5.9 Hazards and Hazardous Materials

5.9.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials, airport hazards, and physical hazards and impacts that would result from implementation of the Project. It identifies the ways that hazardous materials, airport hazards, and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. This analysis also addresses ways in which the Project may result in safety hazards for the public or future employees onsite. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Phase I Environmental Site Assessment*, prepared by SCS Engineers, 2019, included as EIR Appendix N

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to the RCRA, the United States Environmental Protection Agency (EPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a "cradle to grave" manner. The RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The EPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

The RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, the RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

The RCRA allows the EPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the EPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (Regional Water Board).

The RCRA also allows the EPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets, which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a "hazardous atmosphere" within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the Code of Federal Regulations governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act, which is administered by the Research and Special Programs Administration of the US Department of Transportation. The Hazardous Materials Transportation Act provides the Department of Transportation with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The Department of Transportation has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. The Department of Transportation regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, the Department of Transportation is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49, Code of Federal Regulations, Chapter I

Under CFR Title 49, Chapter I, the Department of Transportation's Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act authorized the Emergency Planning and Community Right-to-Know Act (42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement the Emergency Planning and Community Right-to-Know Act, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal Emergency Planning and Community Right-to-Know Act program is implemented and administered in California Governor's Office of Emergency Services, a state commission, 6 local committees, and 81 Certified Unified Program agencies. the Office of Emergency Services coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under the Emergency Planning and Community Right-to-Know Act.

5.9.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary State agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency administers the California Accidental Release Prevention program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of State and local agencies. The California Integrated Waste Management Board and the Regional Water Board specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency, with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the Riverside County Department of Environmental Health Hazardous Materials Branch. The Unified Program is the consolidation of six State environmental regulatory programs into one program under the authority of a Certified Unified Program Agency. A Certified Unified Program Agency is a local agency that has been certified by CalEPA to implement the six State environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures requirements)
- Uniform Fire Code Article 80 Hazardous Material Management Program and Hazardous Material Identification System

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5

The DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

CCR, Title 23, Chapter 16 – Underground Storage Tanks

Title 23, Chapter 16 of the Code of Regulations establishes construction requirements for new underground storage tanks; establishes separate monitoring requirements for new and existing underground storage tanks; establishes uniform requirements for unauthorized release reporting and for repair, upgrade, and closure of underground storage tanks; and specifies variance request procedures.

CCR, Title 27 – Solid Waste

Title 27 of the Code of Regulations contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or "Chisels") are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

CCR, Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional State requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program, which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, the California Highway Patrol, the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the South Coast Air Quality Management District (AQMD), the Riverside County Fire Department, and the Riverside County Department of Environmental Health.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State's roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

AB 617, Community Air Protection Program

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), the California Air Resources Board (CARB) has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations has been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB was required to prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB was also required to prepare a statewide strategy to reduce toxic air contaminants and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology, adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California Ambient Air Quality Standards, and provide uniform statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

5.9.2.3 Local and Regional Regulations

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster ordinances, estimate the probability of future occurrences and set goals to minimize potential risks and to reduce or eliminate long-term risk to people and property from man-made and natural hazards. The plan was prepared according to the provisions of the Disaster Mitigation Act of 2000. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Perris Local Hazard Mitigation Plan

The City of Perris has also developed and adopted a Local Hazard Mitigation Plan, which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Perris Emergency Operations Plan

The Perris Emergency Operations Plan describes emergency services training and exercises undertaken by the City. The Perris Emergency Operations Plan also outlines the mutual aid agreements (further discussed in the wildfire section) that apply to the City and other jurisdictions supporting mutual aid efforts. To better understand preparedness issues surrounding evacuation, the City has identified the potential evacuation routes within the City that connect to other parts of Western Riverside County.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to hazards and hazardous materials that are applicable to the Project:

Safety Element

Policy S-2.1 Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.

Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.

Policy S-2.3 Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.

Policy S-2.4 Provide adequate emergency facilities to serve existing and future residents, ensuring that all new essential facilities are located outside of hazard prone areas.

Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.

Policy S-3.2 Develop and maintain a disaster response and evacuation program and share the relevant information with City residents and businesses.

Policy S-3.3 Ensure businesses in Perris are prepared for emergency and disaster situations.

Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

Policy S-5.8 Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.

Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

Policy S-6.2 Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.

Policy S-6.2b Continue to notify March Air Reserve Base, and March Inland Port Airport Authority of new development project applications and consider their input before making land-use decisions.

Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.

Policy S-8.1 Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.

