project site. This increase in impervious surfaces would inevitably have an effect on the existing drainage patterns currently on site. The project would include catch basins and area drains, which would direct flows on site into the on-site bio-retention basin on the eastern portion of the project site. Additionally, the site would include storm drains that would direct flows onto the adjacent roadways west of the site. There are no streams or rivers currently mapped at the project site, and the project site is not impacted by any off-site flows. Therefore, with implementation of the SWPPP and WQMP, development of the project would not result in substantial erosion or siltation on or off site, and impacts would be less than significant.

*ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

Less-than-Significant Impact. As described in response to the previous threshold, development of the project would change the existing site from primarily pervious to impervious, increasing the potential for surface runoff. This increase in impervious surfaces would inevitably have an effect on the existing drainage patterns currently on site; however, the project would include a combination of catch basins, drains, gutters, and a storm drain system that would appropriately convey surface runoff to the bio-retention basin on site or to the City's storm drain system. City approval and implementation of the proposed storm drain plan would ensure runoff from the project site would not impact flood conditions on site or properties upstream or downstream. Therefore, impacts are determined to be less than significant.

*iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less-than-Significant Impact. Stormwater runoff in the project area discharges into the PVSC. The PVSC is an earthen flood control channel within the Perris Valley Master Drainage Plan that has been designed to accommodate flows from the Perris Valley watershed in a 100-year storm event.

All development within the PVCCSP area, including the project site, would drain stormwater flows into the PVSC. The project applicant proposes to construct its own storm drain facilities on site that would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event. Given that the project would contribute stormwater runoff into the PVSC, which was designed to accommodate flows from the build out of the PVCCSP area, implementation of the project would not exceed the capacity of the existing stormwater drainage system, and implementation of the SWPPP would ensure the project would not result in substantial additional sources of polluted runoff. Therefore, impacts are determined to be less than significant.

*iv) Impede or redirect flood flows?*

Less-than-Significant Impact. As shown on Federal Emergency Management Agency Panel No. 06065C1430H, the project site is located within Zone X and is outside the 500-year floodplain (FEMA 2014). The project's on-site storm drain systems would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event (Appendix G-1). Implementation of the project would not substantially impede or redirect flood flows and impacts would be less than significant.

*d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Less-than-Significant Impact. According to the Safety Element of the Perris General Plan, the project site is within a dam inundation area and approximately 1.5 miles west of the Perris Reservoir. Projected water flows from failure of the Perris Dam are based on a scenario in which a full reservoir completely empties and does not account for runoff from other sources. The California Department of Water Resources identified potential seismic safety risks in a section of the foundation of the Perris Dam.

In April 2018, the Department of Water Resources completed a major retrofit to Perris Dam in Riverside County as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot-tall earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4-million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake (DWR 2018). Due to the improbability of a dam failure and through compliance with all applicable policies contained in the City's 2030 General Plan, impacts related to flood or damn inundation are considered to be less than significant.

The project site is located approximately 36 miles east of the Pacific Ocean and would not be impacted by a tsunami. A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. The project site is located approximately 1.5 miles west of the Perris Reservoir, and a seiche is not expected to impact the project site. Therefore, impacts related to tsunami and seiche are determined to be less than significant.

*e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less-than-Significant Impact. The project site is located within the bounds of the West San Jacinto Groundwater Basin, specifically the North Perris subbasin, and the project site is also located within the Perris North Management Zone. The Perris North Management Zone is managed by the EMWD under the

West San Jacinto Groundwater Management Plan, which evaluates groundwater resources, including establishing quality, level, and extraction monitoring. The project would be required to comply with all applicable regulations within the West San Jacinto Groundwater Management Plan. Additionally, the project would be required to comply with all recommendations of the project-specific WQMP.

Implementation of the project would not conflict with the Santa Ana RWQCB Water Quality Control Plan nor the West San Jacinto Groundwater Management Plan, and would be subject to all conditions and recommendations outlined in the project-specific WQMP. Therefore, impacts are determined to be less than significant.

# 3.11 Land Use and Planning

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. LAND USE AND PLANNING** – Would the project: | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project physically divide an established community?***

No Impact. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the project site is not used as a connection between established communities. Instead, connectivity within the area surrounding the project site is facilitated via local roadways and sidewalks. The project site is accounted for within the PVCCSP; therefore, no impacts associated with physical division of an established community would occur.

***b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

Less-Than-Significant Impact. Project implementation would result in the demolition of an existing single-family residence on the northeastern portion of the project site and subsequent construction and operation of an approximately 202,500-square foot light industrial/warehouse building. The project site would be located within the PVCCSP, which designates and zones the site as Light Industrial. The project would adhere to policies and goals set forth in the City's General Plan and PVCCSP to avoid and/or mitigate potential environmental impacts.

### Perris Valley Commerce Center Specific Plan

It is the intent of the PVCCSP to facilitate development of the area in an orderly and consistent fashion. The PVCCSP includes development standards, design guidelines, and landscape standards that define the City's expectations for development of this area. Additionally, the PVCCSP provides the City and its residents, businesses, and developers a comprehensive set of design elements, regulations, conditions, and programs for guiding the systematic development of this area. The proposed project would comply with all development standards, design guidelines, and landscape standards set forth in the PVCCSP. Additionally, the project proposes to construct one industrial/warehouse building. Thus, the project would be consistent with the designated land use and zoning of Light Industrial set by the PVCCSP. Therefore, the proposed project would be consistent with the PVCCSP.

### Perris General Plan

The Perris General Plan is a 30-year guide for local government decision on growth, capital investment, and physical development in the City. Table 3.11-1 lists applicable goals and policies from the General Plan that were adopted to avoid or mitigate environmental effects of new development projects and includes a discussion of whether the project is consistent with those goals and policies.

**Table 3.11-1. Perris General Plan Land Use Consistency Analysis**

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| **Circulation Element** | |
| ***Policy II.B:*** Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travels modes. | *Consistent.* A Transportation Impact Analysis (TIA) is being prepared for the project and is subject to review and approval by the City prior to project approval. As part of the TIA, an analysis will be conducted to ensure that the project will maintain the existing transportation network while providing for future expansion and improvement based on travel demand. Additionally, the project would facilitate alternative travel modes by providing pedestrian and bicycle facilities, including a sidewalk and bicycle parking. |
| ***Policy III.A:*** Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.<br><br>***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. | *Consistent.* A Transportation Impact Analysis (TIA) is being prepared for the project and is subject to review and approval by the City prior to project approval. As part of the TIA, an analysis will be conducted to identify improvements to the transportation system, if necessary. The TIA will identify financing and development obligations. |
| ***Policy V.A:*** Provide for safe movement of goods along the street and highway system. | *Consistent.* As discussed in Section 3.17, Transportation, all project improvements would be |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| | designed consistent with applicable engineering and design improvements to ensure that the project would not result in movements that are unsafe. |
| **Conservation Element** | |
| ***Goal I. Agricultural Resources***: Orderly conversion of agricultural lands to other approved land uses. | *Consistent.* There are no active agricultural uses taking place on or adjacent to the project site. The project site is located within in urbanized and industrial part of the City. According to the DOC's Important Farmland Finder, the project site is mapped predominantly as Other Land, which is a category assigned to low density, rural development, and other types of lands determined to be largely unsuitable for agricultural use. The limited areas on the western periphery of the project site identified as Farmland of Local importance do not have appropriate access to irrigation waters to support agricultural production. In addition, the limited size of these areas would suggest that future agricultural is impractical. Therefore, the project is consistent with this goal. |
| ***For Policy II.A:*** Comply with state and federal regulations to ensure protection and preservation of significant biological resources.<br>***Implementation Measure 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. | *Consistent.* The biological resources assessment prepared for the project included biological surveys on the site. Mitigation measures in Section 3.4, Biological Resources, would ensure that the project would comply with state and federal regulations to ensure biological resources on site are protected to the extent feasible. Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* Section 3.4, Biological Resources, addresses the consistency of the proposed project with the requirements of the MSHCP. As discussed, the project would be consistent with this policy. |
| ***Goal IV. Cultural Resources***: Protection of historical, archaeological and paleontological sites. | *Consistent.* The cultural and paleontological resources analysis prepared for the project include resource management recommendations that have been implemented as mitigation measures in Section 3.5, Cultural Resources, Section 3.7, Geology and Soils, and Section 3.18, Tribal Cultural Resources, to ensure all known and undiscovered resources on site are protected to the extent feasible. |
| ***Policy IV.A:*** Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources. | *Consistent.* As discussed in Section 3.5, Cultural Resources, Section 3.7, Geology and Soils, and Section 3.18, Tribal Cultural Resources, the project would comply with state and federal regulations ensuring the preservation of historical, archaeological and paleontological resources. |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| ***Policy V.A:*** Coordinate land-planning efforts with local water purveyors. | *Consistent.* As part of the planning process, the project applicant has coordinated with the Eastern Municipal Water District (EMWD), the local water purveyor. |
| ***Policy VI.A:*** Comply with requirements of the National Pollutant Discharge Elimination System (NPDES). | *Consistent.* The project is subject to the NPDES General Construction Permit. Section 3.10, Hydrology and Water Quality, discusses how the project will comply with requirements of the NPDES. Therefore, the project would be consistent with this policy. |
| ***Policy VIII.A:*** Adopt and maintain development regulations that encourage water and resource conservation. | *Consistent.* As part of the project, a new engineered storm drain system will be constructed on the project site to collect and treat on-site stormwater runoff. Collected stormwater will be contained and treated on site and allowed to percolate into the soils below. Therefore, the project would be consistent with this policy. |
| ***Policy VIII.B:*** Adopt and maintain development regulations that encourage recycling and reduced waste generation by construction projects. | *Consistent.* The Project will comply with applicable City and state policies intended to encourage waste reduction. This includes Perris Municipal Code Section 7.44.050, which requires that project construction divert a minimum of 50 percent of construction and demolition debris; Section 7.44.060, which requires the submittal of a waste management plan; and the 2019 CalGreen Code, which requires that 65 percent of construction waste is diverted. |
| **Land Use Element** | |
| ***Policy II.A:*** Require new development to pay its full, fair share of infrastructure costs. | *Consistent.* As required by City Ordinance No. 1182, the project applicant will pay applicable development fees to mitigate the cost of public facilities that support new development. |
| ***Policy II.B:*** Require new development to include school facilities or pay school impact fees, where appropriate. | *Consistent.* The project applicant will pay applicable school facilities as required by local and state laws. |
| ***Policy III.A:*** Accommodate diversity in the local economy. | *Consistent.* The project is consistent with the existing land use designation for the site within the PVCCSP, which was adopted by the City to provide for a diversity of land uses within the community. |
| ***Goal V***: Protection from natural or manmade disasters. | *Consistent.* The closest faults to the project site are the El Casco Fault Zone and the Lakeview Fault Zone, located approximately 8 and 8.14 miles to the northeast, respectively. The project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the project site. In addition, the project site would not be adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected. Further, the project would |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| | comply with the site plan review and permitting requirements of the City. The PVCCSP is located in an area that is relatively flat and it is not located near any areas that possess potential landslide characteristics. Therefore, the project would be consistent with this goal. |
| ***Policy V.A***: Restrict development in areas at risk of damage due to disasters.<br><br>***Implementation Measure V.A.1:*** Consult hazards maps as part of the review process for all development application. | *Consistent.* As discussed in Section 3.10, Hydrology and Water Quality, the project site is not within a dam inundation area, tsunami, seiche, or flood zone. In addition, the project site would not be adjacent to any wildlands or undeveloped hillsides where wildland fires might be expected and is not located near any areas that possess potential landslide characteristics. Though the project site is located within an area with very high potential for liquefaction to occur, compliance with recommendations set forth in the preliminary Geotechnical Investigation (Appendix D) and the required final geotechnical investigation conducted prior to issuance of a building permit, would ensure that no significant impacts would occur related to liquefaction. In addition, as established in Section 3.7, Geology and Soils, damage due to direct fault rupture is considered unlikely. Therefore, the project would be consistent with this policy. |
| **Noise Element** | |
| ***Policy I.A:*** The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.<br><br>***Implementation 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. | *Consistent.* The project is consistent with the existing land use designation and does not propose a change in land use designation. The estimated noise levels from construction would be lower than the ambient daytime measurements conducted at nearby noise-sensitive uses, and project-related noise levels from operational use would remain well below the recommended 60 dBA. Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* The nearest sensitive land use to the project site is a residence located approximately 100 feet from the nearest construction boundary. Project-related noise levels from HVAC operation, parking lot activity, and truck loading activity at each of the property lines for the project would remain well below the 60 dBA CNEL recommended for noise-sensitive uses. Therefore, the project would be consistent with this policy. |
| **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 | *Consistent.* The project would also include improvements to the project's street frontage along East Nance Street, including paving East Nance |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| improvements for existing building sites to property frontages. | Street from Las Palmas to adjoin the adjacent development to the east. Other improvements would include a new 6-foot sidewalk and parkway on the south side of East Nance Street along the project site's frontage. Consistent with City standards, new City streetlights would be installed within the dedicated right-of-way. Therefore, the project would be consistent with this policy. |
| ***Policy S-2.2:*** Require new development or major road remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element. | *Consistent.* The project includes proposed vehicular access improvements and stormwater infrastructure consistent with the provisions contained in the Land Use Element, including Safety Policy S-2.2. |
| ***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. | *Consistent.* Access to the project site would be provided by two north-facing ingress/egress driveways off East Nance Street. Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* As discussed in Section 3.10, Hydrology and Water Quality, the project site is located within Zone X and is outside the 500-year floodplain. The project site is not in an area with high flood hazard potential. Therefore, the project would be consistent with this policy. |
| ***Policy S-4.3:*** Require new development projects and major remodels to control stormwater run-off on site. | *Consistent.* The project's on-site storm drain systems would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event. Therefore, the project would be consistent with this policy. |
| ***Policy S-4.4:*** Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE). | *Consistent.* The project site is located within Zone X and is outside the 500-year floodplain. The project is not required to have flood mitigation plans because the site is not in the 100-year floodplain. Therefore, the project would be consistent with this policy. |
| ***Policy S-5.3:*** Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible. | *Consistent.* As discussed in Section 3.20, the project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE. Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* The project would provide adequate circulation capacity and would include connections to the roadways adjacent to the Project site. Therefore, the project would be consistent with this policy. |
| ***Policy S-5.10:*** Ensure that existing and new developments have adequate water supplies and | *Consistent.* Project utilities have been designed to ensure the development has adequate supplies for both daily demands and firefighting requirements. |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| conveyance capacity to meet daily demands and firefighting requirements. | Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* The project is located in Zone D, which does not require ALUC review. The development standards as they apply to the project and project site are listed in Table 3.9-1 within Section 3.9, Hazards and Hazardous Materials. Additionally, the project's consistency with these development standards is provided in Table 3.9-1. As demonstrated in Table 3.9-1, the project would not conflict with applicable development restrictions. Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* The project is located in Zone D, which does not require ALUC review. The development standards as they apply to the project and project site are listed in Table 3.9-1 within Section 3.9, Hazards and Hazardous Materials. Additionally, the project's consistency with these development standards is provided in Table 3.9-1. As demonstrated in Table 3.9-1, the project would not conflict with applicable development restrictions. Therefore, the project would be consistent with this policy. |
| ***Policy S-6.3:*** Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas. | *Consistent.* The project is located in Zone D, which does not require ALUC review. The development standards as they apply to the project and project site are listed in Table 3.9-1 within Section 3.9, Hazards and Hazardous Materials. Additionally, the project's consistency with these development standards is provided in Table 3.9-1. As demonstrated in Table 3.9-1, the project would not conflict with applicable development restrictions. Therefore, the project would be consistent with this policy. |
| ***Policy S-7.1:*** Require all development to provide adequate protection from damage associated with seismic incidents. | *Consistent.* The project would comply with the most recent version of the CBC, which contains universal standards related to seismic load requirements. Compliance with the CBC would ensure the structural integrity in the event that seismic ground shaking is experienced at the project site. Therefore, the project would be consistent with this policy. |
| ***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. | *Consistent.* The analysis within Section 3.7, Geology and Soils, is based, in part, on the Geotechnical Investigation prepared by Southern California Geotechnical in December 2021 (Appendix D). By submitting the Geotechnical Investigation Report, the project has complied with PVCCSP EIR mitigation measure MM Geo 1, which requires the project proponent of the implementing development project to submit a geotechnical report prepared by a registered geotechnical engineer and a qualified |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| | engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. Therefore, the project would be consistent with this policy. |
| **Healthy Community Element** | |
| ***Policy HC 1.3:*** Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space. | *Consistent.* The project would include installation of lighting, including security lighting consistent with lighting requirements contained in the PVCCSP and Riverside County Ordinance No. 655. Any illumination would utilize full-cutoff lighting fixtures that are directed away from adjoining properties and the public right-of-way. Therefore, the project would be consistent with this policy. |
| ***Policy HC 2.4:*** Promote development patterns and polices that:<br>▪ Reduce commute times<br>▪ Encourage the improvement of vacant properties and the reinvestment in neighborhoods<br>▪ Provide public space for people to congregate and interact socially<br>▪ Foster safe and attractive environments<br>▪ Encourage civic participation | *Consistent.* As further discussed in Section 3.17, Transportation, the project is in a designated low-vehicle miles traveled (VMT) area and the project VMT per employee would be less than the established citywide average, which would also serve to reduce commute times. The project sit would be developed with an industrial use consistent with the design guidelines and development standards outlines in the PVCCSP. The project includes employee amenities, which would provide space for future employees to interact. Therefore, the project would be consistent with this policy. |
| ***Policy HC 2.6:*** Encourage land use and urban design to promote physical activity, provide access to nutritious foods, and reduce air pollution | *Consistent.* Refer to the consistency analysis for Policy HC 2.4, above, and Environmental Justice Element Goal 5.1 Policy, below, which address the project's consistency with policies that promote physical activities. Additionally, as discussed in Section 3.3, Air Quality, the project would have less than significant air quality impacts with mitigation incorporated and would incorporate PVCCSP EIR mitigation measures which serve to reduce air pollutant emissions. Therefore, the project would be consistent with this policy. |
| ***Policy HC 3.5:*** Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today | *Consistent.* The project would encompass 202,500 square feet, including warehouse, office space, and indoor employee amenities areas and, as such, the estimated number of permanent employees required for operation would be approximately 248 people. Therefore, the project would be consistent with this policy. |
| ***Policy HC 6.2:*** Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management | *Consistent.* As discussed in Section 3.10, Hydrology and Water Quality, a project-specific WQMP will be prepared for the project to manage and treat stormwater flows. While the project would increase the amount of impervious surface area on site in comparison to existing conditions, the proposed on- |

## Table 3.11-1. Perris General Plan Land Use Consistency Analysis

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| | site bioretention basin and approximately 65,000 square feet of landscaping and would allow for percolation. In addition, the project would have a low water demand and would not use local groundwater sources for potable water supply. Therefore, the project would be consistent with this policy. |
| ***Policy HC 6.3:*** Promote measures that will be effective in reducing emissions during construction activities.<br>▪ Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations.<br>▪ 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.<br>▪ 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. | *Consistent.* As discussed in Section 3.3, Air Quality, the Project would comply with applicable regulations (including PVCCSP mitigation measures) that would reduce emissions during construction activities. Therefore, the project would be consistent with this policy. |
| **Environmental Justice Element** | |
| ***Goal 3.1 Policy:*** Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion. | *Consistent.* The project is consistent with surrounding commercial and industrial land uses. The residential land uses are non-conforming but would be separated from the project by concrete screen walls. Therefore, the project would be consistent with this policy. |
| ***Goal 3.1 Policy:*** Support identification, clean-up, and remediation of local toxic sites through the development review process. | *Consistent.* As discussed in Section 3.9, Hazards and Hazardous Materials, the project would be required to implement mitigation measures MM-HAZ-1 and MM-HAZ-2 in order to address existing hazards on the site, as documented in the project site's Phase I ESA (Appendix F). Therefore, the project would be consistent with this policy. |
| ***Goal 3.1 Policy:*** 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, | *Consistent.* The City has no adopted official Good Neighbor Policies for development projects. However, the project would not result in significant impacts related to the identified issues. The project would not generate unacceptable noise at the nearby residence. Traffic improvements would be constructed by the project. Further, the project would conform with |

**Table 3.11-1. Perris General Plan Land Use Consistency Analysis**

| General Plan Goal or Policy | Is this Project Consistent? |
|---|---|
| and traffic associated with larger warehouses, making them a "good neighbor". | policies to prevent light and air pollution. Therefore, the project would be consistent with this policy. |
| ***Goal 5.1 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. | *Consistent.* The project would include a new 6-foot sidewalk and parkway on the south side of East Nance Street along the project site's frontage. Therefore, the project would be consistent with this policy. |

**Note**: MND = Mitigated Negative Declaration; CBC = California Building Code; PVCCSP = Perris Valley Commerce Center Specific Plan.