Policy S-8.2 Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.

Policy S-8.3 Facilitate coordinated, effective responses to hazardous materials emergencies in the City to minimize health and environmental risks.

Policy S-8.4 Educate residents and businesses about proper disposal methods of household hazardous waste and the availability of less toxic materials that can be used in place of more toxic household materials.

March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan

The March Air Reserve Base/Inland Port Airport (March ARB/IPA) Airport Land Use Compatibility Plan (ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (ALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County Airport Land Use Commission has the responsibility of airport land use compatibility planning for public use and military airports in Riverside County. Land use compatibility for each March ARB/IPA influence zone is determined through consistency with the Basic Compatibility Criteria table (Table MA-2 of the March ARB/IPA ALUCP), in order to minimize the potential hazards associated with airport operations. The standards regulated by compatibility criteria are maximum density, required open space, prohibited uses, and other development conditions.

Perris Valley Airport Land Use Compatibility Plan

The Perris Valley ALUCP was prepared for and adopted by the Riverside County ALUC and includes compatibility policies for Perris Valley Airport. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County ALUC has the responsibility of airport land use compatibility planning for public use and military airports in Riverside County. The Perris Valley ALUCP sets forth policies that apply to airport planning and developments within the vicinity of the airport.

Perris Municipal Code

Chapter 19.51; March ARB/IP Airport Overlay Zone (MAOZ). This chapter codifies the compatibility criteria table from the March ARB/IPA ALUCP (§19.51.060 – Basic compatibility criteria and notes). This chapter also prohibits certain developments or uses that may result in hazards to flight operations. All ministerial and discretionary actions within the MAOZ must be reviewed for consistency to these criteria.

Chapter 19.08.055 California Fire Code. The Perris Municipal Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council. The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

5.9.3 ENVIRONMENTAL SETTING

Environmental Site Conditions

Specific Plan Area

The Specific Plan Area is currently undeveloped and disturbed from previous agricultural activities. The site is vacant, except for Val Verde Elementary School in the Specific Plan Overlay area and two single-family residences and remnants of two previously demolished single-family residences near the intersection of Indian Avenue and Orange Avenue. The Specific Plan Area contains ruderal habitat, consisting of non-native grasses. In addition, the site is disked on a regular basis for weed abatement. The site is relatively flat with a slight regional slope toward the east/southeast. The offsite improvement alignments consist of paved roads.

The Specific Plan Area was historically used for agricultural purposes as early as 1901. As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used on site and exist in site soils. In addition to the agricultural uses onsite, Evans Transportation, a small business historically located at 1936 Indian Street, near the center of the Specific Plan Area was identified in regulatory databases and regulatory agency files as the location of two former fuel underground storage tanks, one that stored gasoline and the other diesel. The underground storage tanks were moved in 1992 and initial testing indicated the presence of total petroleum hydrocarbons and Volatile Organic Compounds (VOC) in soil samples. The soil was excavated to a landfill and the confirmation soil sampling showed that total petroleum hydrocarbons concentrations were below regulatory screening levels. This property is considered a historical recognized environmental condition. Val Verde Elementary School, located within the proposed Specific Plan Overlay area has been operational since 1967, and had two 1,000-gallon underground storage tanks removed from the site in 1993. Confirmation soil samples at that time did not show evidence of releases from the tanks, but did indicate that there had been releases from the piping leading to the dispensers. A total of 566 cubic yards of gasoline-impacted soil was excavated to a total depth of 31 feet below ground surface. Based on the results of the remedial excavation work, DTSC concluded that no actual or potential hazardous substance release was indicated which would pose a threat to human health or the environment. No storage tanks are currently located within the Specific Plan Area.

The use of asbestos-containing material and lead based paint was common in building construction prior to 1978. Because some of the structures on the Specific Plan Area were constructed prior to 1978, there is potential for asbestos containing materials and/or lead based paint to be present. One of the onsite residences, located at 2304 Indian Avenue, had asbestos containing waste removed from the site in 2015 (EIR Appendix N).

Adjacent Properties

Uses surrounding the Specific Plan Area are mixed urban uses that are similar to those within the central portion of the City of Perris.

- **North:** West Placentia Avenue, followed by industrial uses.
- **South:** Commercial uses.
- **East:** North Perris Boulevard followed by commercial uses followed by residences.
- **West:** I-215 followed by industrial uses.

The Phase I Environmental Site Assessment (Phase I ESA), as included as EIR Appendix N, did not identify any offsite hazardous material sources of environmental concern surrounding the Specific Plan Area. The property at 2309 Perris Boulevard is currently listed as an underground storage tank site with no indications of past releases from the underground storage tank and is therefore not considered a negative environmental condition for the Specific Plan Area. The adjacent property at 2131 North Perris Boulevard was listed as a dry cleaner between 2006 and 2013 but is not considered a negative environmental condition for the Specific Plan Area. The property at 2830 Barrett Avenue has been cited using various hazardous wastes, but none are indicative of a chemical release and is not considered a negative environmental condition for the Specific Plan Area. The property at 24201 Orange Avenue is listed as the historical location of two underground storage tanks installed in 1966; however, no record or their status is reported and no report of a release from these tanks were found. Thus, the site is not expected to pose a risk to the Specific Plan Area. The property at 2560 Perris Boulevard is a Walmart associated with an aboveground storage tank with no indications of a release. There is also a dry cleaner listed with active permits to use perchloroethylene in its dry-cleaning process. However, due to the being downgradient from the Specific Plan Area, the property is not considered an environmental risk for the proposed Project. The property at 2560 Perris Boulevard lists numerous hazardous wastes with no record of any release; thus, the property is not expected to affect the environmental condition of the Specific Plan Area. Finally, the property at 100 Perris Boulevard

has similarly generated numerous hazardous wastes with no documented chemical releases and thus is not expected to affect the Specific Plan Area (EIR Appendix N).

Wildland Fire

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

Schools

Val Verde Elementary School is currently located within Phase 2 of the Project site at 2656 Indian Avenue. Perris Early Head Start is located within 0.25 mile of the Project, located at 148 Avocado Avenue.

Evacuation Routes

According to the City of Perris General Plan Safety Element, Figure S-1: *Potential Evacuation Routes*, Indian Avenue and Perris Boulevard are designated as a City evacuation route (City of Perris, 2021).