As provided in Table 3.11-1, the project would be consistent with the applicable General Plan goals and policies, and because the project involves the construction and operation of three single industrial/warehouse buildings, the project would be consistent with the Light Industrial land use designation of the PVCCSP and would not conflict with an applicable land use plan, policy, or regulation. Therefore, impacts associated with land use consistency would be less than significant.

# 3.12 Mineral Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. MINERAL RESOURCES** – Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |

***a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

No Impact. The County of Riverside's General Plan shows that the project site is located within Mineral Resources Zone 3 (MRZ-3). MRZ-3 represents areas where the available geologic information indicated that mineral deposits exist or are likely to exist; however, the significance of the deposit cannot be evaluated from available data. Because there are no known mineral resources within the project site, and the PVCCSP does not allow for mining, no impacts to mineral resources would occur.

***b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact. No sites within the City limits have been designated as locally important mineral resource recovery sites in the City or County General Plan (City of Perris 2005b; County of Riverside 2015). Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

# 3.13 Noise

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIII. NOISE** – Would the project result in: | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

## Noise and Vibration Characteristics

### Noise

Noise is defined as unwanted sound. Sound may be described in terms of level or amplitude (measured in decibels [dB]), frequency or pitch (measured in hertz or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the amplitude of sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is used to relate noise to human sensitivity. The dBA scale performs this compensation by discriminating against low and very high frequencies in a manner approximating the sensitivity of the human ear. Several descriptors of noise (noise metrics) exist to help predict average community reactions to the adverse effects of environmental noise, including traffic-generated noise, on a community. These descriptors include the equivalent noise level over a given period ($L_{eq}$), the statistical sound level, the day–night average noise level ($L_{dn}$), and the Community Noise Equivalent Level (CNEL). Each of these descriptors uses units of dBA. Table 3.13-1 provides examples of A-weighted noise levels from common sounds. In

general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level.

## Table 3.13-1. Typical Sound Levels in the Environment and Industry

| Common Outdoor Activities | Noise Level (dBA) | Common Indoor Activities |
|---|---|---|
| — | 110 | Rock band |
| Jet flyover at 300 meters (1,000 feet) | 100 | — |
| Gas lawn mower at 1 meter (3 feet) | 90 | — |
| Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph) | 80 | Food blender at 1 meter (3 feet)<br>Garbage disposal at 1 meter (3 feet) |
| Noisy urban area, daytime<br>gas lawn mower at 30 meters (100 feet) | 70 | Vacuum cleaner at 3 meters (10 feet) |
| Commercial area<br>Heavy traffic at 90 meters (300 feet) | 60 | Normal speech at 1 meter (3 feet) |
| Quiet urban daytime | 50 | Large business office<br>Dishwasher, next room |
| Quiet urban nighttime | 40 | Theater, large conference room (background) |
| Quiet suburban nighttime | 30 | Library |
| Quiet rural night time | 20 | Bedroom at night, concert hall (background) |
| — | 10 | Broadcast/recording studio |
| Lowest threshold of human hearing | 0 | Lowest threshold of human hearing |

**Source:** Caltrans 2013
**Note:** dBA = A-weighted decibel.

$L_{eq}$ is a sound energy level averaged over a specified period (typically no less than 15 minutes for environmental studies). $L_{eq}$ is a single numerical value that represents the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour $L_{eq}$ measurement would represent the average amount of energy contained in all the noise that occurred in that hour. $L_{eq}$ is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors. $L_{max}$ is the highest root mean square (RMS) sound pressure level within the measuring period.

Unlike the $L_{eq}$ metrics, $L_{dn}$ and CNEL metrics always represent 24-hour periods, usually on an annualized basis. $L_{dn}$ and CNEL also differ from $L_{eq}$ because they apply a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when speech and sleep disturbance is of more concern). "Time weighted" refers to the fact that $L_{dn}$ and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m.–7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m.–10:00 p.m.) is penalized by adding 5 dB, while nighttime (10:00 p.m.–7:00 a.m.) noise is penalized by adding 10 dB. $L_{dn}$ differs from CNEL in that the daytime period is defined as 7:00 a.m.–10:00 p.m., thus eliminating the evening period. $L_{dn}$ and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 dB to 1 dB and, as such, are often treated as equivalent to one another.

### Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earthmoving equipment.

Several different methods are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation is commonly used to measure root mean square. The decibel notation acts to compress the range of numbers required to describe vibration.

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of vibration can damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes). Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

### Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. Sensitive receptors in the vicinity of the project site include residential uses located to the north and west of the project site. These sensitive receptors represent the nearest sensitive land uses with the potential to be impacted by construction and operation of the proposed project.

### Existing Noise Conditions

Noise measurements were conducted in the vicinity of the project site on March 17, 2022, to characterize the existing noise levels. Table 3.13-2 provides the locations, dates, and times the noise measurements were taken. The noise measurements were taken using a Soft dB Piccolo sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 2 (General Use) sound level meter. The accuracy of the sound level meter was verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

**Table 3.13-2. Measured Noise Levels**

| Receptors | Location | Date | Time | $L_{eq}$ (dBA) | $L_{max}$ (dBA) |
|---|---|---|---|---|---|
| ST1 | North of project site, adjacent to residence at 220 East Nance Street | 3/17/2022 | 10: 23 a.m.–10:47 a.m. | 49.3 | 63.4 |
| ST2 | West of project site, adjacent to residence at 115 East Nance Street | 3/17/2022 | 10:51 a.m.–11:06 a.m. | 52.7 | 72.8 |
| ST3 | North of project site, adjacent to residence/commercial use at 225 Jason Court | 3/17/2022 | 11:16 a.m.–11:32 a.m. | 60.5 | 77.6 |
| ST4 | Northwest of project site, adjacent to residence at 1221 West Oleander Avenue | 3/17/2022 | 11:49 a.m.–12:04 p.m. | 65.4 | 77.4 |

**Source:** Appendix H-1.
**Notes:** $L_{eq}$ = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; $L_{max}$ = maximum sound level during the measurement interval.

Four short-term noise measurement locations (ST) were conducted in the vicinity of the project site, as shown in Figure 3.12-1, Noise Measurement Locations. The measured $L_{eq}$ and maximum noise levels are provided in Table 3.13-2. The field noise measurement data sheets are provided in Appendix H-1. The primary noise sources at the sites identified in Table 3.13-2 consisted of traffic on adjacent and distant roadways; other, secondary noise sources included occasional distant military aircraft, distant refrigeration equipment noise, and distant construction noise. As shown in Table 3.13-2, the measured sound levels ranged from approximately 53 dBA $L_{eq}$ at ST2 to approximately 65 dBA $L_{eq}$ at ST4.

## Regulatory Setting

### City of Perris Municipal Code

The project site is located within the City of Perris, as are the existing noise-sensitive land uses (residences, a church, and a school) in the project vicinity. The City outlines its noise regulations and standards as they pertain to stationary source noise (i.e., construction noise and mechanical equipment noise) in the Municipal Code (City of Perris 2022c). The City establishes stationary noise limits in Section 7.08.060 and construction noise limitations in Section 7.34.040.

#### Stationary Noise Regulation

The City has implemented exterior stationary noise limits for offending stationary noise sources (i.e., non-transportation noise sources), outlined in Municipal Code Section 7.34.060. Table 3.13-3 outlines the City's residential noise limits.

**Table 3.13-3. City of Perris Noise Ordinance Exterior Noise Standards**

| Maximum Noise Level | Time Period |
|---|---|
| 80 dBA | 7:01 a.m.–10:00 p.m. |

| | |
|---|---|
| 60 dBA | 10:01 p.m.–7:00 a.m. |

**Source:** Section 7.34.040 of City of Perris 2022c.
**Notes:** dBA = A-weighted decibels.

### Construction Noise Regulation

Per City Municipal Code Section 7.34.060, construction noise is not permitted between the hours of 7:00 p.m. and 7:00 a.m. or on Sundays or legal holidays (except Columbus Day and Washington's Birthday). Additionally, construction noise exceeding a noise level of 80 dBA $L_{max}$ is prohibited in residential zones.

### City of Perris General Plan Noise Element

In addition to the noise standards summarized above from the City's Municipal Code, the City General Plan Noise Element (City of Perris 2005b) requires (in Implementation Measure V.A.1) that new industrial facilities located within 160 feet of the property line of existing noise-sensitive land uses must demonstrate compliance with a 60 dBA CNEL (i.e., normally acceptable) exterior noise level standard at the nearest residential property line.

***a) Would the project 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?***

### Short-Term Construction Noise

Less-than-Significant Impact. Noise generated by project construction equipment would include a combination of heavy equipment including dozers, front end loaders, scrapers, backhoes, concrete mixers, and portable generators that, when combined, can reach relatively high levels. The number and mix of construction equipment would likely vary during the following phases: site preparation, grading, building construction, paving, and architectural coating.

With the noise sources identified above (and using the same specific construction equipment assumptions as used for the air quality analysis (Section 3.3), a noise analysis was performed using a model developed by the Federal Highway Administration called the Roadway Construction Noise Model (FHWA 2008). Input variables for Roadway Construction Noise Model consist of the receiver/land use types, the equipment type (i.e., backhoe, crane, truck, etc.), the number of equipment pieces, the duty cycle for each piece of equipment (i.e., percentage of each time period the equipment typically is in operation), and the distance between the construction noise source and the sensitive receiver.

***Noise From On-Site Construction Activities.*** Table 3.13-4 provides a summary of the on-site construction activities noise levels by each phase at the nearest noise-sensitive receptor locations. The input and output data are provided in Appendix H-2. Based on the phases of construction, noise impacts associated with the project are expected to create temporarily audible noise levels at the nearby receptor locations. Noise-sensitive land uses in the vicinity of the project site include a residence to the north (approximately 100 feet from the construction boundary), a residence further to the north (approximately 800 feet from the construction boundary), and residences to the west (approximately 550 feet away); construction noise levels at other receivers further away from the site would be less. It should be noted that these nearby

residences are legal non-conforming, meaning that they are located within non-residential zoned areas. The nearest residential zone is located approximately 1 mile to the west/southwest of the project site.

### Table 3.13-4. On-Site Construction Activities Noise Model Results Summary

| Construction Phase | Construction Noise at Representative Receiver Distances ($L_{max}$ [dBA]) | | |
|---|---|---|---|
| | Residence located to the North (Approx. 100 Feet Away) | Residence located to the North (Approx. 800 Feet Away) | Residence located to the West (Approx. 500 Feet Away) |
| Demolition | 76 | 64 | 68 |
| Site Preparation | 76 | 58 | 62 |
| Grading | 76 | 60 | 64 |
| Building Construction | 75 | 58 | 61 |
| Paving | 71 | 55 | 59 |
| Architectural Coating | 69 | 53 | 57 |

**Source:** Appendix H-2.
**Notes:** $L_{max}$ = maximum noise level; dBA = A-weighted decibel.

As shown in Table 3.13-4, construction noise levels at the nearest noise-sensitive land use (a residence located north of the project site) are estimated to range from approximately 69 dBA $L_{max}$ during the architectural coating phase to approximately 76 dBA $L_{max}$ during the demolition and site preparation phases. At the next-nearest noise-sensitive receivers (residences to the west), construction noise levels would be lower, ranging from approximately 57 dBA $L_{max}$ to 68 dBA $L_{max}$.

***Noise From Off-Site Construction Activities.*** In addition to on-site construction, the proposed project would include the paving of East Nance Street from Las Palmas to adjoin the adjacent development to the east. Table 3.13-5 provides a summary of the noise from this off-site construction activity at the nearest noise-sensitive receptor locations. The input and output data are provided in Appendix H-2.

### Table 3.13-5. Off-Site Construction Activities Noise Model Results Summary

| Construction Phase | Construction Noise at Representative Receiver Distances ($L_{max}$ [dBA]) | | |
|---|---|---|---|
| | Residence located to the North (Approx. 45 Feet Away) | Residence located to the North (Approx. 750 Feet Away) | Residence located to the West (Approx. 125 Feet Away) |
| Street Paving | 78 | 56 | 69 |

**Source:** Appendix H-2.
**Notes:** $L_{max}$ = maximum noise level; dBA = A-weighted decibel.

As shown in Table 3.13-5, construction noise levels at the nearest noise-sensitive land use (a residence located north of the project site and East Nance Street) are estimated to be approximately 78 dBA $L_{max}$ during the relatively brief period when paving takes place in proximity to the residence. At the next-nearest noise-sensitive receivers (residences to the west), the maximum construction noise level during East Nance Street paving is estimated to be approximately 69 dBA $L_{max}$.

As discussed previously, Municipal Code Section 7.34.060 does not permit construction noise between the hours of 7:00 p.m. and 7:00 a.m. or on Sundays or legal holidays (except Columbus Day and Washington's Birthday). Additionally, construction noise exceeding 80 dBA $L_{max}$ is prohibited in residential zones. For the most part, the proposed project would not conduct noisy construction activities between the hours of 7:00 p.m. and 7:00 a.m. or on Sundays or legal holidays (except Columbus Day and Washington's Birthday), and the estimated noise levels would be below 80 dBA $L_{max}$. However, there is a possibility that the pouring of the concrete for the foundation and walls during the building construction phase may necessitate some nighttime construction work in the event of excessive daytime ambient temperatures. The City does not have noise limits for nighttime construction work; however, in the unlikely event that nighttime work is necessary, nighttime work would only be conducted in coordination with City code compliance staff to ensure that annoyance or other adverse effects to nearby sensitive receivers are minimized. Furthermore, the estimated noise levels from construction would be lower than the ambient daytime measurements conducted at nearby noise-sensitive uses. Therefore, noise from project construction would be less than significant.

Although the short-term impacts from project construction would be less than significant, the project is required to adhere to the following applicable PVCCSP EIR mitigation measures.

**MM Noise 1**: During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. The construction contractors shall place all stationary construction equipment, so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.

**MM Noise 2:** During construction, stationary construction equipment stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.

**MM Noise 3**: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

**MM Noise 4**: Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

## Long-Term Operational Noise

Less-than-Significant Impact. The following section discusses the project's impacts regarding operational noise.

### Project-Generated On-Site Operational Noise

The project-related operational noise sources are expected to include idling trucks, delivery truck activities, backup alarms, loading and unloading of dry goods, rooftop air conditioning units, and parking lot vehicle movements. The following analysis evaluates noise from these on-site operation noise sources. The analysis is based upon in-house spreadsheets, which incorporate standard industry calculations for the

sum of noise from multiple sources, outdoor attenuation with distance from the noise source(s), and attenuation from barrier placement between source(s) and receiver(s).

### Outdoor Mechanical Equipment

The proposed warehouse space overall would not be served by heating or air conditioning equipment. However, the floor plan includes office space of approximately 5,000 square feet within the proposed building which would be served by heating and air conditioning equipment. Based on similar size offices in this region, it is anticipated that the office space would be equipped with two 4-ton package HVAC units. For the analysis of noise from HVAC equipment operation, a York Model ZF-048 package HVAC unit was used as a reference.

Noise level data provided by the manufacturer was used to determine the noise levels that would be generated by each of the HVAC package units. The York Model ZF-048 package HVAC unit has a sound power rating of 80 dBA (Johnson Controls 2015). Based on the applicant information provided, there will be a 10-foot-high parapet extending along the perimeter of the roof.

Assuming all the equipment is operating simultaneously for a minimum period of 1 hour, the worst-case calculated noise level at the nearest noise-sensitive land uses is presented in Table 3.13-6. The maximum hourly noise level for all the HVAC equipment operating at each examined point along the property would range from 23 to 27 dBA $L_{eq}$, which is substantially less than the City's Municipal Code daytime or nighttime noise standard of 80 dBA $L_{max}$ and 60 dBA $L_{max}$, respectively, and is also well below the measured ambient noise levels in the project area.

Assuming the office area were to be occupied around the clock, the resulting CNEL value was calculated and is reported in Table 3.13-6. Project-related noise levels from HVAC operation at the nearby residences would remain well below the 60 dBA CNEL recommended for noise-sensitive uses under the City's Noise Element Implementation Measure V.A.1. The noise level calculation spreadsheets for the HVAC package units are included in Appendix H-3.