Airports

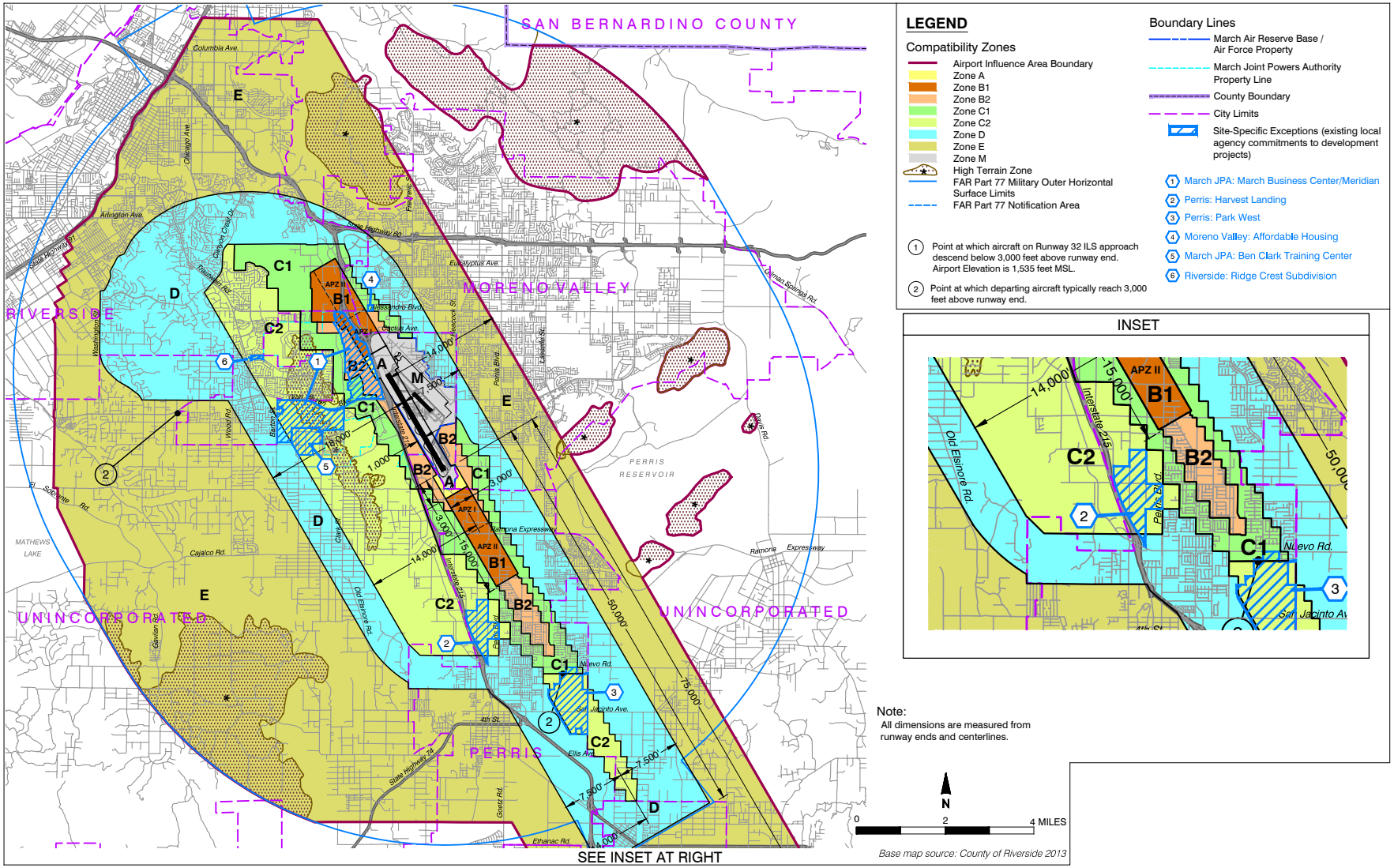
March Air Reserve Base

The Specific Plan Area is located approximately 2.8 miles southeast of March ARB/IPA. The Specific Plan Area is located within March ARB/IPA ALUCP Compatibility Zone C2, defined as the Flight Corridor Zone. The risk level associated with Compatibility Zone C2 is considered moderate to low due to the proximity to a distant portion of the instrument arrival corridor and closed-circuit flight training activity corridors (RCALUC, 2014). In addition, The Project site is located outside of the March ARB/IPA 60 dBA CNEL airport noise level contour boundaries, as shown in Figure 5.12-3, *Project Site and the March ARB/IPA Noise Contours* (United States Department of Defense, 2018).

Perris Valley Airport

The Specific Plan Area is located approximately 2.3 miles northeast of Perris Valley Airport and is not located within the airports 55 dBA CNEL noise level contour, as shown in Figure 5.12-2, *Project Site and Perris Valley Airport Noise Contours*. The Specific Plan Area is not located within the Perris Valley ALUCP Airport Influence Area (RCALUC, 2011).

MARB/IPA Compatibility Zones



Data source: RCALUC. (2014). *Map MA-1: Compatibility Map.* March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan. Referenced from https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf

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5.9.4 THRESHOLDS OF SIGNIFICANCE

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

HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.

HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, State, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA (EIR Appendix N) prepared for Project. The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Specific Plan Area.

The evaluation of significance of potential impacts related to airport safety considers both direct safety effects related to aircraft operations and indirect effects related to development within the vicinity of an airport, per compliance with the March ARB/IPA ALUCP and Perris Valley ALUCP. The airport hazards analysis presented in this section is based on Project consistency with the March ARB/IPA ALUCP, Perris Valley ALUCP and Perris Municipal Code Chapter 19.51 - March ARB/IP Airport Overlay Zone (MAOZ).

5.9.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.[1] The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

Less than Significant Impact. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes.

Construction

Specific Plan Area

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Specific Plan Area. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

[1] The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Construction contractors would be required to comply with federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the Department of Transportation, CalOSHA, CalEPA, DTSC, and the Riverside County Department of Environmental Health. Additionally, construction activities would require implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit and enforced by the Santa Ana Regional Water Board and the City during the construction permitting and inspection process. The SWPPP is required to include strict onsite handling rules and best management practices to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Specific Plan Area would be ensured during Project permitting procedures to limit potentially significant hazards to construction workers, the public, and the environment, which would reduce potential impacts to a less than significant level.

Operation

Phase 1 Developments

Phase 1 of the Specific Plan would be developed with various commercial and industrial uses. Depending on the type of businesses that would occupy the proposed buildings, operations may involve the storage and use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the EPA, Department of Transportation, CalEPA, CalOSHA, DTSC, and County of Riverside Department of Environmental Health.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with the managing local agency, known as the Certified Unified Program Agency. In Riverside County, including the City of Perris, the County Department of Environmental Health is the Certified Unified Program Agency. If the operations of future tenants of the proposed business park or retail center exceed established thresholds, Certified Unified Program Agency permits would be required. The City requires businesses subject to any of the Certified Unified Program Agency permits to file a Business Emergency/Contingency Plan. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related to the routine transport, use, and disposal of the hazardous materials to a less than significant level.