## Table 3.13-6. Mechanical Equipment Operation Noise Summary of Results

| Equipment | Noise Level at Nearest Noise-Sensitive Land Uses | | |
|---|---|---|---|
| | Receiver Location/Land Use | Maximum Noise Level (dBA $L_{max}$)[1] | CNEL[2] |
| HVAC | North of Project Site/Residential | 27 | 33 |
| HVAC | West of Project Site/Residential | 23 | 29 |

**Source:** Appendix H-3.
**Notes:** dBA = A-weighted decibel; $L_{max}$ = Maximum noise level; CNEL = Community Noise Equivalent Level; HVAC = heating, ventilation, and air conditioning.
1 Because HVAC noise is steady-state, the $L_{max}$ noise level is assumed to be roughly equivalent to the energy-average ($L_{eq}$) noise level.
2 Conservatively assumes continuous, 24-hour per day operation of allair conditioning units for office occupancy.

The results of the mechanical equipment operations noise analysis indicate that the project would comply with the City's Municipal Code and Noise Element policy criteria.

### Parking Lot Activity and Truck Loading Dock Activity

Other than rooftop mechanical equipment noise, the other major source of on-site noise would consist of parking lot and truck loading dock activity noises. Because of regulations from the Occupational Health and Safety Administration (OSHA) and the California Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA requiring audible alarms to be clearly audible above other background sounds, the highest noise levels would consist of backup alarm sounds that would occur when a truck or loading dock forklift moves in reverse. Based upon manufacturers data for a vehicular backup alarm, the maximum noise level generated would be 107 dBA at 4 feet. Truck loading docks would not be located closer than 480 feet from the nearest noise-sensitive land use (the residence to the north of the project site, and north-northwest of the loading docks). The next-nearest residence (to the west) would be approximately 940 feet from the loading docks. Using the outdoor attenuation rate of 6 dBA with each doubling of distance, the maximum truck loading activity noise at the nearest noise-sensitive uses from truck loading activity would be approximately 65 dBA $L_{max}$ and 60 dBA $L_{max}$, respectively. Substantial acoustical shielding would be provided by the building structure at the receivers to the north and west because the loading docks would be located on the eastern side of the 41–46.5-foot-high structure of the warehouse building. The resultant loading dock noise at the nearest noise-sensitive land use would be approximately 40 dBA $L_{max}$, and the loading dock noise at the next-nearest noise-sensitive land use would be approximately 35 dBA $L_{max}$. Consequently, noise generated by truck loading operations would be well below the 80 dBA $L_{max}$ daytime or the 60 dBA $L_{max}$ nighttime thresholds set forth by the City Noise Ordinance. Therefore, on-site operational noise levels would be less than significant. Additionally, even if the maximum noise levels were to occur continuously over a 24-hour period (which would not happen in reality), the corresponding noise level at the nearest residence (to the north of the project site) from the onsite activities would be approximately 47 dBA CNEL, which is well below the City's noise standard for new large-scale commercial or industrial facilities.

### Project-Generated Off-Site Traffic Noise

The project would result in the addition of vehicle trips that could increase traffic noise. Based on information provided as part the project's transportation analysis (Section 3.17), the proposed project would generate approximately 251 passenger vehicle trips per day, approximately 16 2-axle truck trips per day, approximately 20 3-axle truck trips per day and approximately 60 4-axle truck trips per day. In terms of peak-hour traffic, the proposed project would result in approximately 35 additional vehicles total on local roadways during the AM peak hour and approximately 37 vehicles total during the PM peak hour.

Based on the City General Plan Noise Element, a potentially significant project impact would occur where project traffic would increase noise levels from below 65 dB CNEL to above 65 dB CNEL (where noise-sensitive land uses exist adjacent to the identified roadway segment) and where project traffic would increase noise levels from below 80 dB CNEL to above 80 dB CNEL (for roadway segments within industrial zones). In addition, where existing roadway noise levels are less than 60 dBA CNEL, a 5 dBA CNEL increase would be considered significant; where existing roadway noise is already in excess of 65 dBA CNEL, a 3 dBA CNEL increase would be considered significant.

Traffic noise was modeled using the Federal Highway Administration's Traffic Noise Model (Version 2.5) (FHWA 2004) and the traffic volumes provided as part of the project's transportation analysis (Section 3.17) for the following scenarios: Existing, Existing plus Project, Year 2024, and Year 2024 plus Project. The modeling calculations take into account the posted vehicle speed, traffic volume, and the estimated

vehicle mix. Table 3.13-7 presents the noise level results for each scenario; the traffic noise modeling input and output are provided in Appendix H-4.

**Table 3.13-7. Traffic Noise Modeling Results (dBA CNEL)**

| Modeled Receiver / Nearby Roadways | Existing | Existing + Project | Difference (With Project vs. Project) | Year 2024 | Year 2024 + Project | Difference (With Project vs. Project) |
|---|---|---|---|---|---|---|
| ST1/Nance Street, north of Project Site | 52 | 54 | 2 | 53 | 54 | 1 |
| ST2/ Nance Street, west of Project Site | 55 | 57 | 2 | 56 | 58 | 2 |
| ST3/Harley Knox Boulevard, north of Project Site | 63 | 63 | 0 | 64 | 64 | 0 |
| ST4/Harley Knox Boulevard, west of Project Site | 67 | 67 | 0 | 68 | 68 | 0 |

**Source:** Appendix H-4.
**Notes:** dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level.

As shown in Table 3.13-7, the proposed project would result in traffic noise level increases of 0 to 2 dB, which would be an imperceptible change in traffic noise. Receiver ST4 would continue to have noise exposure levels above 65 dBA CNEL, either with or without the project; however, the maximum project-related increase would be 2 dB (at ST1 and ST2). The project would therefore not create or contribute to a significant traffic-related noise impact. Construction and operational noise impacts from the proposed project would be less than significant; no mitigation measures are required.

*b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are trains and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed project is construction activity.

Groundborne vibration information related to construction/heavy equipment activities has been collected by Caltrans. Information from Caltrans indicates that transient vibrations (such as from demolition activity) with approximately 0.035 inches per second PPV may be characterized as barely perceptible, and vibration levels of 0.24 inches per second PPV may be characterized as distinctly perceptible (Caltrans 2020). The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would register up to approximately 0.089 inches per second PPV at a distance of 25 feet, and a clam shovel drop would measure up to approximately 0.202 inches per second PPV at a distance of 25 feet (FTA 2018).

Groundborne vibration is typically attenuated over relatively short distances. At the nearest existing noise/vibration-sensitive use distance to the nearest on-site construction area (approximately 100 feet) and with the anticipated construction equipment, the vibration level would be approximately 0.011 inches

per second PPV. This vibration level would be well below the threshold of "barely perceptible" of 0.035 inches per second PPV.

During the paving of East Nance Street, construction equipment would briefly be working within approximately 45 feet of the nearest existing noise/vibration use (north of the project site). With the anticipated construction equipment, the corresponding vibration level would be approximately 0.037 inches per second. This vibration level would be slightly higher than the threshold of "barely perceptible" of 0.035 inches per second PPV, but would be well below the "distinctly perceptible" threshold of 0.24 inches per second.

Therefore, the major concern with construction (or demolition) vibration is related to building damage. Demolition vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction. Therefore, impacts related to groundborne vibration would be less than significant.

c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Less-than-Significant Impact. The proposed project site is located approximately 1.6 miles southwest of MARB/IPA and is subject to the 2014 ALUCP, as outlined in Section 3.9, Hazards and Hazardous Materials. According to the 2014 ALUCP (County of Riverside 2014), the proposed project site is located in an area outside the 60 dBA CNEL aircraft noise contour. Per the City General Plan Noise Element, industrial land uses are normally acceptable up to noise levels of 70 dBA CNEL, and conditionally acceptable up to 80 dBA CNEL. Therefore, the proposed project would not require mitigation measures (such as noise-rated windows, doors, or building assemblies) to reduce aircraft-generated noise and would not expose people residing or working in the project area to excessive noise levels. The next-nearest airport, the Perris Valley Airport, is located approximately 5.8 miles to the south of the project site. The project site is located well outside the Airport Influence Area Boundary (County of Riverside 2010). Thus, aircraft and airport-related noise would be less than significant.

# 3.14 Population and Housing

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIV. POPULATION AND HOUSING** – Would the project: | | | | |
| a) 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)? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☒ | ☐ |

*a) Would the project 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)?*

Less Than Significant Impact. The project includes the construction of an industrial/warehouse buildings, equaling approximately 202,500 square feet on a 10.02-acre site. No residential use or other land uses typically associated with directly inducing population growth are included as part of the project.

The project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the project area. The temporary workforce would be needed to construct the project. The number of construction workers needed during any given period would largely depend on the specific stage of construction but will likely fluctuate between a few and several dozen workers on a daily basis.

Because the future tenant is not yet known, the number of jobs that the project would generate cannot be precisely determined. Thus, for purposes of analysis, employment estimates are calculated using average employment density factors reported by Southern California Association of Governments (SCAG) in their Employment Density Study. This publication reports that for every 819 square feet of warehouse space in Riverside County, the median number of jobs supported is one employee (SCAG 2001). The project would encompass 202,500 square feet, including warehouse, office space, and indoor employees amenities areas and, as such, the estimated number of permanent employees required for operation would be approximately 248 people.

SCAG's Demographics and Growth Forecast provides the City-level growth forecast for employment, population, and households. The SCAG predicts that by the year 2045, the City's population will grow to 121,000, representing an increase of approximately 46,100 people. The growth in population will drive job growth and housing demand within the City, resulting in approximately 26,400 employment opportunities and 33,800 housing units by 2045 (SCAG 2020).

Between 2016 and 2045, approximately 10,300 employment opportunities would be added within the City. As such, the project-related increase in employment would represent a nominal 2.4% of the overall jobs growth projected for the City. The 248 employment opportunities provided by the project's operation would likely be filled by a combination of local residents and new residents to the City. However, this analysis makes the conservative assumption that all employees would relocate to the City from other areas. As a result, the population increase resulting from project operation would represent a nominal 0.54% of the overall population growth forecasted to occur within the City by 2045 (SCAG 2020).

As discussed above, permanent employment growth generated by the project would be nominal in comparison to the anticipated growth within the City as provided by SCAG's Demographics and Growth Forecast. Therefore, project impacts associated with direct or indirect growth would be less than significant.

*b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. Project implementation would result in the demolition of an existing single-family residence on the northeastern portion of the project site. Although the project would displace the existing occupants of the single family residence, this displacement would not be considered "substantial". Existing housing available within the City and elsewhere in the County would be sufficient to accommodate those displaced as a result of project implementation. As such, the demolition of the existing on-site single family residence would not displace a substantial number of people that would trigger the construction of replacement housing elsewhere in the region. Therefore, impacts associated with the displacement of existing people or housing would be less than significant.

# 3.15 Public Services

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XV. PUBLIC SERVICES** | | | | |
| a) Would the project 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: | | | | |
| Fire protection? | ☐ | ☐ | ☒ | ☐ |
| Police protection? | ☐ | ☐ | ☒ | ☐ |
| Schools? | ☐ | ☐ | ☒ | ☐ |
| Parks? | ☐ | ☐ | ☒ | ☐ |
| Other public facilities? | ☐ | ☐ | ☒ | ☐ |

*a) Would the project 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:*

*Fire protection?*

Less-than-Significant Impact. Fire protection and emergency medical response services in the City are provided by the Riverside County Fire Department (RCFD). The RCFD provides service to 20 cities and unincorporated areas throughout the County (RCFD 2021). The project site is served by Fire Station No. 90 (333 Placentia Avenue), located approximately 2.2 miles south of the site.

The project site is already within the RCFD service area, and, once operational, would continue to be served by the RCFD. Additionally, as discussed in Section 3.14(a), the project would not directly induce substantial population growth in the City. Additionally, the estimated 248 permanent employees generated by the project would be accounted for within the planned growth of the City. Although the project would potentially result in a slight increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new RCFD facilities. Further, in adherence to Section 19.68.020, Development Impact Fees, of the City Municipal Code, the City shall implement a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city (City of Perris 2022c). As such, development fees would support fire protection facilities to better serve the new developments within the City.

It is anticipated that the project would be adequately served by existing RCFD facilities, equipment, and personnel. Therefore, impacts to fire services as a result of project development are determined to be less than significant.

*Police protection?*

Less-than-Significant Impact. Police protection services in the City are provided by the Riverside County Sheriff's Department (RCSD) Perris Station (RCSD 2021). The RCSD Perris Station (137 North Perris Boulevard) is located roughly 4.5 miles south of the project site.

The project site is already within the RCSD Perris Station's service area, and, once operational, the project would continue to be served by the RCSD Perris Station. As previously mentioned, the project would not directly induce substantial population growth in the City. Additionally, permanent employees generated by the project would be accounted for within the planned growth of the City. Although the project would potentially result in a slight increase in calls for service to the project site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new RCSD facilities. Further, in adherence to Section 19.68.020, Development Impact Fees, of the City Municipal Code, the City shall implement a unified development impact fee program to fund the acquisition, design, and construction of certain public facilities necessary to serve new development within the city (City of Perris 2022c). As such, development fees would support police facilities to better serve the new developments within the City.

It is anticipated that the project would be adequately served by existing RCSD facilities, equipment, and personnel. Therefore, impacts to police services as a result of project development would be less than significant.

*Schools?*

Less-than-Significant Impact. The project site is located within the Val Verde Unified School District (VVUSD), which offers kindergarten through high school education. As previously discussed in Section 3.14(a), it is anticipated that construction workers would come from the local labor force. Given the temporary nature of the construction work, it is unlikely construction workers would relocate to the area as a result of the project. Additionally, no residential use or other land uses typically associated with directly inducing population growth are included as part of the project. In any case, this analysis conservatively assumes that all 248 permanent employees would relocate to the area. However, as determined in Section 3.14, the estimated 248 permanent employees generated by the project would be accounted for within the

planned growth of the City. As such, a significant increase in school-age children requiring public education is not expected to occur, and there would be no need for the development of additional schools. Further, the project would be subject to school impact fees set by VVUSD. The school impact fee received from the project shall be used to mitigate the impact of new development on the school facilities of VVUSD. Effective May 4, 2020, VVUSD school fees for commercial/industrial development are $0.66/square foot (VVUSD 2020). With the payment of development fees, the project would result in less-than-significant impacts to school facilities.

***Parks?***

Less-than-Significant Impact. As previously discussed in Section 3.14(a), no residential use or other land uses typically associated with directly inducing population growth are included as part of the project. Additionally, the project is industrial in nature and does not proposed any recreational facilities. However, construction and operation of the project would generate temporary and permanent employees. It is anticipated that construction workers would come from the local labor force, and given the temporary nature of the construction work, it is unlikely construction workers would relocate to the area as a result of the project. However, development of the project may indirectly affect public recreational facilities by providing a source of employment that may draw new residents into the area. This analysis conservatively assumes that all permanent employees would relocate to the area. As discussed above and in Section 3.14, Population and Housing, permanent employees generated by the project would be accounted for within the planned growth of the City.

According to the City's Parks and Recreation Master Plan, the City has an adopted standard of 5 acres of parkland per 1,000 people. In 2015 the City was estimated to have a population of 70,014 within the City limits and would need to have 350 acres of parkland to meet its park standard. Projections show that the City was expected to have 160.1 acres of park land by 2015, which would leave it with a deficiency of 189.9 acres. The projections showed that from 2005 to 2015, the City would continue to reduce its park land deficiency, but it would not actually be able to meet its adopted standard of 5 acres per 1,000 people unless it aggressively pursues the acquisition, lease, or joint-use of additional park property that is not currently planned for (City of Perris 2005c). The City requires dedication of 5 acres of parkland per 1,000 people to be consistent with the Quimby Act and the City's Park Land Dedication and In-Lieu Fee Ordinance. However, the Quimby Act does not give the City authority to extend its Park Land Dedication or In-Lieu Fee Requirement to commercial and industrial property.

Applicable Recreational Facilities development impacts fees for development of the project shall be assessed by the City and paid by the Developer as required. The project would be subject to the PVCCSP Industrial Development Standards and Guidelines relevant to recreation. Future employees of the project would have availability to public recreational facilities within the PVCCSP and within the City. Considering the nature of the project, impacts associated with new or physically altered governmental facilities, such as parks, would be less than significant.

***Other public facilities?***

Less-than-Significant Impact. As previously discussed in Section 3.14(a), it is anticipated that construction workers would come from the local labor force. Given the temporary nature of the construction work, it is unlikely construction workers would relocate to the area as a result of the project. Additionally, no residential use or other land uses typically associated with directly inducing population growth are

included as part of the project. In any case, this analysis conservatively assumes that all permanent employees would relocate to the area. However, the projected 248 permanent employees generated by the project would be accounted for within the planned growth of the City. As such, a substantial increase in patronage at libraries, community centers, and other public facilities is not expected. Therefore, the project would result in less-than-significant impacts associated with the construction or expansion of public facilities.

## 3.16 Recreation

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. RECREATION** | | | | |
| a) Would the project 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? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

***a) Would the project 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?***

Less-than-Significant Impact. Please refer to the analysis under Section 3.15(a). The project is proposed to operate as an industrial warehouse facility and would not create a direct increase in the use of recreational facilities. Although the proposed project may indirectly affect recreational facilities by creating new jobs that may draw new residents to the area, it is anticipated that the majority of jobs would be filled by individuals already residing in the project vicinity. However, this analysis conservatively assumes that all permanent employees would relocate to the area. As discussed in Sections 3.14 and 3.15, permanent employees generated by the project would be accounted for within the planned growth of the City.

Applicable recreational facility development impacts fees for development of the project shall be assessed by the City and paid by the Developer as required. The project would be subject to the PVCCSP Industrial Development Standards and Guidelines relevant to recreation, including the requirement to provide employee amenities (in this case, as currently designed, the project would include both indoor and outdoor employee amenities areas within and adjacent to the northwest corner of the building. Future employees of the project would have availability to public recreational facilities within the PVCCSP and within the City. Considering the nature of the project, and with payment of any required development impact fees, impacts to existing recreational facilities would be less than significant.

***b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?***

No Impact. Please refer to the Section 3.16(a) analysis. The project is proposed to operate as an industrial warehouse facility and does not include any recreational facilities nor require the construction or expansion of existing recreational facilities that may have an adverse physical effect on the environment. Therefore, no impact would occur.

# 3.17 Transportation

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVII. TRANSPORTATION** – Would the project: | | | | |
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |

***a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less-than-Significant Impact. The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

A Transportation Impact Analysis (TIA) was prepared and is provided in Appendix J. The TIA is subject to review and approval by the City prior to project approval. The study area analyzed in the TIA is located within the jurisdiction of the City; therefore, the following consistency requirements would apply.

## City of Perris General Plan Circulation Element

The following goals are provided in the City's Circulation Element and represent the City's desired outcomes as it relates to transportation. Only goals relevant to the proposed project have been included below.

**Goal I:** A comprehensive transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in the City.

**Goal II:** A well planned, designed, constructed and maintained street and highway system that facilitates the movement of vehicles and provides safe and convenient access to surrounding developments.

**Goal III:** To financially support a transportation system that is adequately maintained.

**Goal IV:** Safe and convenient pedestrian access and non-motorized facilities between residential neighborhoods, parks, open space and schools that service those neighborhoods.

**Goal V:** Efficient goods movement.

**Goal VII:** A transportation system that maintains a high level of environmental quality.

**Goal VIII:** Enhanced traffic flow, reduced travel delay, reduced reliance on single-occupant vehicles, and improved safety along the City and State roadway system.

The proposed project would support the City's Circulation Element goals and would not be expected to create any impact. Therefore, the project would not cause a substantial direct or cumulative effect resulting in an inconsistency with the City of Perris General Plan LOS standards.

### Perris Valley Commerce Center Specific Plan (PVCCSP)

The proposed project is located within the Perris Valley Commerce Center Specific Plan (PVCCSP). As such, relevant traffic mitigation measures identified in the PVCC FEIR (2011) are identified and each relevant traffic mitigation measure is further analyzed below. Although impacts identified in the TIA would be less than significant, the project is required to adhere to the following applicable transportation and traffic mitigation measures identified in the PVCCSP EIR.

**MM Trans 1:** Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed.

The project would be responsible for constructing all necessary on-site roadway improvements, frontage improvements, as well as along its portion of the right-of-way on Nance Street, which includes sidewalks and curb and gutters. Therefore, the project complies with PVCCSP EIR mitigation measure MM Trans 1.

**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.

The project's two driveways along Nance Street would be constructed to provide sufficient curb radii and intersection sight distance would be provided for both passenger car and truck access. Prior to issuance of a building permit, the applicant would be required to meet all standards and guidelines outlined in the PVCC SP, including MM Trans 2. Therefore, the project complies with PVCCSP EIR mitigation measure MM Trans 2.

**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.

There were no mitigation measures identified within the TIA, and there were no impact fees identified in addition to any other standard fees required by the City. Therefore, the project complies with PVCCSP EIR mitigation measure MM Trans 3.

**MM Trans 4:** Prior to the approval of individual implementing development projects, the 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.

RTA Route 19 serves the study area is Route 19 and the nearest bus stops (serving Route 19) are located along Perris Boulevard, near the Perris Boulevard/Harley Knox Boulevard. Due to the size of the development and land use of the proposed project, the proposed project would not be expected to conflict with existing RTA bus routes or bus stops, and would not require further coordination with RTA. Therefore, the project complies with PVCCSP EIR mitigation measure MM Trans 4.

**MM Trans 5:** Bike racks shall be installed in all parking lots in compliance with City of Perris standards.

The project will install bike racks on site and in compliance of the City's standards. Therefore, the project complies with PVCCSP EIR mitigation measure MM Trans 5.

**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.

The project site is not located adjacent to the MWD Trail and, as such, is not subject to PVCCSP EIR mitigation measure MM Trans 6.

**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 would be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

By preparing the TIA, the project complies with PVCCSP EIR mitigation measure MM Trans 7.

**MM Trans 8**: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the North Perris Road and Bridge Benefit District (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.

There were no mitigation measures identified within the TIA. Additionally, by preparing the TIA, the project complies with PVCCSP EIR mitigation measure MM Trans 8.

Therefore, the project complies with the mitigation measures within the PVCCSP and impacts to the PVCCSP would be less than significant.

### Transit Facilities

Currently, Metrolink service in the City of Perris is provided via two stations in the southern half of the City (Perris Station and South Perris Station), with a third station (Ramona Expressway Station) planned to serve the northern Perris area, to be located west of I-215 and north of Cajalco Expressway.

The Riverside Transit Agency (RTA) provides public transportation throughout Riverside County. RTA operates fixed bus routes providing public transit service throughout western Riverside County. The route that serves the study area is Route 19.

Route 19 operates between the Perris Station Transit Center in Downtown Perris to the Moreno Valley Mall with a peak service frequency of 15-minutes throughout the week. The nearest bus stops (serving Route 19) are located along Perris Boulevard, near the Perris Boulevard/Harley Knox Boulevard. Development of the proposed project would not conflict with the existing bus routes or bus stops. Impacts to transit would be less than significant.

### Pedestrian and Bicycle Facilities

The General Plan Circulation Element identifies the following bicycle facility classifications:

- **Class I Bikeway/Regional Trails** – Provides bicycles and pedestrians exclusive use of the path through a completely separated right-of-way; functions as a regional connector to link all of the major water bodies in western City of Perris and facilitates the ability for long-distance users to take advantage of this system for long one-way or loop-type trips.
- **Class I Bikeway (Bike Path) –** Provides bicycles and pedestrians exclusive use of the path through a completely separated right-of-way.
- **Class II Bikeway (Bike Lane)** – Provides for one-way bike travel on a street or highway in a striped lane.

The Perris Trail Master Plan, adopted February 26, 2013 (Resolution No. 4562), includes an additional bikeway classification, as defined below:

- **Class III Bikeway (Bike Route)** - A preferred travel route for bicyclists, on which a separate lane or path is either not feasible or not desirable. The rightmost lane of a bicycle route is shared by bicyclists and cars. The lane is marked with signs and can also be marked with arrows.

Within the study area a Class I Bikeway/Regional Trail is planned along the entire extent of Ramona Expressway within the City's boundary. However, several bicycle facilities have already been constructed that are not depicted within the Perris Trail Master Plan. Additionally, upon field observations, Redlands Avenue has already been designated as a Class II Bike Route north of Ramona Expressway to Harley Knox Boulevard. Harley Knox Boulevard also currently has Class II Bike Lanes on both sides of the roadway within the study area.

Nance Street is generally built with paved sidewalks and pedestrian facilities, except for portions of the road that front unimproved parcels, west of the project site. The proposed project would be responsible for making frontage improvements along Nance Street, including paved sidewalk facilities, which would connect to existing sidewalks and improve pedestrian connectivity.

Development of the proposed project would not conflict with the existing pedestrian or bicycle facilities and would include improvements to pedestrian facilities around the project site. Impacts to pedestrian or bicycle facilities would be less than significant.

Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and the project's impact would be less than significant

*b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less-than-Significant Impact**.** The following VMT screening analysis is based on the City's adopted VMT-specific TIA guidelines (June 2020).

Section 15064.3(b)(4) of the CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

The following screening criteria were applied to screen the project from a project-level assessment per the City's TIA Guidelines for CEQA. The proposed project is presumed to have a less-than-significant impact on VMT if the project satisfies at least one of the VMT screening criteria (City of Perris 2020):

A. **Affordable Housing Screening:** The proposed project is not a housing project and therefore cannot be screened out using this criterion.
B. **Transit Priority Area (TPA)** [18]**Screening:** The City of Perris Transit Priority Area, as shown in the TIA (Appendix J), illustrates the project's location and the TPAs within the City. RTA Bus Route 19

[18] A Transit Priority Area in the City of Perris is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit quality corridor per definition below:
Pub. Resources Code, § 21064.3 - 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
Pub. Resources Code, § 21155 - For purposes of this section, a 'high-quality transit corridor' means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

operates with a service frequency of 15-minutes, and travels along Perris Boulevard, from the Perris Station Transit Center in downtown Perris to the neighboring City of Moreno Valley to the north. Although the project is located within a TPA, the presumption of less than significant does not apply if the project

- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization; or
- Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Although the project is located within a TPA, it includes more parking than required by the City of Perris. Therefore, the project cannot be screened out under the TPA screening criteria.

C. **Project Type Screening:** Local-serving retail projects less than 50,000 square feet, along with some educational/institutional projects and municipal/public services listed in the City's TIA Guidelines, may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. This is due to the fact that local-serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel instead of increasing or inducing vehicular travel. The proposed project would not be considered a local-serving retail project, nor would it fall under the other categories listed in the City's TIA Guidelines; therefore, the project cannot be screened out using this criterion.

D. **Low VMT Area Screening**: Based on the total daily VMT per worker estimated in project's TAZ 3821, the proposed project is within a low VMT generating TAZ based on VMT per worker.
   - Jurisdictional average 2012 daily VMT per worker = 11.62 Project TAZ 2012 daily VMT per worker = 11.26.

The project is screened out using this criterion since the project TAZ has a lower Home-Based Work VMT (11.26) compared to the jurisdictional average (11.62) and is therefore in a low VMT generating area. Table 3.17-1 summarizes the project TAZ's VMT as provided in the WRCOG screening tool.

## Table 3.17-1. Summary of Project TAZ Vehicle Miles Traveled (VMT)

| Metric | Citywide VMT Averages[1] | Project TAZ (3821) | Less than Citywide Average |
|---|---|---|---|
| Home-Based VMT per Capita | 15.05 VMT/Capita | 13.39 VMT/Capita | Yes |
| Employment Based VMT per employee | 11.62 VMT/Employee | 11.26 VMT/Employee | Yes |

**Source**: WRCOG 2020

1 Base year (2012) projections from RVITAM

E. **Net Daily Trips Screening:** Projects that generate less than 500 average daily trips 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 per the City's TIA Guidelines.

Trip generation estimates for the proposed project are based on daily and AM and PM peak hour trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation

Handbook, 11th Edition (2021) for a warehouse use (ITE Land Use Code 150). Additionally, passenger car equivalent (PCE) factors were applied to the trip generation estimates to account for truck traffic. The Riverside County Transportation Department Transportation Analysis Guidelines (2020) indicates that project with truck intensive uses must convert project trips to PCE. A 1.5 PCE factor was applied to 2-axle trucks, 2.0 PCE for 3-axle trucks, and a 3.0 PCE factor was applied to 4-axle trucks to provide a conservative analysis. Trip generation rates, vehicle splits, and the resulting trip generation estimates for the project are summarized in Table 3.17-2.

As shown in Table 3.17-2, the proposed project would generate 347 ADT; therefore, the project can be screened out using this criterion

## Table 3.17-2. Project Trip Generation

| Land Use | ITE Code | Size/Units | | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | In | Out | Total | In | Out | Total |
| **Trip Rates[1]** | | | | | | | | | | |
| Warehousing | 150 | TSF | | 1.74 | 0.13 | 0.04 | 0.17 | 0.05 | 0.14 | 0.19 |
| **Trip Generation** | | | | | | | | | | |
| 225 E. Nance St. Warehouse | 150 | 202.500 | TSF | 347 | 27 | 8 | 35 | 10 | 27 | 37 |
| **Trip Generation (By Vehicle Classification)** | | | | | | | | | | |
| **Vehicle Mix[2]** | | **Percent[2]** | | | | | | | | |
| Passenger Vehicles | | 72.5% | | 251 | 20 | 5 | 25 | 7 | 20 | 27 |
| 2-Axle Trucks | | 4.6% | | 16 | 2 | 0 | 2 | 0 | 2 | 2 |
| 3-Axle Trucks | | 5.7% | | 20 | 1 | 1 | 2 | 1 | 1 | 2 |
| 4+-Axle Trucks | | 17.2% | | 60 | 4 | 2 | 6 | 2 | 4 | 6 |
| | | **Total Trip Generation (Non-PCE)** | | **347** | **27** | **8** | **35** | **10** | **27** | **37** |
| **Vehicle Mix[2]** | | **PCE Factor** | | | | | | | | |
| Passenger Vehicles | | 1.0 | | 251 | 20 | 5 | 25 | 7 | 20 | 27 |
| 2-Axle Trucks | | 1.5 | | 24 | 3 | 0 | 3 | 0 | 3 | 3 |
| 3-Axle Trucks | | 2.0 | | 40 | 2 | 2 | 4 | 2 | 2 | 4 |
| 4+-Axle Trucks | | 3.0 | | 180 | 12 | 6 | 18 | 6 | 12 | 18 |
| | | **Total Trip Generation (w/PCE)** | | **495** | **37** | **13** | **50** | **15** | **37** | **52** |

**Notes:** ITE = Institute of Transportation Engineers; PCE = Passenger Car Equivalent; TSF = Thousand Square Feet

1 Trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition, 2021.

2 Vehicle Mix and Percent from SCAQMD, Warehouse Truck Trip Study Data Results and Usage, July 2014.

As shown in the analysis above, the proposed project satisfies two of the five screening criteria: low VMT-generating area; and, net daily trips screening. Therefore, the proposed project can be presumed to have a less-than-significant VMT impact under Existing and Opening Year (2024) conditions. A project-level detailed VMT analysis is not required, and the proposed project would not be inconsistent with CEQA Guidelines Section 15064.3(b).

*c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less-than-Significant Impact**.** The project would not include construction of any new roadways, modifications to any existing roadway or intersection geometry, or temporary road closures during construction. Any and all improvements required within the public right-of-way would be required to comply with standards set forth by the City to ensure that the project does not introduce an incompatible design feature that would impede operations on project-adjacent roadway facilities.

### Project Site Access Analysis

As the proposed project is a warehousing land use, trucks would access the site using only the east driveway along Nance Street. A truck turning analysis was created to determine whether adequate curb radii would be available and whether turning movements into and out of project driveways could be adequately accommodated.

Sufficient curb radii are provided for both ingress to and egress from the project site along Nance Street, as shown in the TIA (Appendix J). Additionally, during site plan review, the internal roadway and driveway widths, curb radii to facilitate passenger car and truck turning and movement would be reviewed, designed, and constructed per City standards and applicable street design requirements.

Sufficient curb radii and intersection sight distance would be provided for both passenger car and truck access to the two proposed driveways along Nance Street. There is currently no existing vegetation is located near either driveway. Prior to issuance of a building permit, the applicant would be required to meet all standards and guidelines outlined in the PVCCSP, as well as PVCCSP EIR mitigation measure MM Trans 2, which details adherence to City of Perris sight distance standards. Additionally, as depicted on Figure 3.17-1, Truck Maneuvering Exhibit, the Project has been designed such that a WB-67 truck can safely and freely maneuver throughout the site. Therefore, the project would not cause a substantial direct or cumulative effect to vehicular safety or access. Therefore, impacts to hazards due to geometric design features would be less-than-significant at the project access driveways.

### Driveway Access

As discussed in Section 2.3.1, access to the project site would be provided by two driveways along Nance Street. Both project access driveways would be unsignalized.

- West Project Driveway/Nance Street – full access (passenger cars only, no truck traffic allowed)
- East Project Driveway/Nance Street – right turn in/out only (gated; truck traffic only, no passenger cars allowed)

The western and southern portions of the project site would include paved employee parking lots, with truck courts and loading docks found adjacent to the eastern side of the industrial/warehouse building facing existing truck courts and industrial operations on adjacent parcels to the east and south. Truck access would be limited to the northeast driveway, while passenger vehicle access would be provided via the northwest driveway. Gated entry is proposed to the truck court. As illustrated previously in Figure 2-6, Project Truck Route, truck circulation would be confined to the established project truck route, which would

permit left turn only ingress and right turn only egress via the northeast driveway. The project truck route would run from Nance Street to Redlands Avenue, Redlands Avenue to Harley Know Boulevard, and Harley Knox Boulevard to I-215.

### Queuing

A queuing analysis was prepared using SimTraffic software for the intersection of Redlands Avenue/Nance Street and both project driveways along Nance Street to assess the adequacy of the intersections' storage lane capacities. The intersection of Redlands Avenue/Nance Street is the nearest intersection to the project site and is also the nearest intersection to the City's approved truck route (on Redlands Avenue). Per the HCM, the 95th percentile queue is defined as *"the queue length that has only a 5-percent probability of being exceeded during the analysis time period."* All intersections were evaluated based on the Opening Year (2024) plus Project scenario as further described in the TIA.

There is a proposed development (DPR 21-00006) located directly across the street along Nance Street, consisting of an approximately 156,000-square-foot warehouse. The project would provide four total driveways, two right turn in/out only driveways for passenger cars and trucks respectively on Harley Knox Boulevard, and two full access driveways along Nance Street. The western driveway of that project (restricted to trucks only) would be approximately 173 feet from the 255 E. Nance Street Warehouse Project's western driveway. The eastern driveway (restricted to cars only) would be within one car length (approximately 9.5 feet) of alignment with the 255 E. Nance Street Warehouse Project's eastern driveway. Due to the relatively low amount of traffic volumes along Nance Street, each driveway would not produce hazardous or unsafe conditions. Queuing for the 255 E. Nance Street Warehouse Project's East Project Driveway was analyzed to include the proposed development (DPR 21-00006).

As shown in Table 3.17-3, none of the calculated 95th percentile (design) queues are forecast to exceed storage capacities within the existing eastbound or southbound left-turn pockets. Therefore, vehicle impacts to hazards due to geometric design features at access driveways or incompatible uses related to truck traffic would be less-than-significant.

**Table 3.17-3. Intersection and Driveway Queueing Summary**

| Intersection/Driveway | Movement | Vehicle Storage Length[1] | Opening Year (2024) plus Project Queue[2] | | Exceeds Vehicle Storage Length? | | Improvement Warranted? |
|---|---|---|---|---|---|---|---|
| | | | AM | PM | In | Out | |
| Redlands Avenue/ Nance Street | EBL[3] | 110 | 37 | 51 | No | No | No |
| | EBL3 | 110 | 37 | 48 | No | No | No |
| | EBTR3 | 110 | 37 | 37 | No | No | No |
| West Project Driveway/Nance Street | NBL | 305 | 15 | 20 | No | No | No |
| | WBLT3 | 173 | 4 | 0 | No | No | No |
| East Project Driveway/Nance Street | NBLR4 | 600 | 25 | 39 | No | No | No |
| | NBLR5 | 150 | 28 | 39 | No | No | No |

**Notes:** EBL = eastbound left-turn lane; EBTR = eastbound through-right lane; NBL = northbound left-turn lane; WBLT = westbound through-right lane; NBLR = northbound left-right-turn lane; WBLR = westbound left-right-turn lane

1 Measured in feet

2 Based on 95th percentile (design) queue length in SimTraffic 10

[3] Length measured from nearest driveway
[4] Length is measured based on the estimated capacity of the site to queue vehicles
[5] Length is measured based on the estimated capacity of the site to queue vehicles to the truck gate

***d) Would the project result in inadequate emergency access?***

No Impact. Site access would be provided via the two driveways located along Nance Street. The project site would be accessible to emergency responders during construction and operation of the project. The project site would provide adequate emergency vehicle access and would not impede any existing emergency vehicle routes. Emergency vehicles have sufficient capacity to enter and exit the project site as needed, and to navigate all curb radii. Therefore, no impacts associated with an emergency response plan or emergency evacuation plan would occur.