Phase 2 Buildout

Development of Phase 2 would allow the development of up to 4,007,956 square feet of MBU on the site. Hazardous substances associated with the proposed increased MBU density at Phase 2 would be limited in both amount and use. Similar to the existing MBU development within Phase 1, typical hazardous materials found at within industrial or warehouse buildings would involve lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. The compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related the routine transport, use, and disposal of the hazardous materials to less than significant.

IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Specific Plan Area

Less than Significant Impact.

Construction

As described previously, the Specific Plan Area was historically used for agricultural purposes as early as 1901 and there is a potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers, were used on site. However, as there is no evidence of any pesticide storage or mismanagement onsite, the agriculture history of the site is considered a de minimis condition and does not require further investigation. In addition, the historical recognized environmental condition located at 1936 Indian Street has been closed since 1993, and the hazardous materials do not pose as a risk to the proposed Project (EIR Appendix N). Therefore, the Project would not create a significant hazard to the public or environment through accidental release of hazardous materials related to previous agricultural uses.

Accidental Releases. As described previously, construction of the Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction best management practices (through implementation of a required SWPPP implemented by City conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the Project's potential construction-related impacts would be less than significant.

Asbestos Containing Materials. Buildings on the Specific Plan Area were constructed in the 1970s when many structures were constructed with what are now recognized as hazardous building materials, such as lead and asbestos. Demolition of these structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow State regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by South Coast AQMD Rule 1403 to ensure that asbestos removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous

Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These requirements would ensure that the Project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Lead Based Materials. Lead-based materials may also be located within existing structures within the Specific Plan Area. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and State regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by CalOSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based materials. CalOSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, CalOSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. These requirements are included to ensure that the Project applicant submits verification to the City that the appropriate activities related to lead have occurred, which would reduce the potential of impacts related to lead-based materials to a less than significant level.

Undocumented Hazardous Materials. As described previously, the Specific Plan Area and surrounding area has a history of various uses that include use and storage of hazardous materials, such as vehicle service stations and dry cleaners. As a result, there is the potential for undocumented hazardous material to exist on site. However, the existing federal and State regulations related to hazardous materials and construction include procedures to follow in the case hazardous materials are uncovered during construction activities.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These regulations are detailed previously and include, but are not limited to, the Federal Resource Conservation and Recovery Act, the Occupational Safety and Health Act that is implemented by OSHA, and the Hazardous Materials Transportation Act. Additionally, the California Integrated Waste Management Board and the Santa Ana Regional Water Board specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27). Thus, with implementation of existing regulations, impacts related to upset or accident conditions involving the release of hazardous materials into the environment would be less than significant.

Operation

As discussed in Impact HAZ-1, the future tenants within the Specific Plan Area may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; Riverside County regulations; and Perris regulations enforced by the EPA, Department of Transportation, CalEPA, CalOSHA, DTSC, and County of Riverside Department of Environmental Health. The Riverside County Department of

Environmental Health, as the Certified Unified Program Agency would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, State, and federal government authorities. Moreover, the proposed development Project would include a Water Quality Management Plan (WQMP). Best management practices would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. Therefore, operations within the Specific Plan Area would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Potential impacts related to hazardous materials from operation would be less than significant.

IMPACT HAZ-3: THE PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

Less than Significant with Mitigation Incorporated. While the proposed Project would include a Multiple Business Use (MBU) Overlay over the parcel containing Val Verde Elementary School at 2656 Indian Avenue and the school could be redeveloped with MBU uses, this section will conservatively analyze the site with the school operating through construction and operation of both phases the proposed Project.

Construction

Specific Plan Area

Heavy construction equipment (e.g., dozers, excavators, and tractors) would be used for construction at the Specific Plan Area. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact HAZ-1, use of the hazardous materials would be regulated by the DTSC, EPA, CalOSHA, and the Riverside County Department of Environmental Health. Additionally, as discussed in Draft EIR Section 5.3, *Air Quality,* construction-related emissions would be regulated by South Coast AQMD Rules 401 and 403. In addition, total construction emissions were also determined to not exceed South Coast AQMD localized significance criteria pollutant thresholds with implementation of mitigation. In addition, a construction health risk assessment (HRA) was completed to determine the potential health risks at the maximally exposed individual receptor during construction activity. The Construction HRA found that the maximum lifetime cancer and non-cancer health risks would be below recommended thresholds for the maximally exposed sensitive receiver (EIR Appendix C). Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

Phase 1 Development

Though the future occupants at the Phase 1 site are unknown, as discussed in Impact HAZ-1, hazardous materials typically used at business park and commercial properties may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the businesses would also be required to comply with Certified Unified Program Agency permitting requirements and create a Business Emergency/Contingency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. Businesses would be required to install and maintain equipment and supplies for containing and cleaning up

spills of hazardous materials. Workers would be trained to contain and cleanup spills and notify the Riverside County Department of Environmental Health and/or other appropriate emergency response agencies, as needed. Additionally, the proposed building would be designed to allow all operations to be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, and the loading and unloading of trailers at the loading bays. Therefore, potential hazards would be contained within the proposed building.