# 3.18 Tribal Cultural Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVIII. TRIBAL CULTURAL RESOURCES** | | | | |
| Would the project 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) 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 | ☐ | ☐ | ☒ | ☐ |
| b) 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. | ☐ | ☒ | ☐ | ☐ |

***Would the project 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) 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 Impact. As previously discussed in Section 3.5(a), the project site does not contain any resources that are either listed or eligible for listing in the CRHR or in a local register of historical resources as defined in California Public Resources Code, Section 5020.1(k). Therefore, impacts associated with historical resources would be less than significant.

***c) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-than-Significant Impact with Mitigation Incorporated. The project is subject to compliance with AB 52 (California Public Resources Code, Section 21074), which requires consideration of impacts to Tribal Cultural Resources as part of the CEQA process. AB 52 requires the City, as the lead agency responsible for CEQA compliance for the project, to notify any groups (who have requested notification) of the project who are traditionally or culturally affiliated with the geographic area of the project. Because AB 52 is a government-to-government process, all records of correspondence related to AB 52 notification and any subsequent consultation are on file with the City. The City sent notification letters to the tribal representatives that have formally requested such notice under AB 52. To date, one response was received by the City from the Agua Caliente Band of Cahuilla Indians indicating that the concerns of the Tribe have been addressed and proper mitigation measures have been proposed to ensure protection of tribal cultural resources. The response concluded the Tribe's AB 52 consultation efforts. On September 28, 2022, City staff conducted AB 52 consultation with representatives of the Pechanga Band of Luiseño Indians. The tribal representatives said that they would follow up with the City in November to see where the project is at that time. City staff have not received any further notification from the Tribe.

While no known tribal cultural resources have been identified on the site, given that it is always possible that intact archaeological deposits could be present at subsurface levels, mitigation measures MM-CUL-1, MM-CUL-2, and MM-CUL-3 shall be implemented. With incorporation of these mitigation measures, impacts would be less than significant.

# 3.19 Utilities and Service Systems

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIX. UTILITIES AND SERVICE SYSTEMS** – Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Less-than-Significant Impact. The immediate project area is currently served by municipal water, municipal sewer, stormwater, and other wet and dry utilities. Given that the project would introduce industrial development onto a currently residential site, the project would increase demand for water, wastewater treatment, stormwater drainage, electric power, and telecommunications facilities compared with the existing undeveloped condition of the parcel. However, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunication facilities as outlined below.

## Water Facilities

The project involves the demolition of an existing single-family residence and the construction of an industrial/warehouse building, which would increase demand for water supply on the project site. The project would receive potable and recycled water purchased from the EMWD. The City purchases approximately 640 million gallons of water each year from the EMWD. Currently, the City has a storage capacity of 2.5 million gallons of potable water. The project developer would construct domestic waterline laterals with meters and recycled waterline laterals to connect to existing EMWD facilities along Nance Street.

In July 2011, the EMWD approved the Water Supply Assessment prepared for the PVCCSP and determined that existing and planned EMWD water supplies are sufficient to meet project-related demands within the PVCCSP planning area. Therefore, it can be concluded that there are sufficient water supplies available to serve the proposed project, which is consistent with the land use assumptions of the PVCCSP for industrial uses, from the EMWD's existing entitlements and resources as set forth in its 2020 Urban Water Management Plan (UWMP) (EMWD 2021a) and the Metropolitan Water District's 2020 UWMP.

As mentioned in Section 3.14(a), no residential use or other land uses typically associated with directly inducing population growth and substantially increasing water demand are included as part of the project. Furthermore, as will be discussed in Section 3.19(b), the project would have sufficient supplies during normal, dry, and multiple dry years. Additionally, an issued Will Serve Letter from the EMWD for the project would ensure the project's estimated water demand would be adequately served by existing EMWD water facilities without requiring new or expanded facilities. Thus, impacts associated with the construction or expansion of water facilities would be less than significant.

## Wastewater Treatment Facilities

Wastewater generated within the regional area would be treated by the EMWD. The EMWD treats approximately 43 million gallons per day (mgd) of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines (EMWD 2022). The Perris Valley Regional Water Reclamation Facility (PVRWRF) would receive wastewater from the project site. The PVRWRF produces tertiary-treated water and can store more than 2 billion gallons of recycled water for use by surrounding agricultural customers. PVRWRF receives a typical daily flow of 15.5 mgd. The current capacity at the PVRWRF is 22 mgd; however, the ultimate capacity is 100 mgd (EMWD 2021b).

The project developer would construct sewer laterals along the northern project boundary that would connect to existing EMWD facilities along Nance Street. The project would not discharge wastewater into the domestic sewer system in a way that would cause the PVRWRF to exceed requirements, as determined by the Santa Ana RWQCB's Water Discharge Requirements. Therefore, development of the project would not require or result in the relocation or construction of new wastewater treatment facilities. Thus, impacts would be less than significant.

## Stormwater Drainage Facilities

Stormwater runoff in the project area discharges into the PVSC. The PVSC is an earthen flood control channel within the Perris Valley Master Drainage Plan that has been designed to accommodate flows from the Perris Valley watershed in a 100-year storm event. All development within the PVCCSP planning area,

including the project, would drain stormwater flows into the PVSC. The project applicant proposes to construct its own storm drain facilities on site which would adequately convey flows to the PVSC and provide flood protection for the 100-year storm event.

As part of the project, a new engineered storm drain system will be constructed on the project site to collect and treat on-site stormwater runoff. On-site stormwater will be collected via a series of inlets, catch basins, and area drains before being conveyed to on-site stormwater bio-retention basin located on the eastern side of the project site. Stormwater in the bio-retention basin will be contained and treated on site and allowed to percolate into the soils below.

Overall, implementation of the project would not exceed the capacity of the existing stormwater drainage system and would not require expansion or construction of new stormwater facilities. Therefore, impacts are determined to be less than significant.

### Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by Southern California Edison (SCE). At full buildout, the project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the project would be required to comply with the most recent Title 24 standards at the time of building permit issuance. The energy-using fixtures within the project would likely be newer technologies, using less electrical power. Implementation of the project would not require new or expanded SCE facilities. Therefore, impacts associated with electrical power facilities would be less than significant.

### Natural Gas Facilities

Natural gas is provided to the City by Southern California Gas Company, Pacific Region. Although the project would require natural gas for building heating, the project would comply with the most up to date Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the project would generate a need for natural gas that is consistent with industrial uses. Implementation of the project would not require new or expanded Southern California Gas Company facilities. Therefore, impacts would be less than significant

### Telecommunications Facilities

The City is served by various telecommunication companies. Since the project site is in an urbanized area and is surrounded by industrial uses, there are existing telecommunication facilities that would be able to serve the project site. The telephone and cable provider specific to the project site is Frontier Communications. Once the project is completed, future employees of the project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

***b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Less-than-Significant Impact. The EMWD provides potable water to an area of approximately 555 square miles in western Riverside County. The EMWD is both a retail and wholesale agency, serving a retail

population of 603,950 people and a wholesale population of 255,210 people. The majority of the EMWD's supplies are imported water purchased through the Metropolitan Water District from the State Water Project and the Colorado River Aqueduct. The EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. The EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, the West San Jacinto Water Groundwater Basin Management Plan area and the Hemet/San Jacinto Water Management 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. The EMWD anticipated the limitations on native groundwater production it has experienced and has developed alternatives to assure reliability, including an Integrated Recharge and Recovery Program, filtration plants to treat and deliver imported water to areas dependent on groundwater, and recycled water use for irrigation of landscape and agriculture. Additionally, the EMWD is developing the Enhanced Recharge and Recovery Program to increase conjunctive use and facilitate groundwater banking (EMWD 2021a).

In 2015, the State Water Resources Control Board, in its Emergency Regulation, required water suppliers to reduce water usage by 25% statewide as a means of reducing stress on California's water supplies during the ongoing drought. The mandatory water restrictions required the EMWD to implement Stage 4 of its Water Shortage Contingency Plan to meet conservation targets, which helped the EMWD reduce demands in 2015 by over 20%. The EMWD plans to meet increases in projected demands through a combination of local supply development and ongoing water conservation. The EMWD will continue to rely on imported water from the Metropolitan Water District as the main source of supply for its retail and wholesale customers, yet recognizes the need to increase local supplies and water conservation to manage supply and demand. Customer demands vary with local rainfall. In general, water demand tends to increase in dry years, primarily due to increased water activities such as landscape irrigation. Thus, to assess the reliability of water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry years within a UWMP. The EMWD UWMP details the expected water supply and demand for both retail and wholesale customers.

Tables 3.19-1 and 3.19-2 provide water supply and demand for multiple-dry-year scenarios for the EMWD, which represents a conservative, worst-case scenario. The multiple-dry-year period represents the lowest average water supply availability for a consecutive 5-year period.

### Table 3.19-1. Retail Multiple Dry Years Supply and Demand Comparison (AFY)

| | | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| First Year | Supply totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| | Demand totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Second Year | Supply totals | 132,700 | 143,300 | 153,700 | 162,500 | 170,300 |
| | Demand totals | 132,700 | 143,300 | 153,700 | 162,500 | 170,300 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Third Year | Supply totals | 134,900 | 145,500 | 155,500 | 164,100 | 171,900 |
| | Demand totals | 134,900 | 145,500 | 155,500 | 164,100 | 171,900 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Fourth Year | Supply totals | 137,100 | 147,600 | 157,400 | 165,700 | 173,500 |
| | Demand totals | 137,100 | 147,600 | 157,400 | 165,700 | 173,500 |

## Table 3.19-1. Retail Multiple Dry Years Supply and Demand Comparison (AFY)

| | | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Fifth Year | Supply totals | 140,200 | 150,800 | 160,000 | 168,000 | 175,800 |
| | Demand totals | 140,200 | 150,800 | 160,000 | 168,000 | 175,800 |
| | Difference | 0 | 0 | 0 | 0 | 0 |

**Source:** EMWD 2021a.
**Note:** AFY = acre-feet per year.

**Table 3.19-2. Wholesale Multiple Dry Years Supply and Demand Comparison (AFY)**

| | | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| First Year | Supply totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| | Demand totals | 151,130 | 162,820 | 174,700 | 184,700 | 193,300 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Second Year | Supply totals | 132,700 | 143,300 | 153,700 | 162,500 | 170,300 |
| | Demand totals | 132,700 | 143,300 | 153,700 | 162,500 | 170,300 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Third Year | Supply totals | 134,900 | 145,500 | 155,500 | 164,100 | 171,900 |
| | Demand totals | 134,900 | 145,500 | 155,500 | 164,100 | 171,900 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Fourth Year | Supply totals | 137,100 | 147,600 | 157,400 | 165,700 | 173,500 |
| | Demand totals | 137,100 | 147,600 | 157,400 | 165,700 | 173,500 |
| | Difference | 0 | 0 | 0 | 0 | 0 |
| Fifth Year | Supply totals | 140,200 | 150,800 | 160,000 | 168,000 | 175,800 |
| | Demand totals | 140,200 | 150,800 | 160,000 | 168,000 | 175,800 |
| | Difference | 0 | 0 | 0 | 0 | 0 |

**Source:** EMWD 2021a.
**Note:** AFY = acre-feet per year.

As demonstrated in Tables 3.19-1 and 3.19-2, the EMWD would have sufficient supplies to meet both retail and wholesale demands from 2025 to 2045 under normal-, dry-, and multiple-dry-year conditions. During periods of increase demands, the EMWD would be able to utilize stored groundwater from the proposed Enhanced Recharge and Recovery Program or import more water from the Metropolitan Water District to meet demands, if needed.

Because the City's water demands can be met under normal, dry, and multiple-dry years, the project's water demands would be adequately served by the EMWD's projected, current, and future water supplies. Therefore, impacts to water supply as a result of the project would be less than significant.

*c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less-than-Significant Impact. As outlined above under Section 3.19(a), wastewater generated at the project site would be serviced by the EMWD. The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 mgd of wastewater at its four active regional water reclamation facilities through 1,813 miles of sewer pipelines. Wastewater generated at the project site would be treated at the PVRWRF, one of the EMWD's water reclamation facilities. The PVRWRF provides primary, secondary, and tertiary treatment for an estimated 15.5 mgd. The PVRWRF has a current capacity of 22 mgd and has an ultimate capacity of 100 mgd (EMWD 2021b).

Based on the wastewater generation factor of 1,700 gallons per day per acre for both General Industrial and Light Industrial PVCCSP land use designations applied in the PVCCSP EIR, the project's approximate 10-acre project site of proposed light industrial warehouse uses would generate approximately 17,000

gallons per day of wastewater that would be treated at the PVRWRF. Wastewater generated by the project would represent a nominal percentage in the average daily wastewater treated per day at the PVRWRF. Therefore, implementation of the project would have a less-than-significant impact on the EMWD's ability to treat wastewater and would not require construction or expansion of existing wastewater facilities.

*d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less-than-Significant Impact. Solid waste collection service in the City is provided by CR&R Disposal. 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. El Sobrante Landfill has a daily maximum of 16,054 tons of waste per day and a total maximum capacity of 209,910,000 cubic yards. The remaining capacity is 143,977,170 cubic yards. Additionally, the Badlands Landfill has a daily maximum of 4,800 tons of waste per day and a total maximum capacity of 34,400,000 cubic yards. The remaining capacity is 7,800,000 cubic yards (CalRecycle 2019).

According to the Perris General Plan, it is estimated that non-residential land uses generate an average 19 pounds of waste per employee per day (City of Perris 2005b). Based on this estimation, with approximately 248 permanent operational employees, the project would generate approximately 4,712 pounds of waste per day. The project's estimated solid waste generation of 4,712 pound per day would represent a nominal portion of the daily waste accepted by El Sobrante Landfill and Badlands Landfill. In addition, this amount does not factor in any recycling or waste diversion programs. Solid waste resulting from project construction and operation is not expected to generate waste in excess of state or local standards. Therefore, impacts associated with landfill capacity would be less than significant.

*e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less-than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill and AB 1826 is a mandatory organic recycling bill. The County adopted its Integrated Waste Management Plan in 1998, which includes the Countywide Summary Plan, Source Reduction and Recycling Elements, and Non-Disposal Facility Elements for the County and each city in the County. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet the requirements of AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City. The project would comply with all regulatory requirements regarding solid waste, and impacts associated with solid waste disposal regulations would be less than significant.

# 3.20 Wildfire

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XX. WILDFIRE** – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☒ |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ☐ | ☒ |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☐ | ☒ |

***a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by the California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2022). In addition, the project site is located within a developed portion of the City. As discussed in Section 3.9, the project would not significantly affect emergency response or evaluation activities and the project would not conflict with or impair implementation of the City's emergency response plans. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

***b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL

FIRE 2007, 2009). In addition, the project site is located within a developed portion of the City. Development of the project would result in concrete tilt-up buildings, paved surfaces, and approved landscaping in a developed and flat portion of the City. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, no impacts associated with wildfire would occur.

*c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2022). In addition, the project site is located within a developed portion of the City. The project would construct surface parking lots and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, since the driveways would be surrounded by developed or disturbed land on all sides. Further, as the PVCCSP area is largely developed, the project would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

*d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2007, 2009). As discussed in Section 3.7, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides, runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire slope instability. Further, the project site is located within a developed portion of the City that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

# 3.21 Mandatory Findings of Significance

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XXI. MANDATORY FINDINGS OF SIGNIFICANCE** | | | | |
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | ☐ | ☒ | ☐ | ☐ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

*a)* ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less-than-Significant Impact with Mitigation Incorporated. As discussed and analyzed in this Initial Study, the project would not degrade the quality of the environment. For the reasons discussed in Section 3.4, Biological Resources, with implementation of mitigation, the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. All potentially significant impacts to biological resources would be avoided or reduced to a less than significant impact with the implementation of project-specific mitigation measure MM-BIO-1 and PVCCSP EIR mitigation measure MM Bio 1.

In addition, as discussed in Section 3.5 and Section 3.7, mitigation measures MM-CUL-1 through MM-CUL-3 and MM-GEO-1 are required to minimize potential impacts to unanticipated archaeological and paleontological resources. Based on compliance with these mitigation measures, impacts to buried, currently unrecorded/unknown archaeological, tribal, and paleontological resources would be less than significant.

Therefore, with mitigation incorporated, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)***

Less-than-Significant Impact with Mitigation Incorporated. The proposed Project is being developed according to the PVCCSP and is an allowed use under the site's Light Industrial land use designation in the PVCCSP; however, the PVCCSP may result in several cumulatively considerable impacts. The analysis contained in the PVCCSP EIR determined that development within the PVCCSP planning area may have cumulatively significant impacts in the following areas:

- Air Quality: Emissions generated by the overall PVCCSP area will exceed the SCAQMD's recommended thresholds of significance;
- Noise: Development in the overall PVCCSP area will result in substantial increases in the ambient noise environment at project buildout;
- Transportation: Potential cumulative impacts to I-215, which is consistent with the findings in the Perris GP.

However, as demonstrated by the analysis in this Initial Study, the proposed project would not result in any unavoidable significant environmental impacts. The project is consistent with local and regional plans, and the project's air quality emissions do not exceed established thresholds of significance. The proposed project will not cause a substantial increase in ambient noise levels. Pursuant to the 2018 update to the State CEQA Guidelines, level of service and congestion may no longer be used to evaluate traffic and transportation impacts under CEQA. However, the transportation impacts of the proposed project would not exceed the current thresholds of significance. Although the impacts of the proposed project are determined to be less than significant, the project would be subject to all of the applicable mitigation measures from the PVCCSP EIR, which would further reduce any project contribution to these cumulative impacts.

The project would potentially result in project-related localized aesthetic, biological resources, cultural resources, tribal cultural resources, paleontological resources, and hazardous materials impacts that could be potentially significant without the incorporation of mitigation. Thus, when coupled with the similar impacts related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's localized aesthetic, biological resources, cultural resources, tribal cultural resources, paleontological resources, and hazardous materials impacts would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. Additionally, these other related projects would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable. Therefore, with the incorporation of mitigation identified in this document, the project would result in individually limited, but not cumulatively considerable, impacts.

*c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less-than-Significant Impact with Mitigation Incorporated. As evaluated throughout this document, with the incorporation of mitigation, environmental impacts associated with the proposed project would be reduced to less-than-significant levels. Therefore, with mitigation incorporated, the proposed project would not directly or indirectly cause substantial adverse effects on human beings.