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards and as required by Mitigation Measure AQ-10. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, in Section 5.3, *Air Quality*, operational emissions of pollutant emissions or diesel particulate matter from the Project would not exceed established localized significance thresholds with implementation of Mitigation Measures AQ-8 through AQ-21. In addition, an operational HRA was completed and determined that the maximum exposed school child receptor would have a maximum lifetime cancer risk of 2.08, which is less than the significance threshold of 10 and a maximum hazard index of ≤0.01, which is less than the significance threshold of 1.0 (EIR Appendix C). Therefore, the use of hazardous materials and the generation of hazardous emissions within the Phase 1 Development would not pose a significant hazard at nearby schools, and potential operational impacts would be less than significant with incorporation of Mitigation Measures AQ-8 through AQ-21.

Phase 2 Buildout

Though the future occupants at the Phase 2 area are unknown, as discussed in Impact HAZ-1, hazardous materials typically used at warehousing and light manufacturing facilities may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in accordance with applicable laws and regulations. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, operational emissions of pollutant emissions or diesel particulate matter from the proposed development in the Phase 2 area would not exceed established localized significance thresholds with implementation of Mitigation Measures AQ-8 through AQ-21. Therefore, the use of hazardous materials and the generation of hazardous emissions within the Specific Plan Area would not pose a significant hazard at nearby schools, and potential operational impacts would be less than significant with incorporation of Mitigation Measures AQ-8 through AQ-21.

IMPACT HAZ-4: THE PROJECT WOULD NOT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE § 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

Less than Significant Impact.

Specific Plan Area

The Phase I ESA (EIR Appendix N) prepared for the Specific Plan Area included searches of federal, State, and local databases to determine whether hazardous materials sites were within and/or surrounding the Project. The record searches determined that Evans Transportation, located at 1936 Indian Street, near the center of the Specific Plan Area within Phase 1 was listed on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The site was listed for the unauthorized release from underground storage tanks in 1992. Approximately 100 tons of soil were subsequently excavated and removed from the former tank pit area to a landfill. Confirmation soil sampling showed remaining total petroleum hydrocarbons concentrations from 15 to 28 milligrams per kilogram (mg/kg), which is below current regulatory screening levels, and no detectable concentrations of fuel-related VOC. On June 17, 1993, the Riverside County Department of Environmental Health closed the case file related to the leaking underground storage tank (EIR Appendix N). Thus, the hazardous site listing was determined to be a Historic Recognized Environmental Condition and does not pose a hazard to the public or the environment as described in the Phase I ESA, and potential impacts would be less than significant.

IMPACT HAZ-5: THE PROJECT WOULD NOT, FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.

Specific Plan Area

Less than Significant Impact. The Specific Plan Area is located approximately 2.3 miles northeast of Perris Valley Airport. The Specific Plan Area is not located within the Airport Influence Area and is outside of the airport's 55 dBA CNE noise level contour (RCALUC, 2011). As such, the Project site is not within any delineated safety or noise hazard zones, and the Project would not result in a safety hazard or excessive noise related to Perris Valley Airport.

The Specific Plan Area is located approximately 2.8 miles southeast of March ARB/IPA. The Specific Plan Area is located within March ARB/IPA ALUCP Compatibility Zone C2 (RCALUC, 2014). Safety hazards within Zone C2 are primarily related to the proximity to the instrument arrival corridor. The risk level associated with Compatibility Zone C2 is considered moderate to low and the noise impact is considered moderate. The Specific Plan Area is not located within the 60 dBA CNEL noise level contour boundaries from March ARB/IPA.

Due to the nature of the required City approvals (i.e. the proposed Specific Plan Amendment and General Plan Amendment), the City of Perris is required, pursuant to Public Utilities Code Section 21676, to refer the proposed Project to the Riverside County ALUC for ALUC review. The proposed Project would comply with this ALUC notification and all other applicable rules and regulations as they pertain to the March ARB/IPA ALUCP and airport safety.