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## 4.2 List of Preparers

### Dudek

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Patrick Cruz – Deputy Project Manager
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Samantha Robinson – Environmental Analyst
Nicholas Lorenzen – Air Quality Specialist
Tommy Molioo - Senior Biologist
Kimberly Narel - Biologist
Linda Kry – Archaeologist
Heather McDevitt – Archaeologist
Michael Greene – Senior Acoustician
Dennis Pascua – Senior Transportation Specialist
Mladen Popovic – Transportation Specialist
Hailee McComber – GIS Specialist

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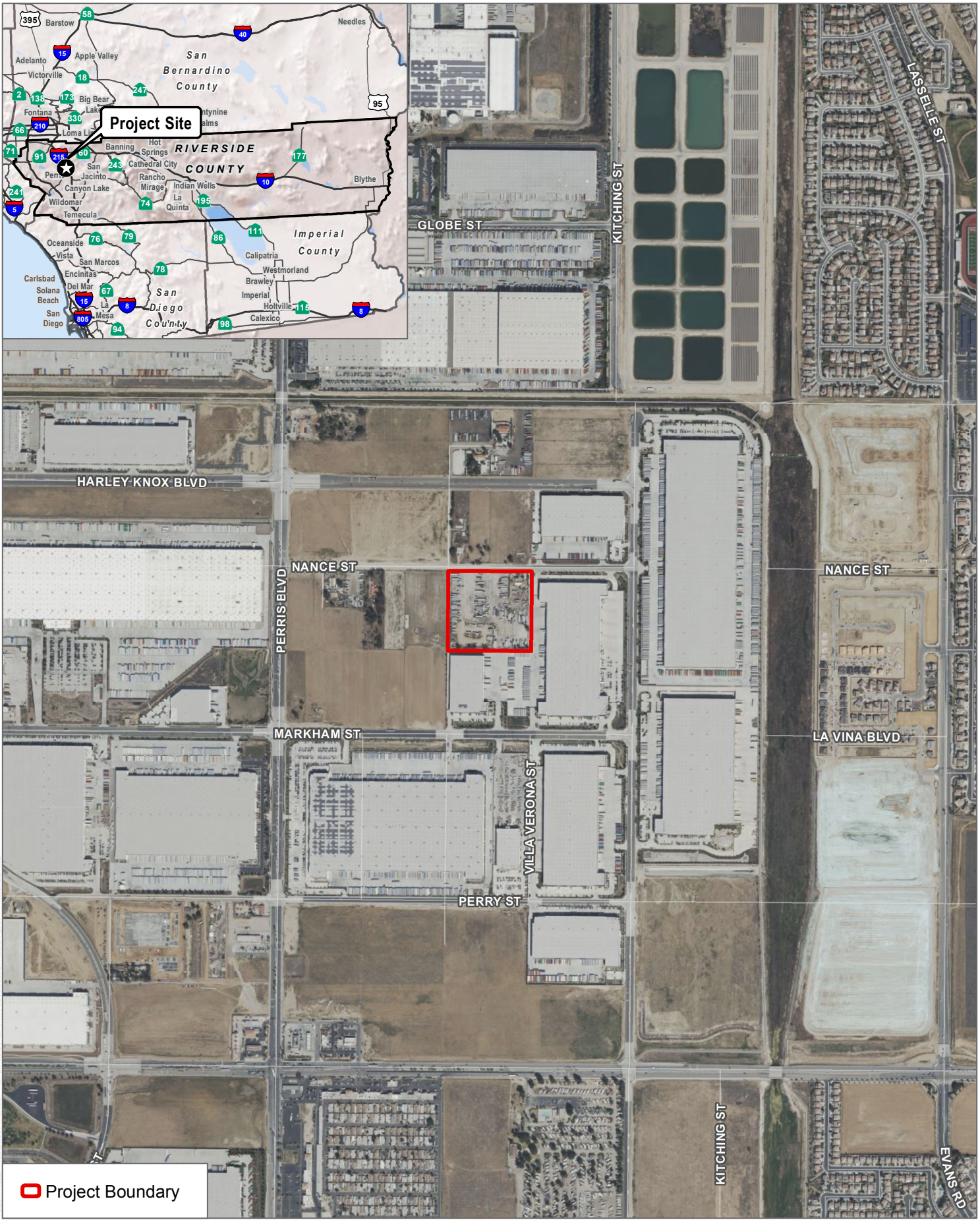


SOURCE: Bing Maps (accessed 2021); County of San Bernadino 2021

DUDEK

0 500 1,000 Feet

**FIGURE 1-1**

Project Location

255 East Nance Street Warehouse Project

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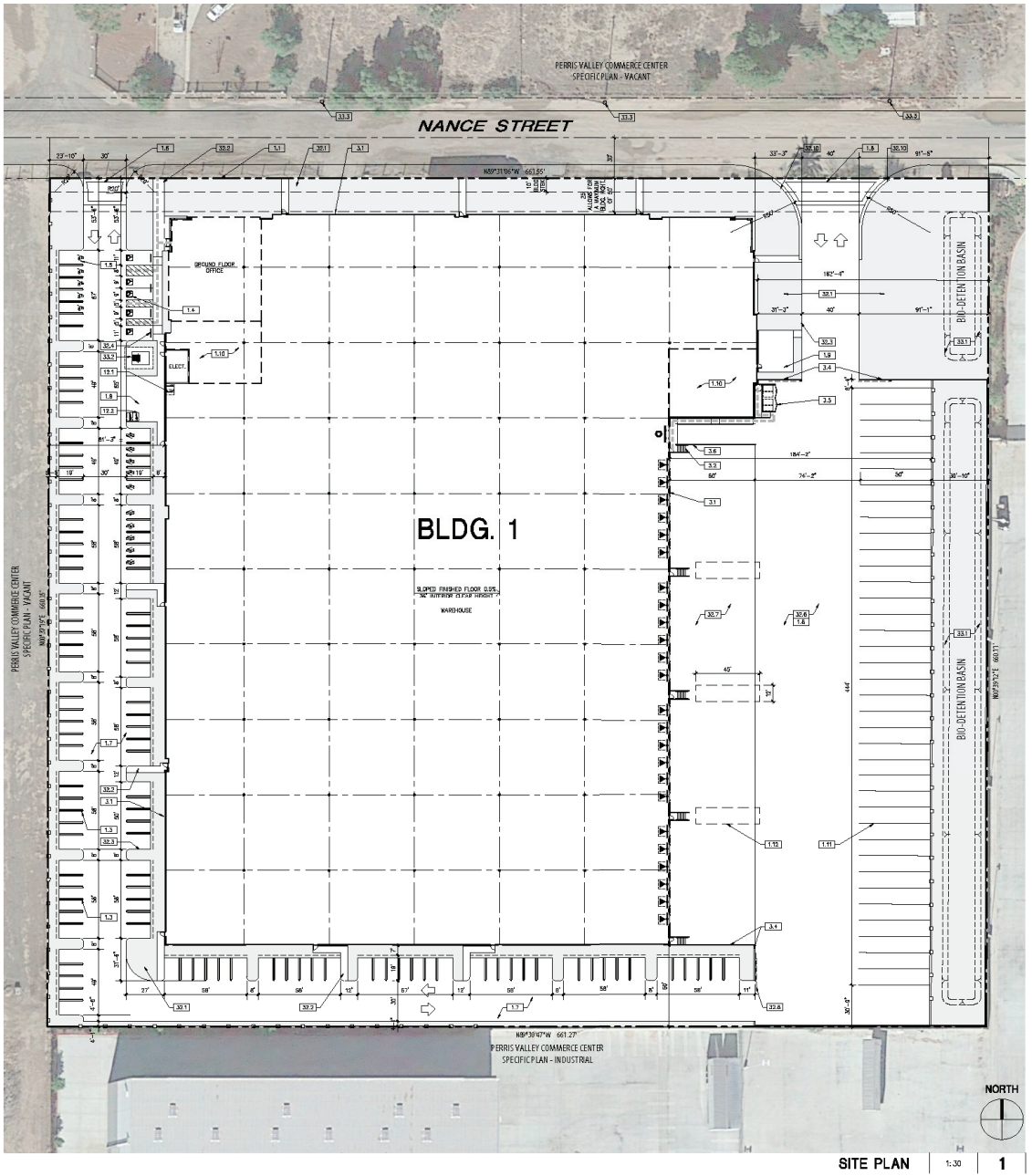


SOURCE: GAA Architects 2022

**FIGURE 1-2**

Site Plan

255 East Nance Street Warehouse Project

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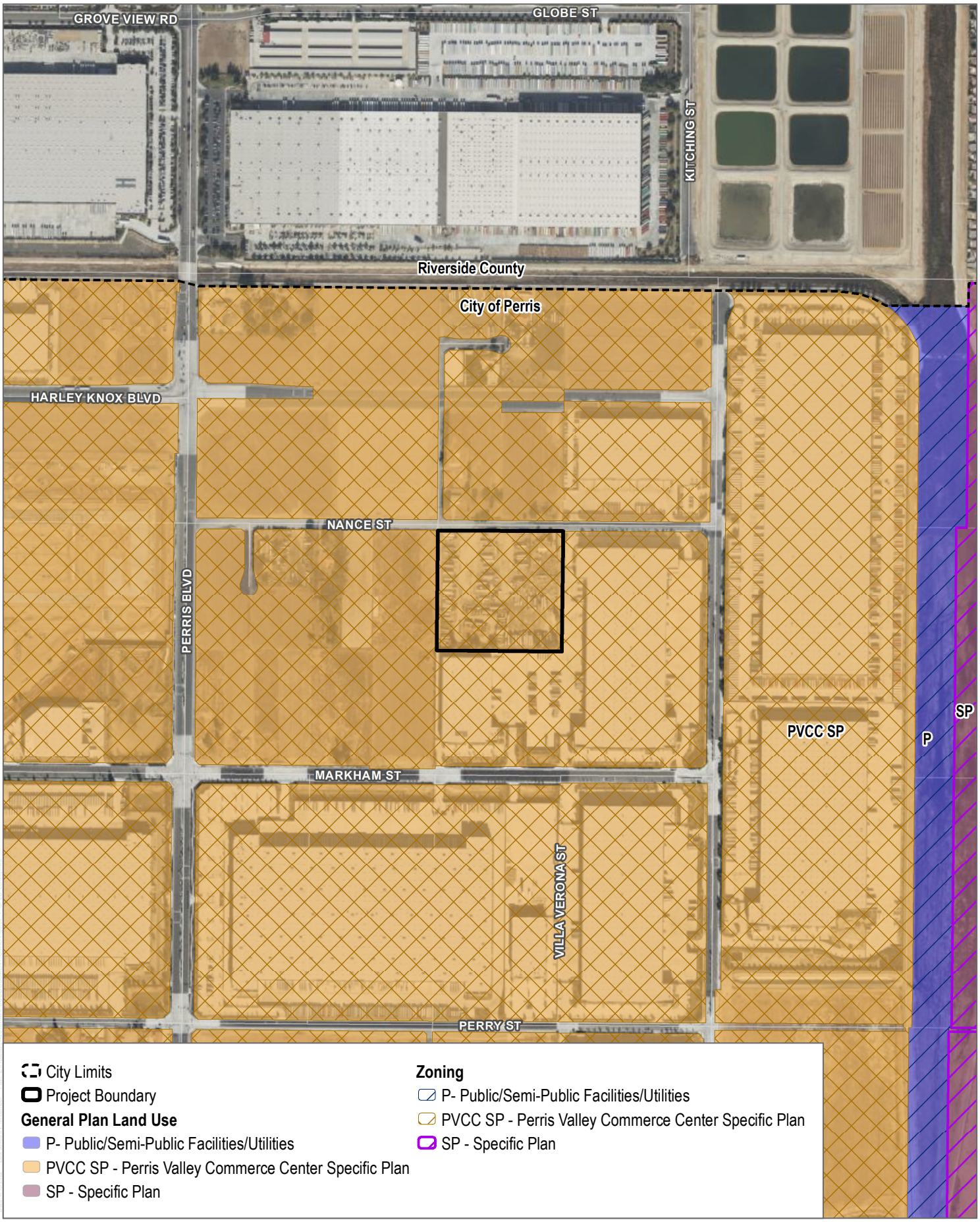


SOURCE: Bing Maps (accessed 2021); County of Riverside 2021; City of Perris 2022

DUDEK

0 335 670 Feet

**FIGURE 2-1**

General Plan Land Use and Zoning

255 East Nance Street Warehouse Project

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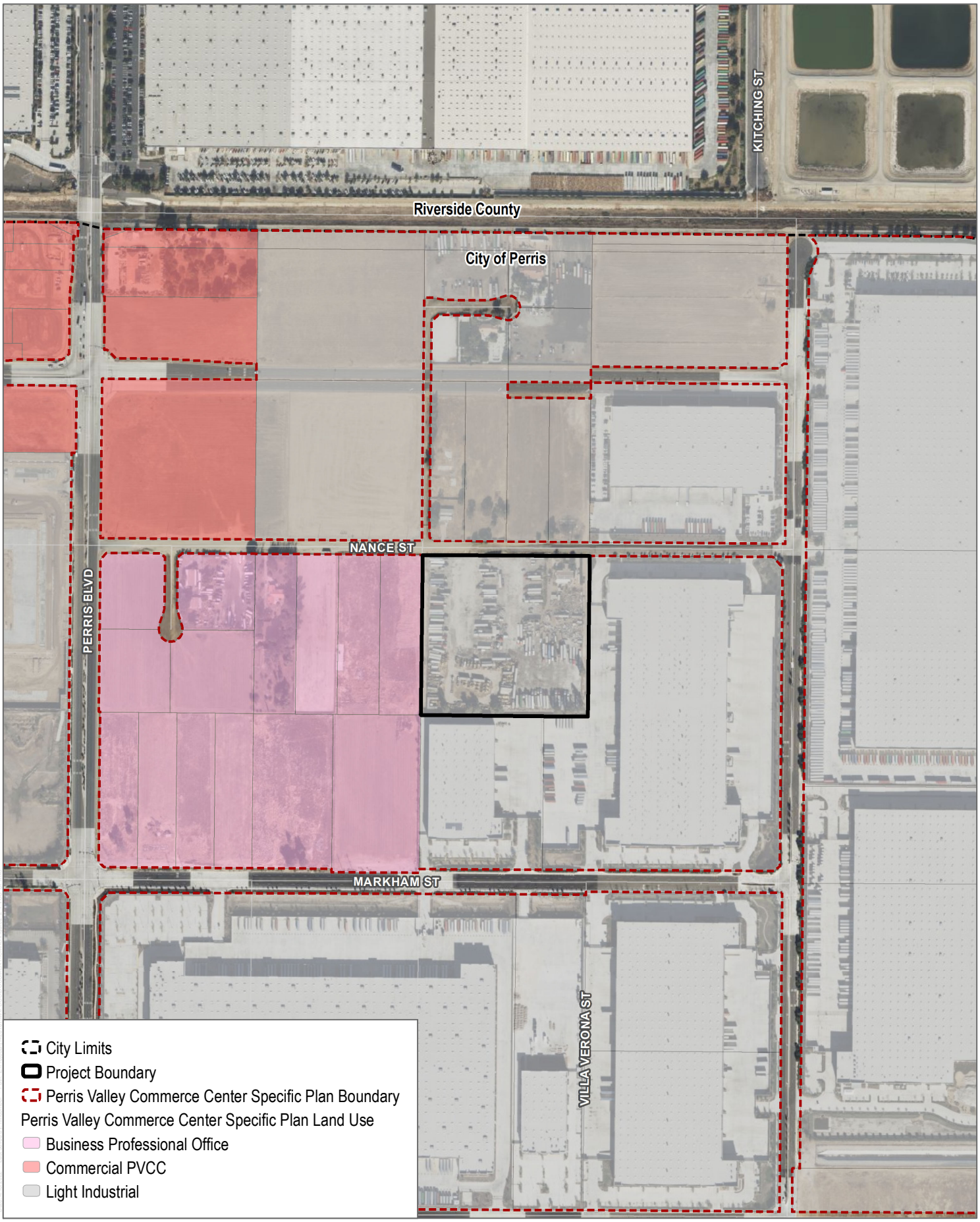


SOURCE: Bing Maps (accessed 2021); County of Riverside 2021; City of Perris 2022

DUDEK

0 250 500 Feet

**FIGURE 2-2**

Perris Valley Commerce Center Specific Plan

255 East Nance Street Warehouse Project

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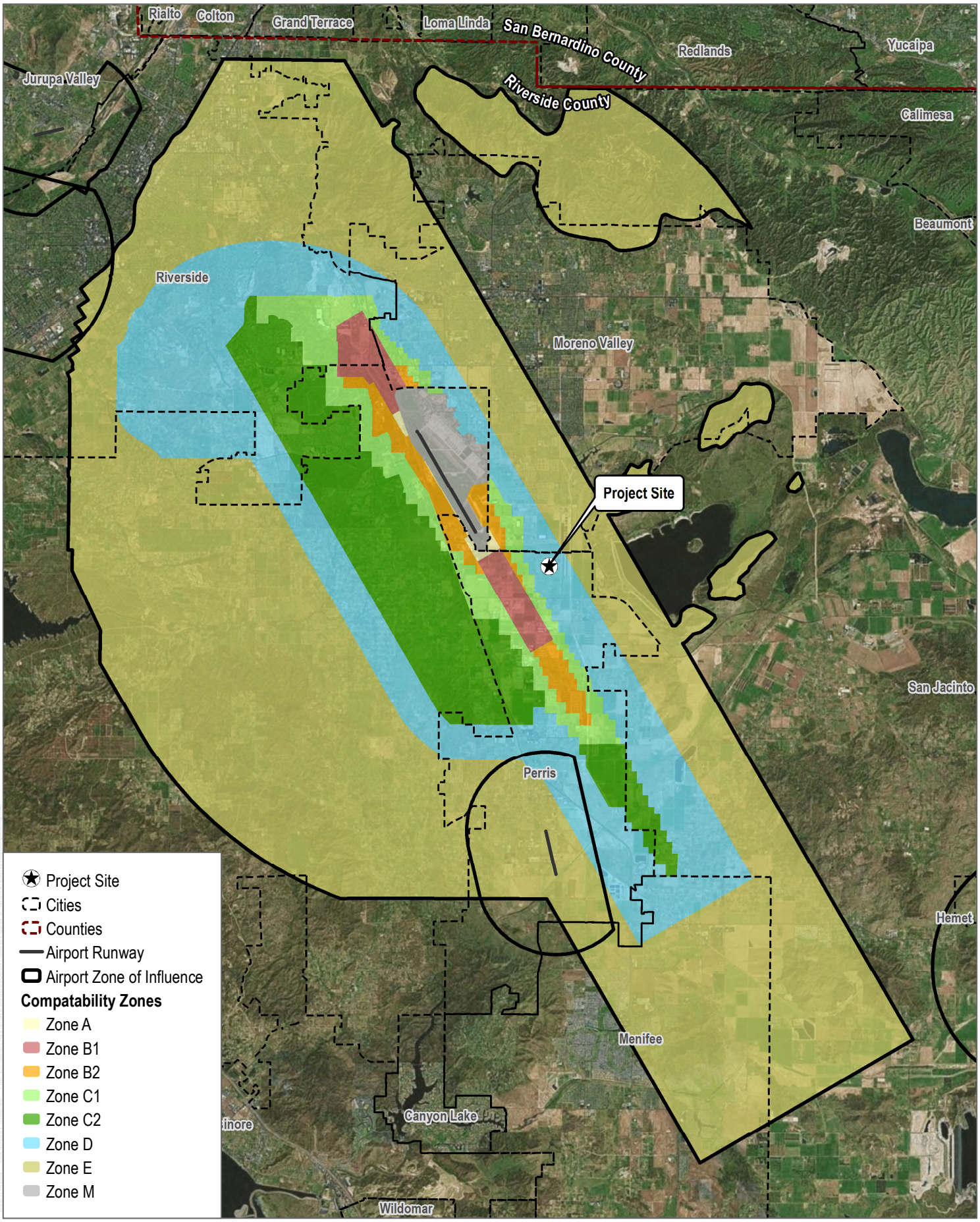


SOURCE: Bing Maps (accessed 2021); County of Riverside 2021

DUDEK

0 7,000 14,000 Feet

**FIGURE 2-3**

March Air Reserve Base Compatability

255 East Nance Street Warehouse Project

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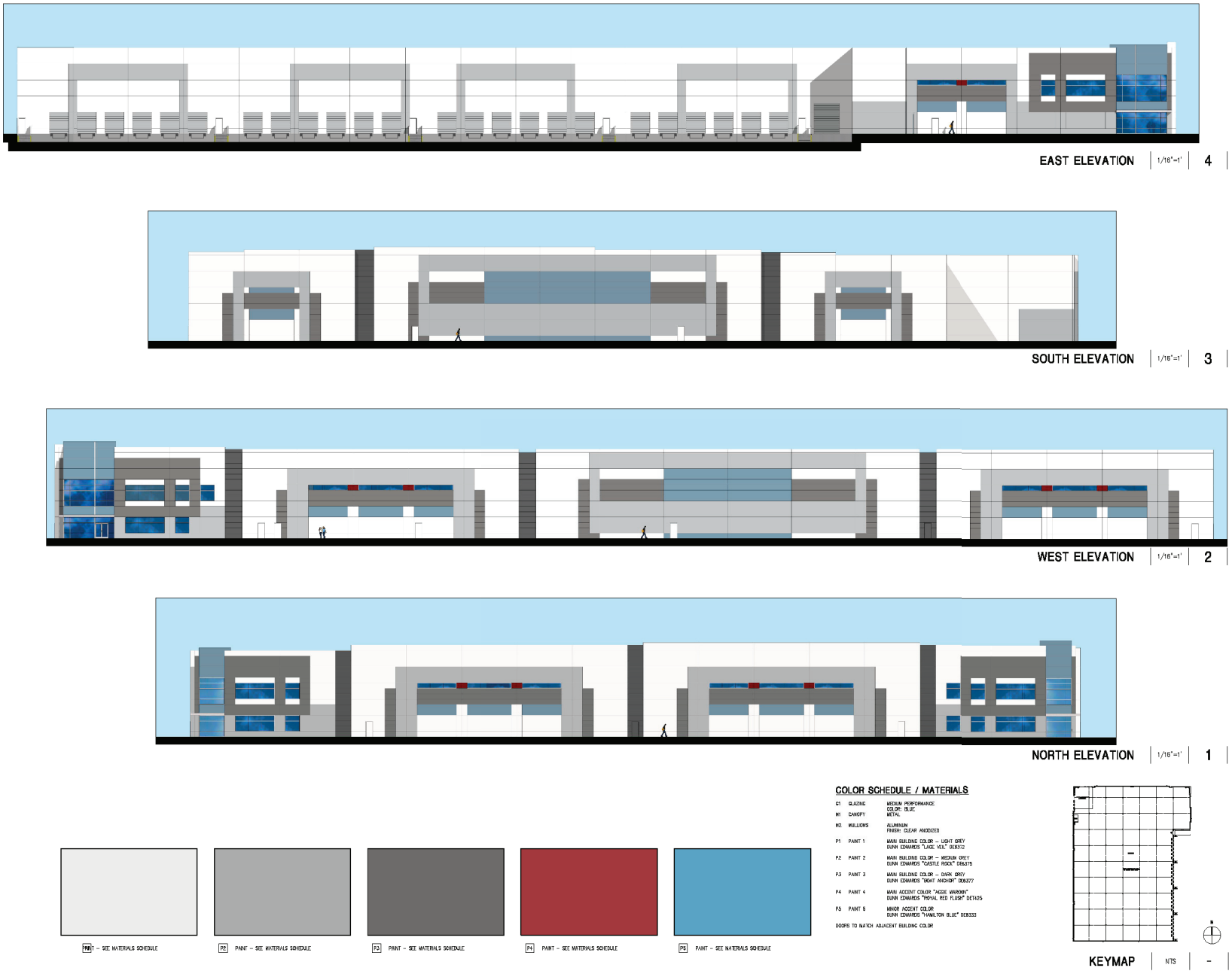


SOURCE: GAA Architects 2022

**FIGURE 2-4**

Conceptual Elevations

255 East Nance Street Warehouse Project

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SOURCE: GAA Architects 2022

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**FIGURE 2-5**

Conceptual Renderings

255 East Nance Street Warehouse Project

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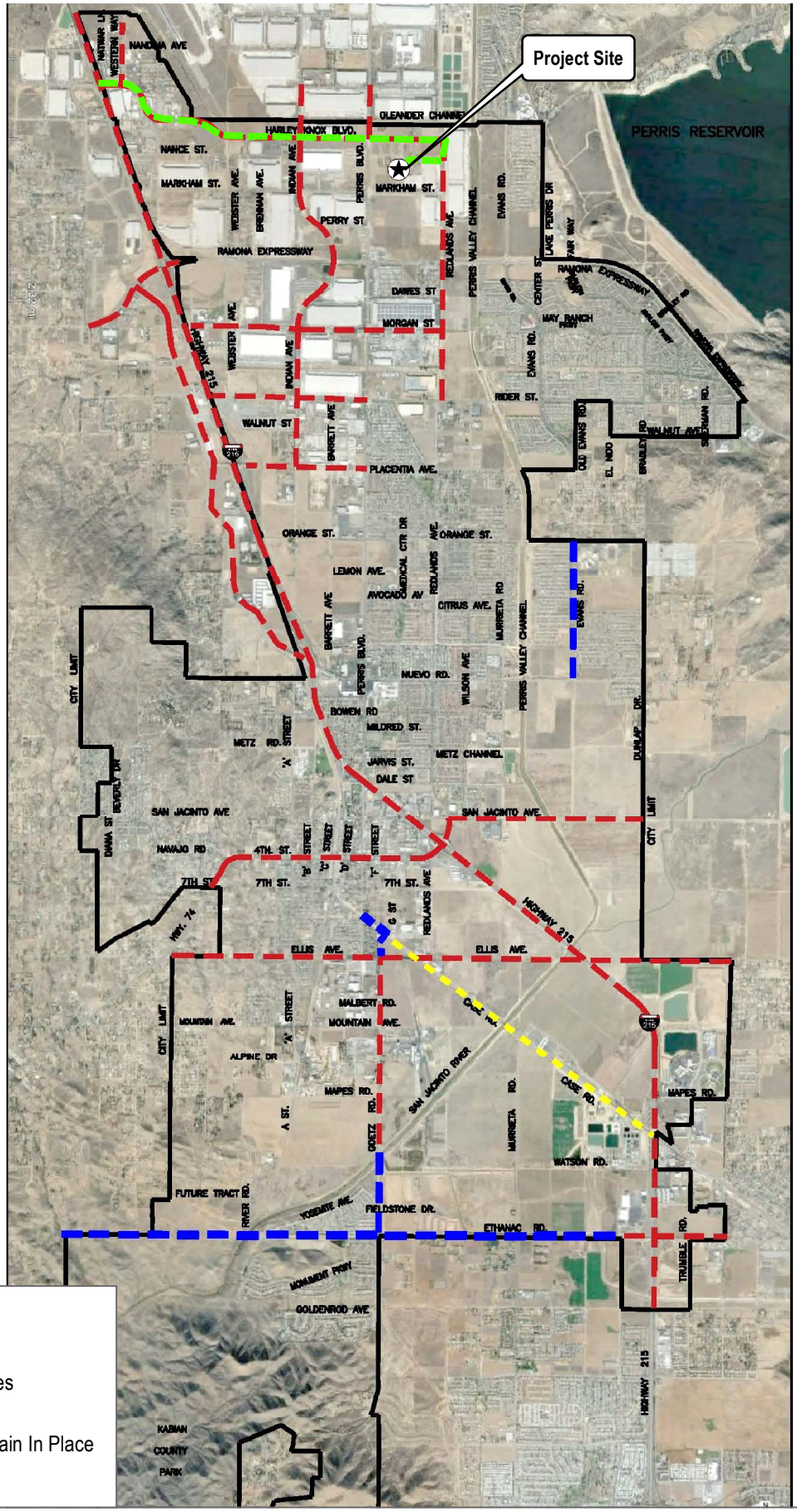


SOURCE: Tri Lake Consultants Inc. 2022

**FIGURE 2-6**

Project Truck Routes

255 East Nance Street Warehouse Project

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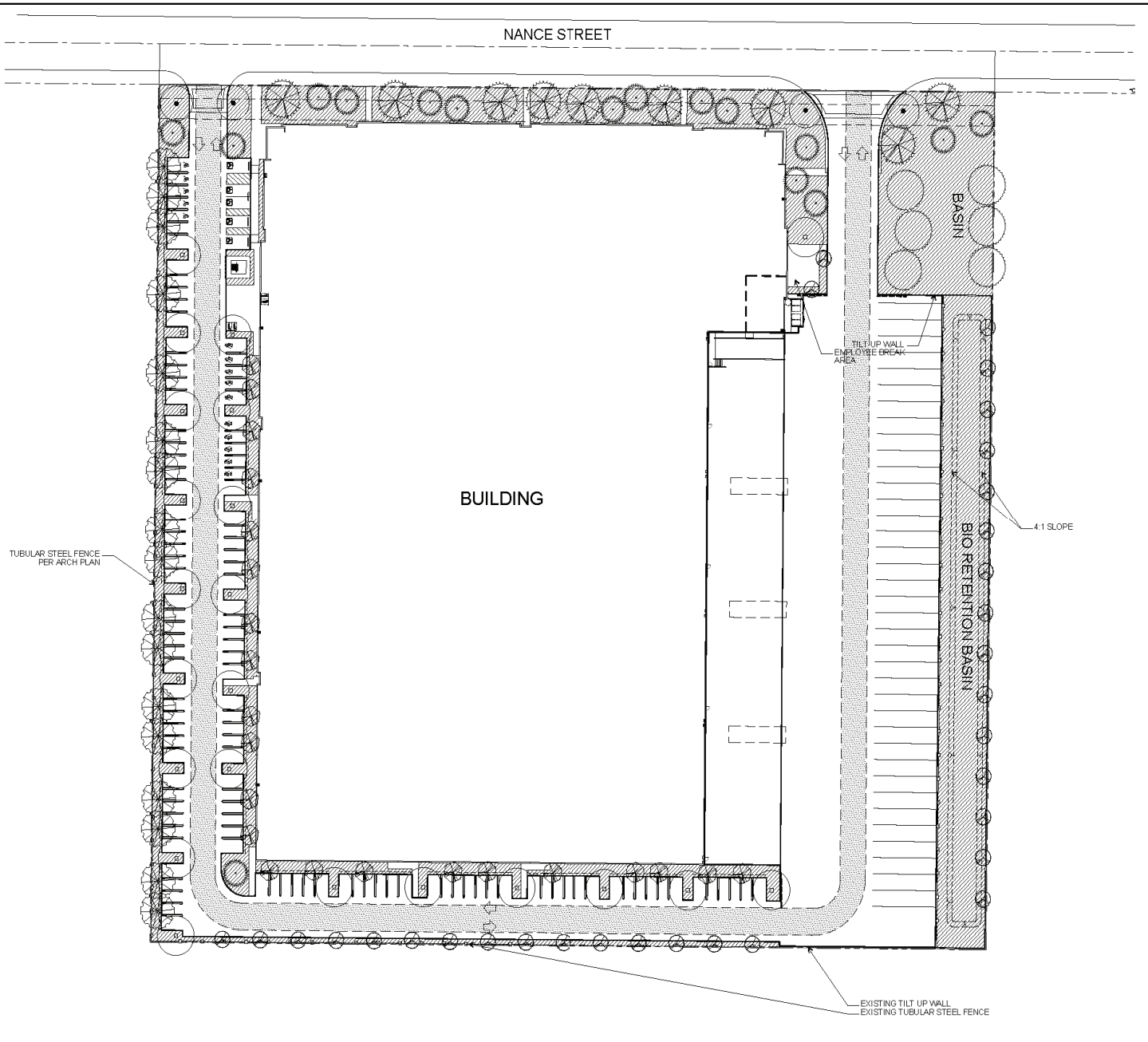


PLANTING LEGEND

TREES

| SYMBOL | BOTANICAL/COMMON NAME | SIZE | QTY | WUCOLS | REMARKS |
|---|---|---|---|---|---|
| | Cercidium 'Desert Museum' Blue Palo Verde | 36" Box | 4 | L | Multi |
| | Chitalpa tashkentensis Chitalpa | 24" Box | 17 | L | Standard |
| | Chilopsis linearis Desert Willow | 24" Box | 16 | L | Multi |
| | Lagerstroemia i 'Muskogee' Crape Myrtle | 24" Box | 32 | M | Multi |
| | Pinus eldarica Afghan Pine | 24" Box | 6 | L | Standard |
| | Prosopis chilensis Chilean Mesquite | 24" Box | 9 | L | Multi |
| | Rhus lancea African Sumac | 24" Box | 22 | L | Standard |
| | Tristania conferta Brisbane Box | 15 Gal | 22 | M | Standard |

SHRUBS

| SYMBOL | BOTANICAL/COMMON NAME | SIZE | QTY | WUCOLS | REMARKS |
|---|---|---|---|---|---|
| | Baccharis p. 'Centennial' Coyote Bush | 5 Gal | 127 | L | |
| | Cassia phyllodenia Silverleaf Cassia | 5 Gal | 73 | L | |
| | Heteromeles arbutifolia Toyon | 5 Gal | 118 | M | |
| | Muhlenbergia rigens Deer Grass | 5 Gal | 118 | M | |
| | Salvia c. 'Allen Chickering' Allen Chickering Sage | 5 Gal | 100 | L | |
| | Salvia greggii Autumn Sage | 5 Gal | 262 | L | |
| | Salvia leucantha Mexican Sage | 5 Gal | 67 | L | |
| | Westringia fruticosa Coast Rosemary | 5 Gal | 74 | L | |
| | Westringia f.'Grey Box Dwarf Coast Rosemary | 5 Gal | 20 | L | |
| | Westringia 'Wynyabbie Gem' Wynyabbie Coast Rosemary | 5 Gal | 100 | L | |
| | Dietes bicolor Fortnight Lily | 5 Gal | 246 | M | |
| | Ligustrum j. Texanum Texas Privet | 5 Gal | 273 | M | |

GROUNDCOVER

| SYMBOL | BOTANICAL/COMMON NAME | SIZE | SPACING | WUCOLS | REMARKS |
|---|---|---|---|---|---|
| | Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary | 1 Gal | 48" O.C. | L | |
| | Lonicera j. 'Halliana' Hall's Honeysuckle | 1 Gal | 48" O.C. | L | |
| | Acacia redolens 'Low Boy' Dwarf Acacia | 1 Gal | 8' O.C. | L | |
| | Baccharis p. 'Pigeon Point' Dwarf Coyote Bush | 1 Gal | 6' O.C. | L | |
| | Carissa m. 'Green Carpet' Prostrate Natal Plum | 1 Gal | 36" O.C. | M | |
| | Lantana 'Gold Mound' Yellow Lantana | 1 Gal | 36" O.C. | L | |
| | Myoporum parvifolium Myoporum | 1 Gal | 36" O.C. | L | |
| | Trachelospermum jasminoides Star Jasmine | 1 Gal | 24" O.C. | M | |

N

0 15' 30' 60'