Perris Municipal Code Section 19.51.060 lists the compatibility criteria for each zone. Industrial and Commercial land uses in the C2 Zone are prohibited from having a maximum average intensity of 200 people per acre. Based on the County of Riverside General Plan which estimates that light the MBU designation would employ approximately one worker for every 1,030 square feet of MBU building area and one worker for every 500 square feet of Commercial building area, the entire Specific Plan area would

result in approximately 6,427 employees. The gross acreage of the site is 358.28 acres, which would equate to an average of 18 people per acre. The Project is not classified as a prohibited use, and it would not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. The proposed Project would not introduce a safety hazard associated with airport operations for people residing, working, and visiting the Specific Plan Area. Therefore, the Project would be a consistent use, as outlined in the March ARB Basic Compatibility Criteria, and the Project would not pose a safety hazard to the people residing or working in the area. As such, impacts would be less than significant.

IMPACT HAZ-6: THE PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Less than Significant Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside, 2018), which the City of Perris participates in, that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. In addition, the City maintains their own Perris Local Hazard Mitigation Plan. The Project would operate a commercial retail center, big box retail store, and business park that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and California Fire Code (adopted as Perris Municipal Code Sections 16.08.050 and 16.08.058, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan and the Perris Local Hazard Mitigation Plan.

Construction

Specific Plan Area

According to the City of Perris General Plan Safety Element (General Plan Figure S-1, *Potential Evacuation Routes*), Indian Avenue and Perris Boulevard are designated as a general evacuation routes. The proposed construction activities, including equipment and supply staging and storage, would occur within the Specific Plan Area and would not restrict access of emergency vehicles to the Specific Plan Area or adjacent areas. During construction of driveways to Perris Boulevard, Barrett Avenue, Orange Avenue, and Frontage Road, construction of roadways, and infrastructure improvements, the roadways would remain at least partially open or proper detours would be provided to ensure adequate emergency access to the Specific Plan Area and vicinity. Construction activities within the Specific Plan Area that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. In accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), prior to any activity that would encroach into a right-of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the City's Building and Safety Division during the construction permitting process. Therefore, the Project would not block any evacuation routes along Indian Avenue or Perris Boulevard or conflict with an emergency response plan, and potential impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant.

Operation

Phase 1 Developments

All seven MBU buildings would have driveways along Frontage Road which would provide access for both trucks and passenger vehicles, except Buildings 1 and 2 which would only have a truck driveway along Frontage Road. Building 1 would have two additional driveways along Orange Avenue for passenger

vehicles. Building 1 would provide truck access from a proposed Private Drive A. Building 2 would have three additional driveways along Orange Avenue: two for passenger vehicle access and one for emergency vehicle access. Building 3 would have an ingress passenger vehicle only driveway along Private Drive A and a passenger vehicle access only driveway at the northern corner of the site along Frontage Road. Buildings 3 and 4 would share a truck driveway along Frontage Road. Buildings 4 and 5 would share a passenger vehicle driveway along Frontage Road and Building 5 would have a truck driveway at the southwestern portion of the site. Building 6 would have one ingress/egress truck driveway, one egress truck driveway, and one passenger vehicle driveway along Frontage Road. Building 7 would have one ingress/egress truck driveway, one egress truck driveway, and one passenger vehicle driveway along Frontage Road and one passenger vehicle and one emergency vehicle access driveway along Barrett Road. All truck driveways along Frontage Road would be right-out only. The Community Shopping Center would include two driveways along Harvest Landing Way, two driveways along Perris Boulevard, and two driveways along Orange Avenue. Trucks would only access the site from the western driveways along Harvest Landing Way and Orange Avenue. Loading areas for trucks would be provided along the western side of the proposed major retail building.

Internal circulation would be provided by 28-foot to 86.5-foot-wide drive aisles. Therefore, the Phase 1 development would provide adequate and safe circulation to, from, and through the Specific Plan Area and would provide a variety of routes for emergency responders to access the site and surrounding areas. The development would comply with Perris Municipal Code standards, which require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. Therefore, operation of the Project would not impair implementation or interfere with adopted emergency response or evacuation plans. Potential impacts would be less than significant.

Phase 2 Buildout

Physical development pursuant to Phase 2 of the proposed Project is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. Physical development pursuant to the proposed Project is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. In addition, all roadway improvements would be made as a part of Phase 1 development. Emergency access and circulation during construction and operation of individual development projects under the proposed Project would be part of each future development project's review and approval by the City. Therefore, as existing City development standards would require new development within the proposed Project to be designed so as to not interfere with an adopted emergency response plan or emergency evacuation plan, impacts from implementation of the proposed Project would be less than significant.