Path: Z:\Projects\142610\MAPDOC\DOCUMENTS\MND

SOURCE: Hunter Landscape 2022

DUDEK

**FIGURE 2-7**

Conceptual Landscape Plan

255 East Nance Street Warehouse Project

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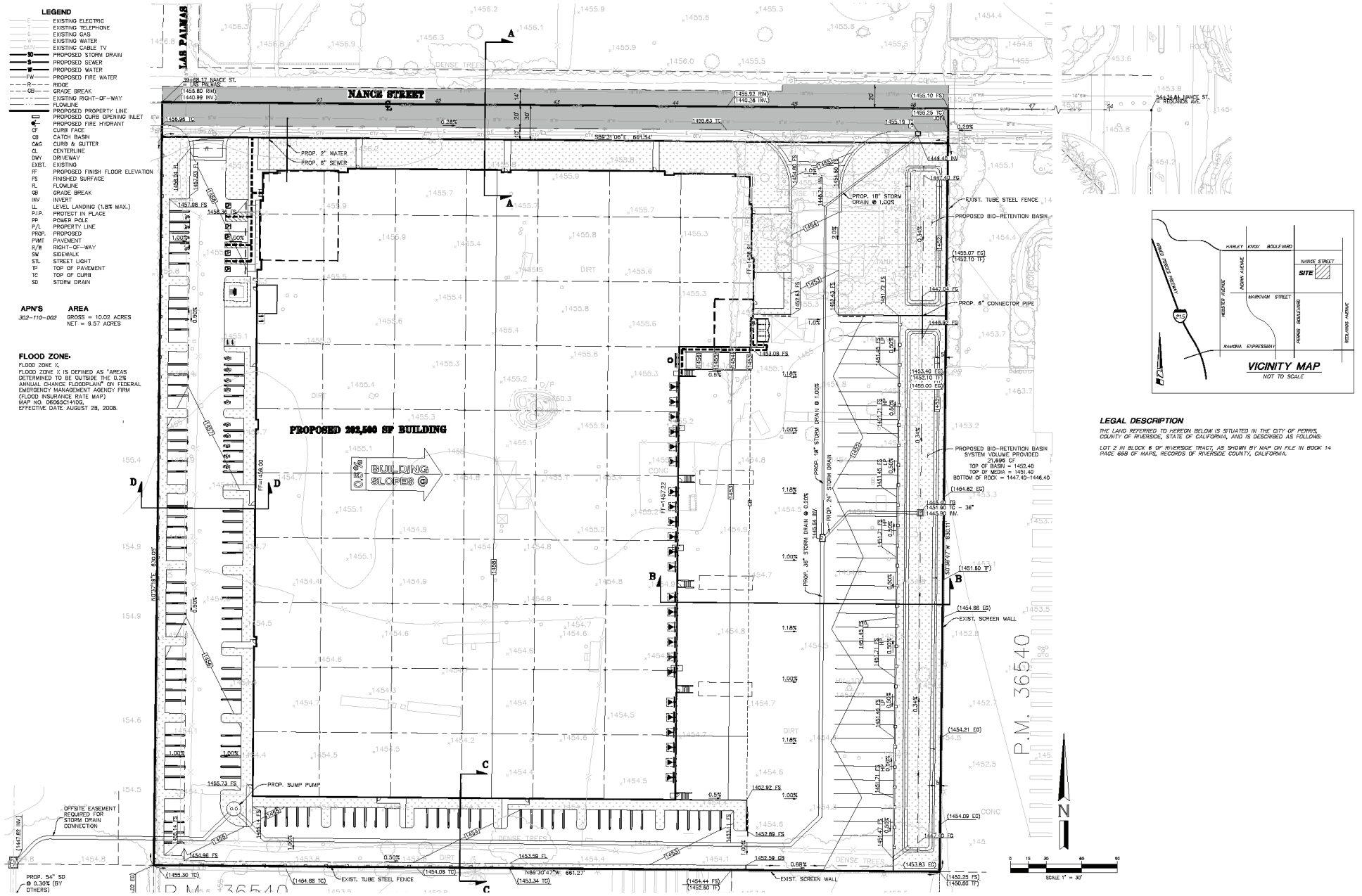


SOURCE: Huitt-Zollars, Inc. 2022

**FIGURE 2-8**

Conceptual Grading Plan

255 East Nance Street Warehouse Project

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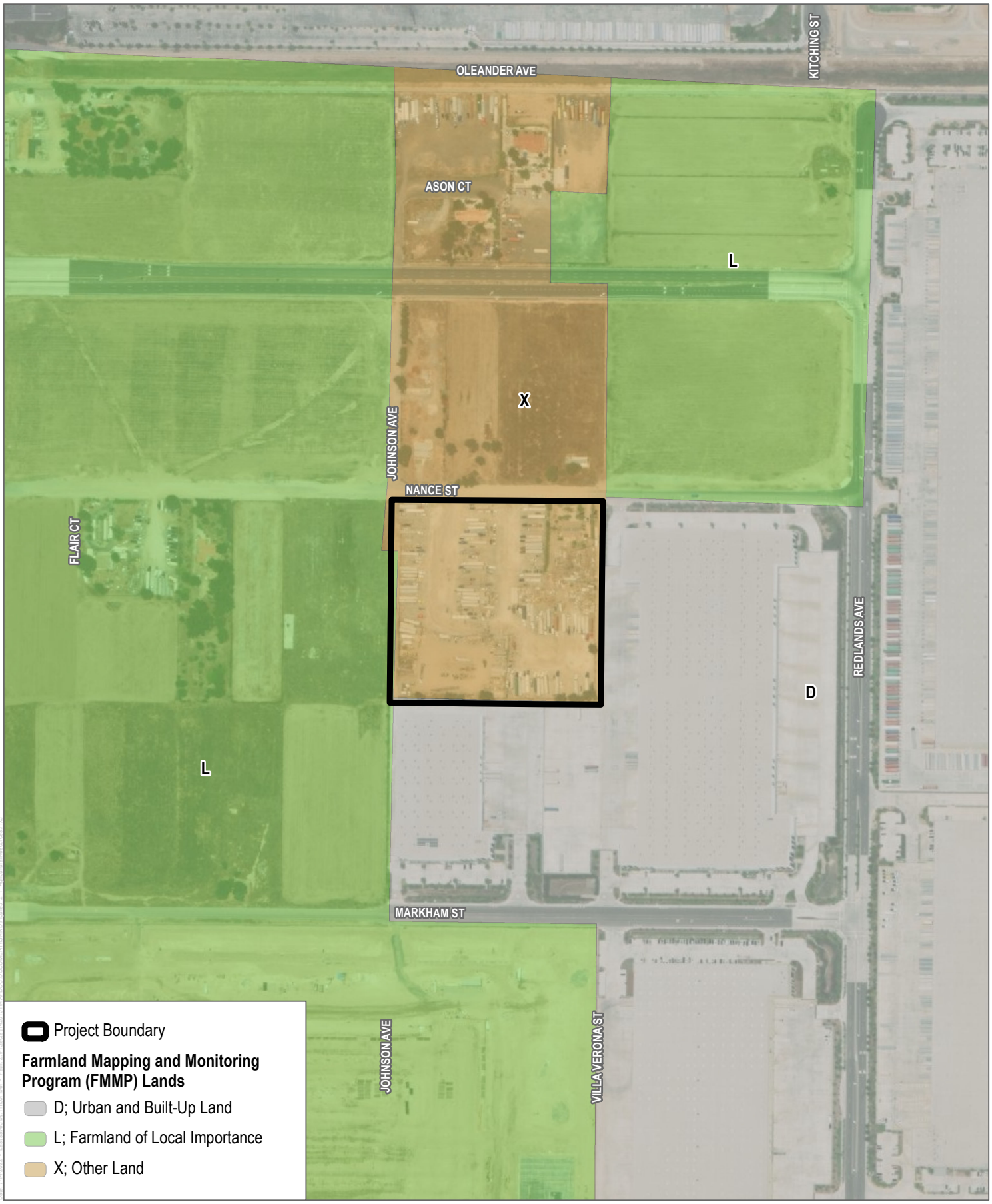


SOURCE: ESRI Imagery 2022; CA Dept. of Conservation 2018

DUDEK

0 200 400 Feet

**FIGURE 3.2-1**

Agricultural Resources

255 East Nance Street Warehouse Project

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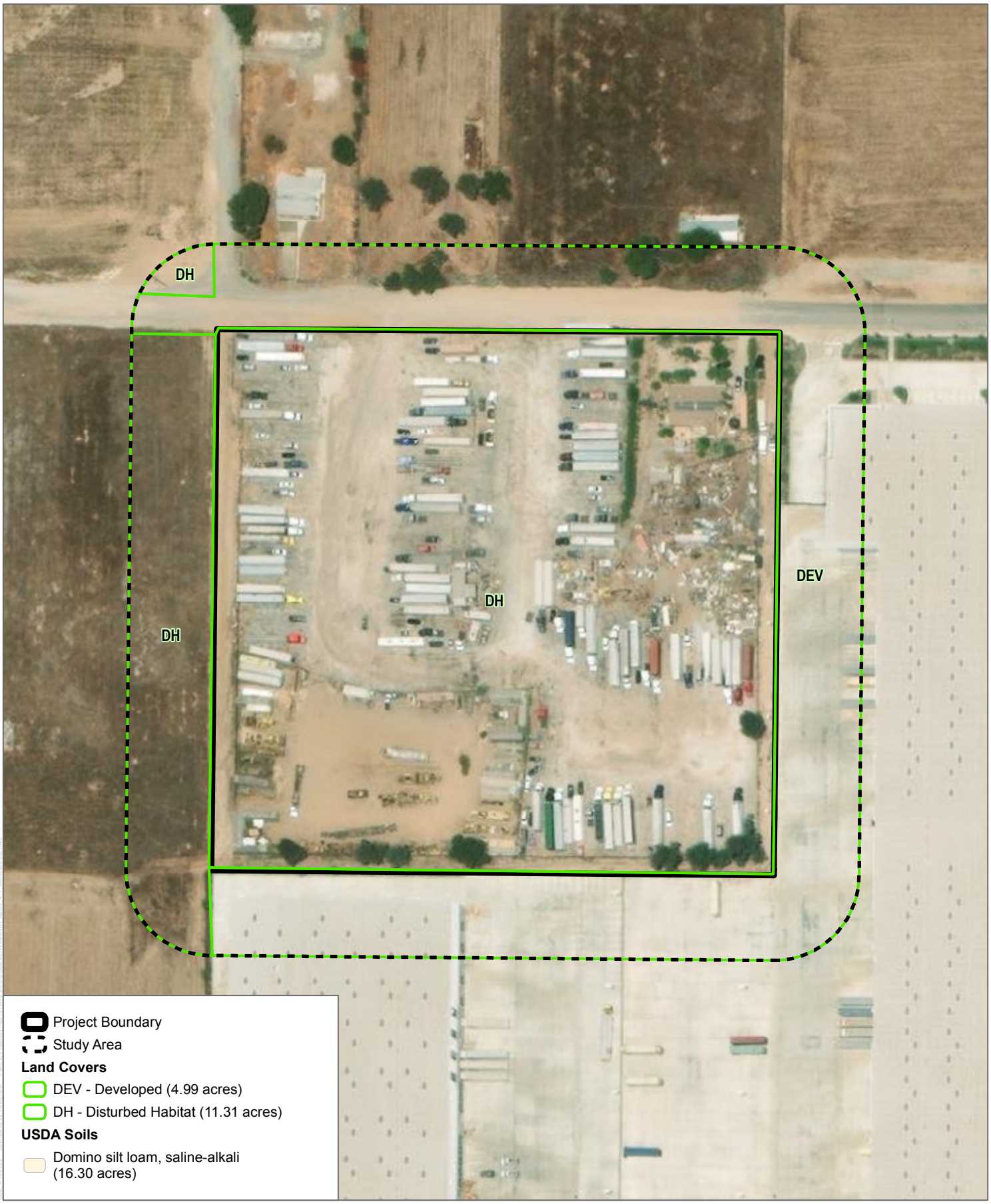


SOURCE: ESRI Imagery 2022

DUDEK

0 75 150 Feet

**FIGURE 3.4-1**

Biological Resources

255 East Nance Street Warehouse Project

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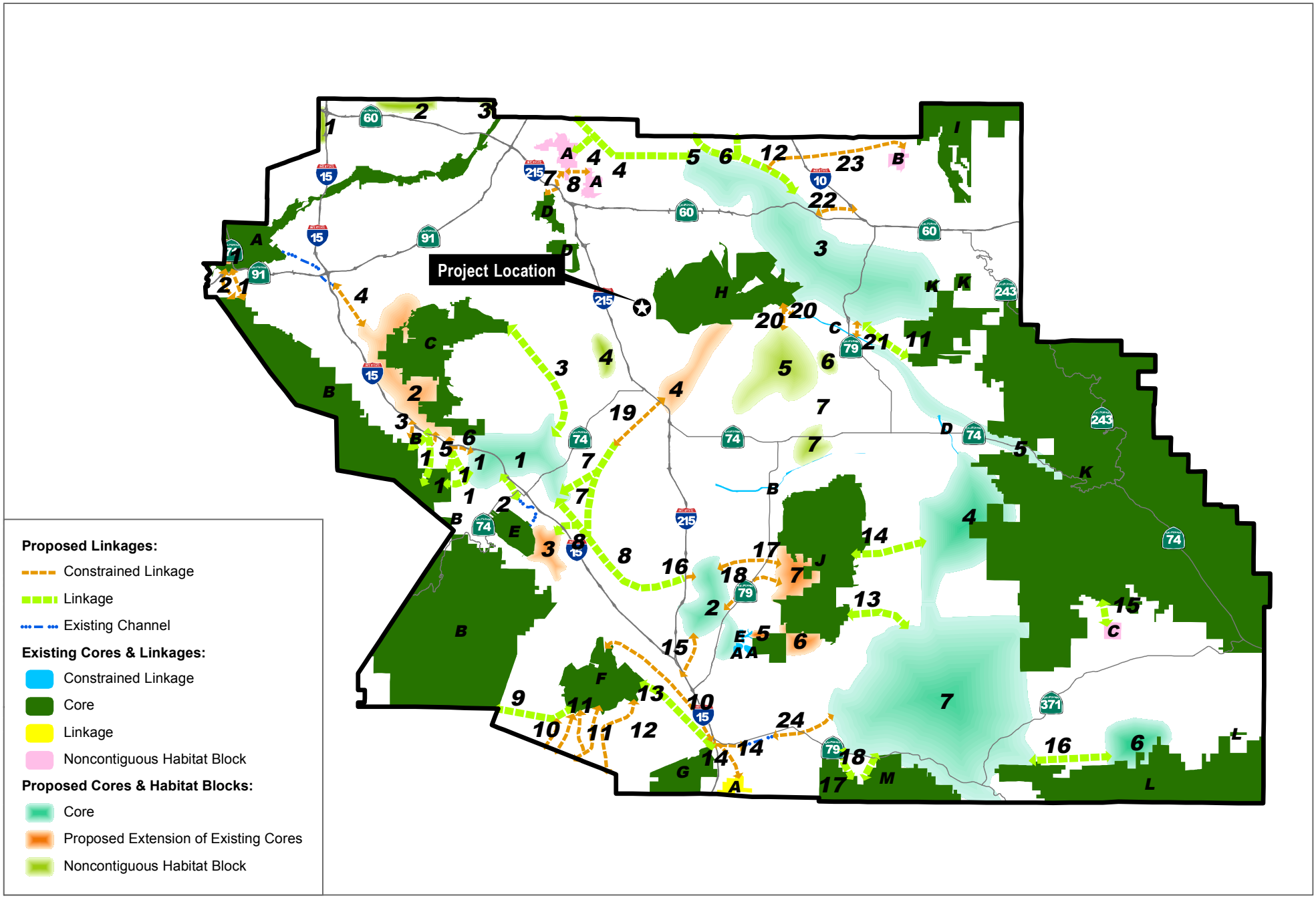


SOURCE: ESRI 2022

DUDEK

0 20,500 41,000 Feet

3.4-2

Western Riverside MSHCP

255 East Nance Street Warehouse Project

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SOURCE: Bing Aerial Maps, Open Street Map 2019

DUDEK

0 625 1,250 Feet

**FIGURE 3.12-1**

Noise Measurement Locations

255 East Nance Street Warehouse Project

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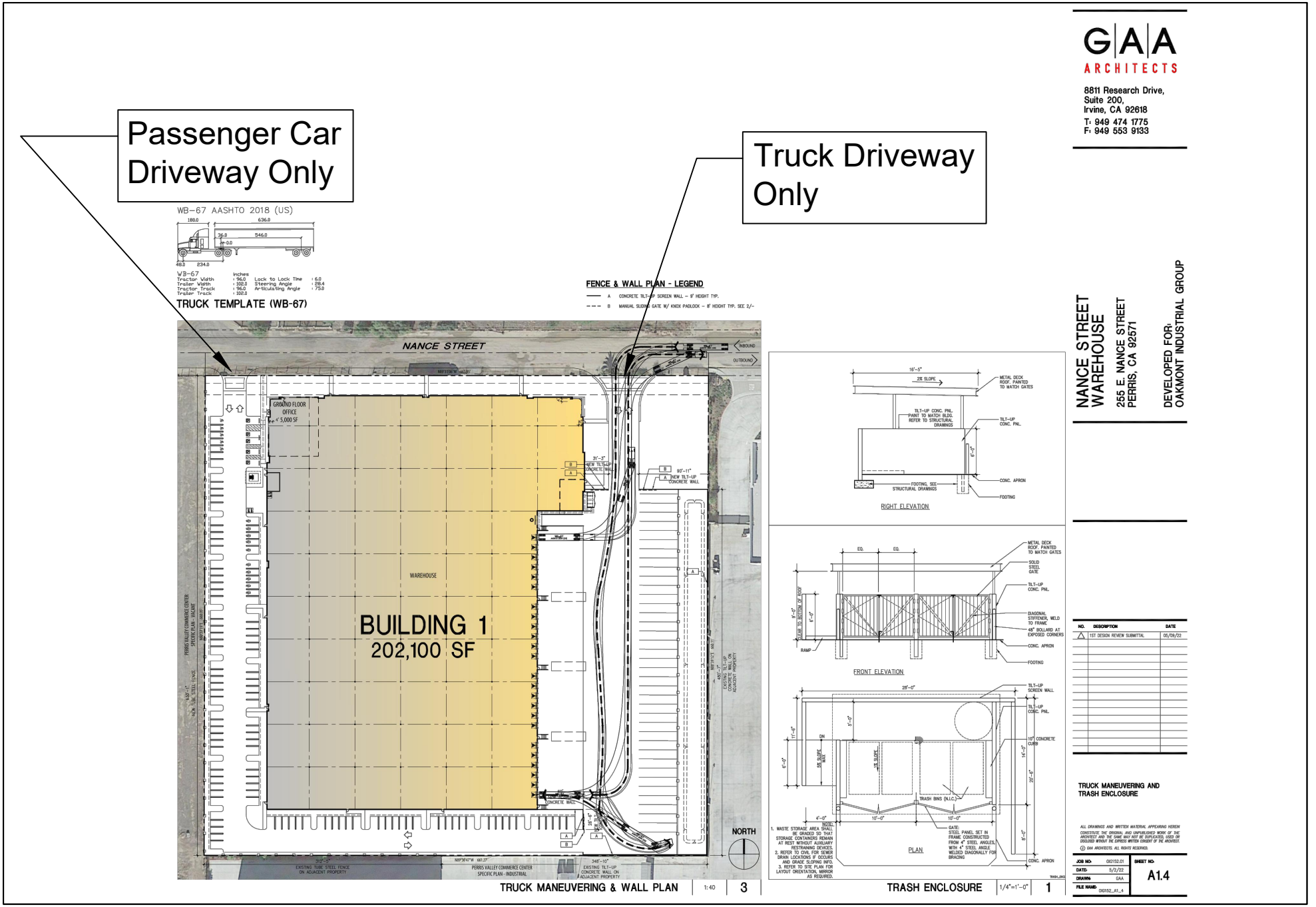


SOURCE: GAA Architects 2022

DUDEK NOT TO SCALE

**FIGURE** 3.17-1

Truck Maneuvering Plan

255 E. Nance Street Warehouse Project

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