IMPACT HAZ-7: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES.

Specific Plan Area

Less than Significant Impact. The Specific Plan Area is currently mostly vacant with two single-family residences, remnants of two previously demolished single-family residences, and Val Verde Elementary School and is located in an area that is not within an identified wildland fire hazard area, as identified by CAL FIRE, or an area where residences are intermixed with wildlands. According to the CAL FIRE Hazard Severity Zone (FHSZ) Map, the Specific Plan Area is categorized as a Local Responsibility Area (LRA) and is not within moderate to very high FHSZ (CAL FIRE, 2024). As indicated in the General Plan Public Safety Element, the City of Perris has areas of very high- fire hazard severity areas. The General Plan does not identify the Specific Plan Area as being within a moderate to very high wildland fire hazard severity zone

(City of Perris, 2005). Areas west of the Specific Plan Area, across I-215, are located with a State Responsibility Area (SRA) and Very High FHSZ (CAL FIRE, 2024).

Project implementation would require adherence to the City's Land Development and Engineering Standards and the following sections of the City Development Code to reduce potential fire hazards: Chapter 16.08.058: Adoption of the 2022 California Fire Code. Applicable State and local standards include requirements such as fire-retardant features for new building construction, roadway design and fire access standards, and general building considerations to reduce the potential threat of fire hazard. The Project would also be required to comply with guidelines from the Riverside County Fire Department related to fire prevention and would be subject to review for fire safety during the plan check process by the City's Building and Safety Division in connection with the issuance of permits for the Project. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

5.9.7 CUMULATIVE IMPACTS

Hazardous Materials

The cumulative hazards materials impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR. Cumulative development within the City would have the potential to expose residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may contain hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on future project sites, appropriate remediation activities would be required pursuant to standard federal, State, and regional regulations. Compliance with the relevant federal, State, and local regulations, as listed above in Section 5.9.2, *Regulatory Setting*, during operation and construction throughout the Specific Plan Area, as well as during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

Airport Hazards

The cumulative airport hazards impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the March ARB/IPA ALUCP area. Cumulative development within the vicinity of the March ARB/IPA would have the potential to expose future residents and workers to safety and/or noise hazards from operation of aircraft. Compliance with the Basic Compatibility Criteria table from the March ARB/IPA ALUCP and the MAOZ, as outlined in the Perris Municipal Code Chapter 19.51.060, would ensure that the Project and future development within the vicinity would not represent a hazard to people as a result of airport operations. As previously described, the Project does not propose the development of highly noise-sensitive outdoor nonresidential uses or hazards to flight, such as tall objects, visual or electronic forms of interference, or development that may attract birds. In addition, land uses and developments that would result in potential hazards to flight operations (listed in Section 19.51.060 of the Perris Municipal Code) would be prohibited. Therefore, the Project would not result in cumulatively considerable impacts related to March ARB/IPA hazards, and cumulative impacts would be less than significant.

5.9.8 EXISTING REGULATIONS

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- United States Code of Federal Regulations Title 49, Chapter I: Pipeline and Hazardous Materials Safety Administration, Department of Transportation
- United States Code of Federal Regulations Title 29, Section 1926.62: Engineering and work practice controls to reduce employee exposure to lead
- United States Code of Federal Regulations Title 40, Part 761: Polychlorinated Biphenyls (PCBs) Manufacturing, Processing, Distribution in Commerce, and Use Prohibitions
- United States Code of Federal Regulations Title 29, Section 1910.120: Hazardous waste operations and emergency response

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Health and Safety Code Section 39650 et seq.: Toxic Air Contaminants

Local

- Perris Municipal Code Chapter 19.51: March ARB/IP Airport Overlay Zone (MAOZ)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
- Regional MS4 permit (Order No. Order No. R8- 2002-0011, NPDES No. CAS 618033)
- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ

5.9.9 PROJECT DESIGN FEATURES

None.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts HAZ-1, HAZ-2, and HAZ-4 through HAZ-7 would be less than significant.

Upon implementation of regulatory requirements, Impact HAZ-3 would be **potentially significant.**

5.9.11 MITIGATION MEASURES

Mitigation Measures AQ-8 through AQ-21, as listed in Section 5.3, *Air Quality*.

5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs and implementation of Mitigation Measures AQ-8 through AQ-21 would reduce potential impacts associated with hazards and hazardous materials to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to hazards and hazardous materials would occur.

5.9.13 REFERENCES

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